

Draft Environmental Impact Report
SCH No. 2022080060

Majestic Freeway Business Center Phase II

Riverside County, California



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

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

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Lead Agency Discretionary Permits

Plot Plan No. 220003 (PPT 220003)
Plot Plan No. 220008 (PPT 220008)
Plot Plan No. 220009 (PPT 220009)
Plot Plan No. 220015 (PPT 220015)



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<u>Appendix No.</u>	<u>Appendix Title</u>
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ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
§	Section
§§	Sections
A-1	Light Agriculture
A-1-1	Light Agriculture, 1-Acre Minimum Lot Sizes
A-2	Heavy Agriculture
A-D	Agriculture - Dairy
A-P	Light Agriculture with Poultry
A-P Act	Alquist-Priolo Earthquake Fault Zoning Act
a.m.	ante meridiem
AB	Assembly Bill
ACM	Alternative Calculation Method
ACOE/Corps	Army Corps of Engineers
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AFY	Acre Feet per Year
AIA	Airport Influence Area
AIRFA	American Indian Religious Freedom Act
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	Above Mean Sea Level
ANSI	American National Standards Institute
AOI	Area of Interest
AP	Alquist-Priolo
APSA	Aboveground Petroleum Storage Act
APN	Assessor Parcel Number
AQMD	Aur Quality Management District
AQMP	Air Quality Management Plan
ASTs	Aboveground storage tanks
AT&SF	Atchison, Topeka and Santa Fe
B.P.	Before Present
BFFP	Board of Forestry and Fire Protection
BMPs	Best Management Practices
BSC	Building Standards Commission
C&D	Construction and Demolition
C/V	Citrus/Vineyard



ACRONYMS AND ABBREVIATIONS (CONT'D)

<u>Acronym</u>	<u>Definition</u>
CA	California
CCAA	California Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAB	California Architects Board
CadnaA	Computer Aided Noise Abatement
CalARP	California Accidental Release Prevention
CalEnviroScreen	California Communities Environmental Health Screening Tool Version 3.0
CalEPA	California Environmental Protection Agency
CalFIRE	California Department of Forestry and Fire Protection
CalFIRE – OSFM	CalFire – Office of the State Fire Marshall
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Program
Cal OES	Governor’s Office of Emergency Services
Caltrans	California Department of Transportation
Calveno	California Vehicle Noise Emission Level
CAP	Climate Action Plan
CARB	California Air Resources Board
CASP	California Aviation System Plan
CBSC	California Building Standards Code
CCAA	California Clear Air Act
CCA EJ	Center for Community Action and Environmental Justice
CCR	California Code of Regulations
CDC	California Department of Conservation
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFC	California Fire Code
CFR	Code of Federal Regulations
cfs	cubic feet per second
CGC	California Government Code
CHPO	County Historic Preservation Officer
CIWMB	California Integrated Waste Management Board
CIWMP	County Integrated Waste Management Plan
CLCA	California Land Conservation Act
CMP	Congestion Management Program



ACRONYMS AND ABBREVIATIONS (CONT'D)

<u>Acronym</u>	<u>Definition</u>
CMUTD	California Manual on Uniform Traffic Control Devices
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
COG	Council of Governments
COP	Community Oriented Policing Program
COPPS	Community Oriented and Policing Problem Solving Program
CORRACTS	RCRA facilities subject to corrective actions
CPUC	California Public Utilities Commission
CRA	Cultural Resources Assessment
CRMP	Cultural Resource Monitoring Program
CRNA	California Natural Resources Agency
CSA	Community Service Area
CTC	California Transportation Commission
CTP	Clean Truck Program
CTR	Commute Trip Reduction
CUPAs	California Unified Program Agencies
CWA	Clean Water Act
CWC	California Water Code
cy	Cubic Yards
D	Urban and Built-Up Land
dB	Decibel
dBA	A-weighted Decibels
DC/TP	discover clause/treatment plan
DEH	Department of Environmental Health
DIF	Development Impact Fee
DIVCA	Digital Infrastructure and Video Competition Act
DoD	Department of Defense
DOE	Department of Education
DOE	Department of Energy
DOE	Determination of Eligibility
DOSH	Division of Occupational Safety and Health
DPR	Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
e.g.	exempli gratia
EA	Environmental Assessment
EAC	Existing plus Ambient plus Cumulative Conditions (without Project)



ACRONYMS AND ABBREVIATIONS (CONT'D)

<u>Acronym</u>	<u>Definition</u>
EDR	Environmental Data Resources
EI	Expansion Index
EIC	Eastern Information Center
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMFAC	Emission Factor Model
EMWD	Eastern Municipal Water District
EO	Executive Order
EPA	Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-To-Know Act
EPIC	Energy Policies Initiatives Center
ERNS	Emergency Response Notification System
ERO	Electric Reliability Organization
ESA	Environmental Site Assessment
ETC	Employee Transportation Coordinator
ESFR	Early Suppression, Fast Response
et seq.	<i>et sequentia</i> , meaning "and the following"
FAA	Federal Aviation Administration
FAR	floor area ratio
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FIMA	Federal Insurance and Mitigation Administration
FIND	Facility Information Detail
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
FYI	For Your Information
G	Grazing Land
GBN	Ground-Based Noise
GBV	Ground-Based Vibration
GHG	Greenhouse Gas
GIS	Geographic Information System
GLO	General Land Office



ACRONYMS AND ABBREVIATIONS (CONT'D)

<u>Acronym</u>	<u>Definition</u>
GMP	Groundwater Management Plan – West San Jacinto Groundwater Basin
GMZ	Groundwater Management Zone
gpd	Gallons per Day
GSA	Groundwater Sustainability Agency
GRH	Guaranteed Ride Home
GSP	Groundwater Sustainability Plan
HBW	Home-Based Work
HCA	Housing Crisis Act
HCP	Habitat Conservation Plan
HI	Hazard Index
HMBEP	Hazardous Materials Business Emergency Plan
HMIS	Hazardous Materials Inventory Statements
HMMP	Hazardous Materials Management Plan
HMTA	Hazardous Materials Transportation Act
HMTUSA	Hazardous Materials Transportation Uniform Safety Act
HQTA	High-Quality Transit Area
HRA	Health Risk Assessment
HSC	Health and Safety Code
HWCL	Hazardous Waste Control Law
HUD	U.S. Department of Housing and Urban Development
I	Interstate
i.e.	that is
I-P	Industrial Park
IA	Implementing Agreement
ICAO	International Civil Aviation Organization
ID	Identification
in/sec	inches per second
IS	Initial Study
ISO	Independent System Operator
ITIP	Interregional Transportation Improvement Plan
IWMA	Integrated Waste Management Act
IWMP	Integrated Waste Management Plan
JPA	Joint Powers Authority
L	Farmland of Local Importance
LACM	Natural History Museum of Los Angeles County



ACRONYMS AND ABBREVIATIONS (CONT'D)

<u>Acronym</u>	<u>Definition</u>
LADWP	Los Angeles Department of Water and Power
Ldn	Day-Night Average Sound Level
Leq	equivalent continuous sound level
LHMWD	Lake Hemet Municipal Water Distric
LI	Light Industrial
Lmax	Maximum level measured over the time interval
LOS	Level of Service
LPSRA	Lake Perris State Recreation Area
LRA	Local Responsibility Area
LSA	Lake and Streambed Alteration
LST	Localized Significance Threshold
LTF	Local Transportation Fun
LTO	Licensed Timber Operator
LUST	Leaking Underground Storage Tank
Lw	reference sound power level
MARB	March Air Force Base
M-H	Manufacturing - Heavy
M-SC	Manufacturing – Service Commercial
MFBCSP	Majestic Freeway Business Center Specific Plan
mgd	million gallons per day
MICR	Maximum Individual Cancer Risk
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
M-SC	Manufacturing-Service Commercial
MSHCP	Multiple Species Habitat Conservation Plan
MT	Metric Ton
MTCO _{2e}	Metric Tons of Carbon Dioxide Equivalent
MVAP	Mead Valley Area Plan
MVTS	Moreno Valley Transit Station
MWD	Metropolitan Water District
N/A	Not Applicable
n.d.	no date
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards



ACRONYMS AND ABBREVIATIONS (CONT'D)

<u>Acronym</u>	<u>Definition</u>
NAHC	Native American Heritage Commission
NETR	Nationwide Environmental Title Research
NFA	no further action
NFIP	National Flood Insurance Program
NFRAP	No Further Remedial Action Planned
NHL	National Historic Landmark
NIA	Noise Impact Analysis
NIOSH	National Institute for Occupational Safety and Health
No.	Number
NO _x	Nitrogen Oxides
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPS	National Park Service
NPS	Non-Point Source
NRHP	National Register of Historic Places
NTR	National Toxics Rule
NVIA	Noise and Vibration Impact Assessment
O ₃	Ozone
OAL	Office of Administrative Law
OHP	Office of Historic Preservation
OIH	Office of Industrial Hygiene
Ord.	Ordinance
OSHA	Occupational Safety and Health Assessment
p.m.	post meridiem
P	Prime Farmland
PA	Program Agency
PA	Production/Attraction
PBLA	PBLA Engineering, Inc.
PCBs	Polychlorinated biphenyls
PCEs	Passenger Car Equivalents
PM	Particulate Matter
PM _{2.5}	Fine Particulate Matter (2.5 microns or smaller)
PM ₁₀	Fine Particulate Matter (10 microns or smaller)
PPT	Plot Plan
PPV	peak particle velocity



ACRONYMS AND ABBREVIATIONS (CONT'D)

<u>Acronym</u>	<u>Definition</u>
PRA	Paleontological Resources Assessment
PRC	Professional Regulation Commission
PRIMP	Paleontological Resource Impact Mitigation Program
PRPA	Paleontological Resources Preservation Act
R-R-1/2	Rural Residential, 0.5-Acre Lot Sizes
RBBD	Road and Bridge Benefit District
RC-VLDR	Rural Community – Very Low Density Residential
RCA	Regional Conservation Authority
RCALUC	Riverside County Airport Land Use Commission
RCDEH	Riverside County Department of Environmental Health
RCDWR	Riverside County Department of Waste Resources
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCHCA	Riverside County Habitat Conservation Agency
RCIT	Riverside County Information Technology
RCPG	The SCAG Regional Comprehensive Plan and Guide
RCPLS	Riverside of County Public Library System
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
RCWD	Rancho California Water District
REC	Recognized Environmental Condition
REMEL	Reference Mean Emission Level
RHNA	Regional Housing Needs Assessment
RMM	Riverside Municipal Museum
rms	root mean square
ROW	Right of Way
RPF	Registered Professional Foresters
RSHA	Regional System of Highways and Arterials
RTA	Riverside Transit Authority
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWRF	Regional Water Reclamation Facility
RWQCB	Regional Water Quality Control Board



ACRONYMS AND ABBREVIATIONS (CONT'D)

<u>Acronym</u>	<u>Definition</u>
S	Farmland of Statewide Importance
SAA	Streambed Alteration Agreement
SARA	Superfund Amendments and Reauthorization Act
SAWPA	Santa Ana Watershed Project Authority
SB	Senate Bill
SBCM	San Bernardino County Museum
SCAB	South Coast Air Basin
SCAG	Sothern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Geotechnical
SCH	California State Clearinghouse (Office of Planning and Research)
SCS	Sustainable Communities Strategy
SCS	SCS Engineers
SDWA	Safe Drinking Water Act
SDNHM	San Diego Natural History Museum
SED	socio-economic data
SEMS	Superfund Enterprise Management System
s.f.	square-foot, square foot, square footage, or square feet
SFP	School Facilities Program
SGMA	Sustainable Groundwater Management Act
SHMA	Seismic Hazards Mapping Act
SHPO	State Historic Preservation Office
SHRC	State Historical Resources Commission
SIC	Standard Industrial Classification Code
SJGB	San Jacinto Groundwater Basin
SKR	Stephens' Kangaroo Rat
SKR HCP	Stephens' Kangaroo Rat Habitat Conservation Plan
SMARA	Surface Mining and Reclamation Act
SNUR	Significant New Use Rule
SOC	Statement of Overriding Considerations
SoCal Gas	Southern California Gas Company
SR	State Route
SRA	State Responsibility Area
STA	State Transit Assistance
STIP	Statewide Transportation Improvement Plan
SWLF	Solid Waste Facility/Landfills
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan



ACRONYMS AND ABBREVIATIONS (CONT'D)

<u>Acronym</u>	<u>Definition</u>
SWRCB	State Water Regional Control Board
SWRCC	Southwest Regional Council of Carpenters
TA	Traffic Analysis
TAC	Toxic Air Contaminants
TAZ	Traffic Analysis Data
TDA	Transportation Development Act
TDM	Transportation Demand Management
THP	Timber Harvesting Plan
TOD	Transit-Oriented Development
tpd	tons per day
TPH	total petroleum hydrocarbons
tpy	tons per year
TSCA	Toxic Substances Control Act
TUMF	Transportation Uniform Mitigation Fee
U	Unique Farmland
U.S.	United States
USCB	United States Census Bureau
USDA	U.S. Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Society
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
VdB	vibration decibel notation
VCP	Voluntary Cleanup Program
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
VVUSD	Val Verde Unified School District
WDRs	Waste Discharge Requirements
WMI	Watershed Management Initiative
WMIE	Waste Management of the Inland Empire
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments
WRP	Waste Recycling Plan



ACRONYMS AND ABBREVIATIONS (CONT'D)

<u>Acronym</u>	<u>Definition</u>
WRRRA	Waste Reuse and Recycle Act
WSA	Water Supply Assessment
WSC	Western Science Center
WUI	Wildland-Urban Interface
X	Other Land
ZORI	Zones of Required Investigation



F.0 FINAL ENVIRONMENTAL IMPACT REPORT

F.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) was prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 *et seq.*) and State CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 *et seq.*).

According to State CEQA Guidelines Section 15132, the FEIR shall consist of:

- a. The Draft EIR (DEIR) or a revision of the draft;
- b. Comments and recommendations received on the DEIR either verbatim or in summary;
- c. A list of persons, organizations, and public agencies commenting on the DEIR;
- d. The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- e. Any other information added by the Lead Agency.

In accordance with the above-listed requirements, this FEIR for the Majestic Freeway Business Center Phase II project (hereafter, the “Project”) and associated discretionary and administrative actions, consists of the following:

- a. Comment letters and responses to public comment; and
- b. The circulated Majestic Freeway Business Center Phase II DEIR and Technical Appendices, SCH No. 2022080060, with additions shown as underlined text and deletions shown as ~~stricken text~~ (refer to Subsection F.3, *Additions, Corrections, and Revisions to the DEIR*, for a summary of the changes to the EIR since the DEIR was circulated for public review).

This FEIR document was prepared in accordance with CEQA and the State CEQA Guidelines and represents the independent judgment of the CEQA Lead Agency (Riverside County).

F.2 RESPONSES TO DEIR COMMENTS

Riverside County received four (4) comment letters in response to the DEIR during the DEIR’s public review period and one (1) additional comment letter approximately three (3) months after the DEIR review period closed. Out of courtesy, responses to the late comment letter are also included herein. A list of the agencies, organizations, and persons that submitted comments on the DEIR is presented in Table F-1, *Organizations, Persons, and Public Agencies that Commented on the DEIR*.



F.2.1 CEQA REQUIREMENTS

State CEQA Guidelines Section 15088 requires the Lead Agency (Riverside County) to evaluate comments received from public agencies and interested parties who reviewed the DEIR and to provide written responses with good faith and reasoned analysis to comments that relate to significant environmental issues.

Table F-1 Organizations, Persons, and Public Agencies that Commented on the DEIR

Comment Letter	Commenting Party	Date
A	California Air Resources Board (CARB)	October 12, 2023
B	South Coast Air Quality Management District (SCAQMD)	October 13, 2023
C	Adams Broadwell Joseph & Cardozo on behalf of Californians Allied for a Responsible Economy (CARE CA)	October 16, 2023
D	Mike McCarthy on behalf of Riverside Neighbors Opposing Warehouses (RNOW)	October 13, 2023
E	Advocates for the Environment*	January 22, 2024*

* Comment letter received after the close of the public review period for the DEIR, which ended on October 16, 2023.

State CEQA Guidelines Section 15204(a) outlines the parameters for public agencies and interested parties to submit comments and the Lead Agency’s responsibility for responding to specific comments. Per State CEQA Guidelines Section 15204(a), comments should be related to:

[T]he sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible...CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or suggested by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

State CEQA Guidelines Section 15204(c) further advises that, “[r]eviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to State CEQA Guidelines Section 15204(c), “...an effect shall not be considered significant in the absence of substantial evidence.” Additionally, State CEQA Guidelines Section 15204(d) notes that, “[e]ach responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility”; but, pursuant to State CEQA Guidelines Section 15204(e), “[t]his section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section [State CEQA Guidelines Section 15204].”

Per State CEQA Guidelines Section 15088(c), the level of detail contained in the response may correspond to the level of detail provided in the comment: “A general response may be appropriate when a comment does



not contain or specifically refer to readily available information, or does not explain the relevance of evidence submitted with the comment.”

F.2.2 RESPONSES TO DEIR COMMENTS

Copies of each of the comment letters referenced in Table F-1 are provided on the following pages, followed by responses to each individual comment. State CEQA Guidelines Section 15088.5 requires recirculation when “significant” new information is added to an EIR, meaning the EIR is changed in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect or a feasible way to avoid such an effect, including a feasible project alternative, that the applicant declines to implement. “Significant” new information requiring recirculation includes (1) a new significant environmental impact; (2) a substantial increase in the severity of an environmental impact; (3) a feasible project alternative or mitigation measure that would clearly lessen the significant environmental impacts of the project, but the applicant declines to adopt it; or (4) a fundamentally and basically inadequate and conclusory draft EIR (State CEQA Guidelines Section 15088.5; see also, *Laurel Heights Improvement Assn. v. Regents of University of California* [1993] 6 Cal. 4th 1112). None of the responses to the comment letters submitted to the County require the addition of significant new information to the DEIR or otherwise meet the requirements of State CEQA Guidelines Section 15088.5. Instead, these responses to comments supplement the draft EIR’s analysis of the same potentially significant impacts already disclosed therein. Therefore, recirculation is not required (refer also to Subsection F.4, *No Recirculation of Draft Program EIR Required*).



COMMENT LETTER A



Gavin Newsom, Governor
Yana Garcia, CalEPA Secretary
Liane M. Randolph, Chair

October 12, 2023

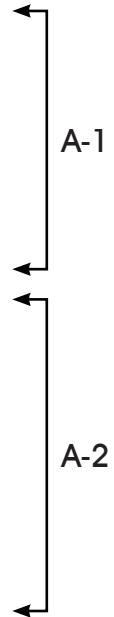
Russell Brady
Contract Planner
County of Riverside County
4080 Lemon Street, 12th Floor
Riverside, California 92501
rbrady@rivco.org

Sent via email

Dear Russell Brady:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Majestic Freeway Business Center Phase II (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2022080060. The Project proposes the development of four separate plan applications consisting of the proposed Building 18 Site, Building 17 Site, Building 14A/14B Site, and Building 13 Site. The Project would allow for the construction and operation of five warehouse buildings totaling up to 1,219,222 square feet. The proposed Project would result in an increase of 1,908 daily vehicle trips along local roadways, including a net increase of 420 truck trips.¹ The Project is proposed within an unincorporated area of Riverside County (County), California, which is the lead agency for California Environmental Quality Act (CEQA) purposes.

The DEIR shows that the Project will expose nearby residential communities to elevated levels of air pollution beyond the existing baseline emissions at the Project site. Residences are located west of the Project site, with the closest residence approximately 220 feet west of the proposed Building 14A/14B site. In addition to residences, Mead Valley Elementary School, Manuel L. Real Elementary School, and Val Verde Elementary School are all located within two miles from the proposed four Project sites. These residences and schools are located near existing toxic diesel particulate matter (diesel PM) emission sources, which include industrial facilities, rail traffic along the Atchison Topeka and Santa Fe rail lines, aircraft and airport equipment operations at the March Air Reserve Base, and vehicular traffic along Interstate 215. Due to the Project's proximity to residences and schools already burdened by multiple sources of air pollution, CARB is concerned with the potential cumulative health impacts associated with the construction and operation of the Project.



¹ County of Riverside County. Rubidoux Majestic Freeway Business Center Phase II Draft Environmental Impact Report. Table 3-9. Page 3-42. Accessible at https://files.ceqanet.opr.ca.gov/280554-2/attachment/9LHzYBmeeHu6GB1V-oKmM_NTQamNMvDUgibdCHgy0aUTPDp88HqxN_dm7tVcC5r02ipS8mVlkMLAHkby0



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The State of California has placed additional emphasis on protecting local communities from the harmful effects of air pollution through the passage of Assembly Bill 617 (AB 617) (Garcia, Chapter 136, Statutes of 2017). AB 617 is a significant piece of air quality legislation that highlights the need for further emission reductions in communities with high exposure burdens, like those in which the Project is located. Diesel PM emissions generated during the construction and operation of the Project would negatively impact neighboring communities, which are already impacted by existing air pollution.

A-3

Through its authority under Health and Safety Code section 39711, the California Environmental Protection Agency (CalEPA) is charged with the duty to identify disadvantaged communities. CalEPA bases its identification of these communities on geographic, socioeconomic, public health, and environmental hazard criteria (Health and Safety Code, section 39711, subsection (a)). In this capacity, CalEPA currently defines a disadvantaged community, from an environmental hazard and socioeconomic standpoint, as a community that scores within the top 25% of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 4.0 (CalEnviroScreen). CalEnviroScreen uses a screening methodology to help identify California communities currently disproportionately burdened by multiple sources of pollution. The census tract containing the Project is within the top 5% for Pollution Burden and is considered a disadvantaged community.² The County must ensure that the Project does not adversely impact neighboring disadvantaged communities.

A-4

Industrial facilities, like the facilities described in the Project, can result in high volumes of heavy-duty diesel truck traffic, and operation of on-site equipment (e.g., forklifts and yard tractors) that emit toxic diesel emissions, and contribute to regional air pollution and global climate change.³ To better address regional air pollution and global climate change, Governor Gavin Newsom signed Executive Order N-79-20 on September 23, 2020. The Executive Order states: "It shall be a goal of the State that 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100% of medium and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100% zero-emission off-road vehicles and equipment by 2035 where feasible." The Executive Order further directs the development of regulations to help meet these goals. To ensure that lead agencies, like the Project, stay in step with evolving scientific knowledge to protect public health from adverse air quality and greenhouse gas impacts from the transportation sector, which serves as the basis of the Governor's

A-5

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² Pollution Burden represents the potential exposure to pollutants and the adverse environmental conditions caused by pollution.

³ With regard to greenhouse gas emissions from this project, CARB has been clear that local governments and project proponents have a responsibility to properly mitigate these impacts. CARB's guidance, set out in detail in the Scoping Plan issued in 2022, makes clear that in CARB's expert view, local mitigation is critical to achieving climate goals and reducing greenhouse gases below levels of significance.

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Executive Order N-79-20, CARB staff urges the County to plan for the use of zero-emission technologies within the Project area.

The Final Environmental Impact Report Should Restrict the Operation of Transport Refrigeration Units within the Project Area

The County does not specify in the DEIR whether the proposed Project would be used for cold storage. Warehouse facilities used for cold storage result in an increase in the of number trucks and trailers equipped with transport refrigeration units (TRUs) traveling along local roadways.⁴ TRUs on trucks and trailers can emit large quantities of diesel exhaust while operating within nearby communities. Should the Project later include cold storage uses, residences near the Project site could be exposed to significantly higher levels of toxic diesel PM, oxides of nitrogen (NOx), and greenhouse gases than they would if the Project included only trucks and trailers without TRUs. To ensure TRUs will not operate within the Project site before their potential impacts are first quantified and mitigated, CARB urges the County to include one of the following design measures in the Final Environmental Impact Report (FEIR):

- A Project design measure requiring contractual language in tenant lease agreements that prohibits tenants from operating TRUs within the Project-site unless they are zero-emission; or
- A condition requiring a restrictive covenant over the parcel that prohibits the applicant's use of diesel-powered TRUs on the property, unless the applicant seeks and receives an amendment to its conditional use permit allowing such use.

The DEIR Uses Inappropriate Trip Lengths When Modeling the Project's Air Quality Impacts from Mobile Sources

The County may have underestimated mobile source air pollutant emissions in the DEIR by relying on unrealistic truck trip lengths. The Project's operational air pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod). Based on CARB's review of the CalEEMod inputs provided to CARB staff by the County, the County assumed approximately 54% of the total truck traffic would travel a distance of 30 miles, 31% of the total truck traffic would travel a distance of 10 miles, and 14% of the total truck traffic would travel a distance of 14 miles. The County states in the DEIR that these truck trip distances are based on the South Coast Air Quality Management District's (SCAQMD)

⁴ TRUs are refrigeration systems powered by integral diesel engines that protect perishable goods during transport in an insulated truck and trailer vans, rail cars, and domestic shipping containers.

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guidance.⁵ SCAQMD’s recommended truck trip lengths were calculated using trip length data provided in the California Association of Governments (SCAG) 2016 Regional Transportation Plan, which includes many short trips in the Los Angeles Region that do not fully reflect the truck trip distances for the Project. Since trucks serving the Project may originate from the Ports of Long Beach and Los Angeles or other regions further than 30 miles, CARB urges the County to use project-specific truck trip distances in their air quality impact analysis. Unless the County includes a mitigation measure or project design feature in the DEIR that restricts trucks from traveling a distance greater than what was analyzed in the DEIR, the County should re-evaluate the Project mobile source air pollutant emissions by using Project-specific trip distances.

The Trip Generation Rates Used to Evaluate the Project’s Mobile Air Pollutant Emissions is Unsubstantiated

In DEIR Chapter 3.6.2 (Operational Characteristics), the County shows that “the buildout of all five of the Project’s proposed buildings would result in the generation of approximately 1,908 daily vehicle trips...”.⁶ This daily vehicle trip rate was calculated using the trip-generation statistics published in the ITE Trip Generation Manual 11th Edition assuming the proposed Project would be used as a High-Cube Transload and Short-Term Storage Warehouse. The trip generation rates presented in the Project’s traffic impact analysis and later used in the Project’s air quality analysis seem underestimated, considering the combined size of the proposed warehouse buildings is 1,219,222 square feet. For example, the Rubidoux Commerce Park DEIR states that its proposed project will be similar to the Project in both size, at 1,184,102 square feet, and location, approximately 13 miles from the Project sites, yet it projects 5,724 daily vehicle trips, a daily vehicle trip rate three times higher than what is presented in DEIR for the Project; CARB is concerned that the DEIR for the Project may have underestimated daily vehicle trip rates.

The Project’s description shows that the Project would be used as light industrial use but does not provide substantial evidence to show that the proposed warehouse development would fit the High-Cube Transload and Short-Term Storage Warehouse category. Other warehouse categories in the ITE Trip Generation Manual, such as General Light Industrial and High-Cube Fulfillment Center Warehouse uses, are shown to have higher trip

⁵ County of Jurupa Valley. Rubidoux Commerce Park Project Draft Environmental Impact Report. Appendix B. Page 42. Accessible at https://files.ceqanet.opr.ca.gov/266184-4/attachment/Dao04Nm9DNCIplagz23g_tK_T45-jrO6QjDoTuWdW4UYnL0krj1BitejmlcOT4ya1JrDA80AF373bp2p0

⁶ County of Riverside County. Rubidoux Majestic Freeway Business Center Phase II Draft Environmental Impact Report. Page 3-39. Accessible at https://files.ceqanet.opr.ca.gov/280554-2/attachment/9LHzyBmeeHu6GB1V-oKmM_NTQamNMvDUGibdCHgy0aUTPDp88HqxN_dm7tVcC5r02ipS8mVlkMLAHkby0

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(CONT.)

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generation rates than was used to evaluate the Project’s mobile source air pollutant emission rates in the DEIR.⁷

To fully evaluate the Project’s impact on air quality, the County must provide substantial evidence in the DEIR for their selection of a High-Cube Transload and Short-Term Storage Warehouse land use obtained from the ITE Trip Generation Manual 11th Edition in the FEIR. If it is discovered that the Project does not fit this category, the County must evaluate the Project’s mobile source air quality impacts using the most conservative land use category found in the ITE Trip Generation Manual. The revised vehicle trip rates must include Project-specific fleet mixes. For example, according to the Fontana Truck Trip Generation Study, 20.4% of the total daily vehicle trips from a warehouse greater than 100,000 square feet would consist of trucks.⁸ This example study is based on traffic counts from warehouses.

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(CONT.)

The County Should Include a Mitigation Measure Requiring the Use of Electric Trucks

Based on CARB’s comments provided above, the County may have underestimated the Project’s air quality impacts by not using Project-specific truck trip distances, as discussed above in this letter. To mitigate any potential air quality impacts by the proposed Project, the County should include a mitigation measure or project design feature that requires all light-, medium- and heavy-duty trucks serving the Project to be zero-emission and to install on-site infrastructure to support those trucks. As presented below, CARB has many regulations that promote and eventually require the use of zero-emission trucks at freight facilities, such as the proposed Project. Specifically, the Advanced Clean Fleet Regulation would require all drayage trucks in California to be zero-emission by 2035. To support trucks serving the Project that are already complying with the Advanced Clean Fleets regulation, CARB urges the County to install infrastructure at the Project site support on-site zero-emission trucks at the start of Project operations. A list of commercially available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP).⁹ The HVIP is a part of California Climate Investments to incentivize the purchase of zero-emission trucks. Based on CARB’s review of the zero-emission trucks listed in the HVIP, there are commercially available electric trucks that can meet the cargo transportation needs of individual industrial uses proposed in the County today. CARB has implemented or is developing regulations that will require the use of zero-emission trucks.

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⁷ Institute of Transportation Engineers. Common Trip Generation Rates. Accessible at https://www.troutdaleoregon.gov/sites/default/files/fileattachments/public_works/page/966/ite_land_use_list_10th_edition.pdf

⁸ City of Fontana. Truck Trip Generation Study. August 2003. Accessible at: <https://tampabayfreight.com/pdfs/Freight%20Library/Fontana%20Truck%20Generation%20Study.pdf>

⁹ Zero-Emission Truck and Bus Voucher Incentive Project. Accessible at: <https://californiahvip.org/>

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The list below details the CARB regulations that will result in the reduction of diesel PM and NOx emissions from trucks within California:

- **Drayage Truck Regulation:** The existing Drayage Truck Regulation requires all drayage trucks to operate with an engine that is a 2007 model year or newer.
- **Truck and Bus Regulation:** The Truck and Bus Regulation requires all trucks, including drayage, to have 2010 or newer model year engines by January 1, 2023.
- **Heavy-Duty Low-NOx Omnibus Rule:** The Heavy-Duty Low-NOx Omnibus Rule that requires truck emission standards to be reduced from 0.20 to 0.05 grams per brake horsepower-hour (g/bhp-hr) from 2024 to 2026, and to 0.02 g/bhp-hr in 2027.
- **Advanced Clean Trucks Regulation:** The Advanced Clean Trucks Regulation, approved by CARB on June 25, 2020, requires manufacturers to start the transition from diesel trucks and vans to zero-emission trucks beginning in 2024. The rule is expected to result in about 100,000 electric trucks in California by the end of 2030 and about 300,000 by 2035. The Advanced Clean Trucks regulation is part of CARB's overall approach to accelerate a large-scale transition to zero-emission medium- and heavy-duty vehicles. CARB approved amendments to the Advanced Clean Trucks regulation in March 2021; the amendments help ensure that more zero-emission vehicles are brought to market. CARB directed staff to ensure that fleets, businesses, and public entities that own or direct the operation of medium- and heavy-duty vehicles in California purchase and operate ZEVs to achieve a smooth transition to ZEV fleets by 2045 everywhere feasible, and specifically to reach:
 - 100% zero-emission drayage trucks, last mile delivery, and government fleets by 2035
 - 100% zero-emission refuse trucks and local buses by 2040
 - 100% zero-emission capable utility fleets by 2040
- **Advanced Clean Fleets Regulation:** The Advanced Clean Fleets Regulation is part of CARB's overall strategy to accelerate a large-scale transition to zero-emissions medium- and heavy-duty vehicles. This regulation works in conjunction with the Advanced Clean Trucks regulation. The regulation applies to trucks performing drayage operations at seaports and railyards, fleets owned by State, local, and federal government agencies, and high priority fleets. High priority fleets are those entities that own, operate, or direct at least one vehicle in California, and that have either \$50 million or more in gross annual revenue, or that own, operate, or have common ownership or control of a total of 50 or more vehicles. The regulation affects medium- and heavy-duty on-road vehicles with a gross vehicle weight rating greater than 8,500 pounds, off-road yard tractors, and light-duty mail and package delivery vehicles. All drayage trucks entering seaports and intermodal railyards would be required to be zero-emission by 2035.

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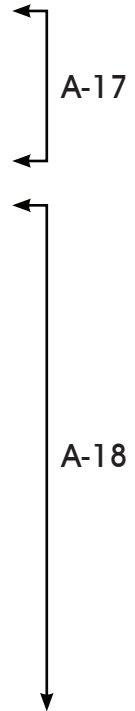
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With the implementation of the regulations listed above, specifically the Advanced Clean Trucks Regulation, tenants at the proposed industrial/warehouse development must begin the transition from diesel trucks and vans to zero-emission trucks. To protect the air quality nearby residences and children at nearby schools breath, CARB urges the County to include contractual language in tenant lease agreements that require future tenants to use zero-emission trucks during their operation in the FEIR.

Conclusion

To reduce the exposure of toxic diesel PM emissions in disadvantaged communities already disproportionately impacted by air pollution, the final design of the Project should include all existing and emerging zero-emission technologies to minimize diesel PM and NOx emissions, as well as the greenhouse gases that contribute to climate change. CARB also urges the County to specify in the Project’s description in the DEIR whether the Project would be used for cold storage, and to use Project-specific truck trip distances and conservative daily vehicle trip rates when evaluating the project’s mobile source air pollutant emissions during the operation of the Project.

Given the breadth and scope of projects subject to CEQA review throughout California that have air quality and greenhouse gas impacts, coupled with CARB’s limited staff resources to substantively respond to all issues associated with a project, CARB must prioritize its substantive comments here based on staff time, resources, and its assessment of impacts. CARB’s deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency’s findings and conclusions on any issues on which CARB does not substantively submit comments.





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CARB appreciates the opportunity to comment on the DEIR for the Project and can provide assistance on zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your list of selected State agencies that will receive the FEIR. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist via email at stanley.armstrong@arb.ca.gov.

Sincerely,

Richard Boyd, Assistant Branch Chief, Transportation and Toxics Division

- cc: State Clearinghouse
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- Yassi Kavezade, Organizer, Sierra Club
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capilla.morgan@epa.gov
- Stanley Armstrong, Air Pollution Specialist, Risk Reduction Branch

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(CONT.)



Letter A Responses to Comments from the California Air Resources Board (CARB)

- A-1** The California Air Resources Board (CARB) introduces CARB and summarizes the proposed Project. The Project as described by this comment is accurate. However, it should be noted that the DEIR assumed for analytical purposes that each of the proposed buildings would contain an additional 5% of building area in order to account for any minor changes to the building area as part of final design. As such, for purposes of analysis within the DEIR, it was assumed that the Project would involve 1,280,183 s.f. of building area, even though the Project's Plot Plan applications include only 1,219,222 s.f. of building area. Thus, the EIR conservatively overstates Project impacts.
- A-2** CARB expresses concern about air pollution levels in the Mead Valley community, the presence of sensitive receptors that are subject to elevated levels of Diesel Particulate Matter (DPM) under existing conditions, and the Project's contributing air pollutant emissions. A description of existing air quality conditions in the Mead Valley area is presented in DEIR Subsection 4.3, *Air Quality*, and DEIR Subsection 2.2, *Local Setting and Location*, includes a description of existing air pollution levels in the Mead Valley area based on data available from the Office of Environmental Health Hazard Assessment's (OEHHA's) California Communities Environmental Health Screening Tool: CalEnviroScreen 4.0. The County acknowledges CARB's concerns about potential cumulative human health impacts associated with air pollution, responses to which are provided in responses to Comments A-3 through A-18, which address the individual concerns identified by CARB in this comment letter.
- A-3** CARB provides information on Assembly Bill 617 (AB 617). The County acknowledges that the State of California has placed additional emphasis on protecting local communities from the harmful effects of air pollution, and has adopted legislation, including AB 617, to address the need for emissions reductions in communities with high exposure burdens. AB 617 requires CARB and local air districts such as SCAQMD to develop and implement additional emissions reporting monitoring, reduction plans, and measures in an effort to reduce air pollution exposure in disadvantaged communities. The Project complies with all applicable regulations promulgated by CARB and SCAQMD, and this comment does not identify any potential conflict between the Project and CARB or SCAQMD regulations. While the County acknowledges that the Project would generate Diesel Particulate Matter (DPM) emissions, the analysis of Threshold c. presented in DEIR subsection 4.3.4, which was based on numerous Health Risk Assessment (HRA) technical studies prepared for the Project that are included as DEIR *Technical Appendices B5 through B8 and B10*, demonstrates that the Project's health risks to the surrounding community would be below the thresholds of significance adopted by SCAQMD (i.e., cancer risks exceeding 10 in one million or non-cancer health risks exceeding an acute or chronic hazard index of 1.0). As this comment does not identify any deficiencies with the analysis presented in DEIR subsection 4.3.4 under the analysis of Threshold c., no revisions to the DEIR are warranted pursuant to this comment.
- A-4** CARB provides information about the California Environmental Protection Agency (CalEPA) and its duty to identify disadvantaged communities, which it achieves through its California Communities



Environmental Health Screening Tool Version 4.0 (CalEnviroScreen), and identifies the Project site as being located in a disadvantaged community. The County acknowledges that a disadvantaged community is defined as a community that scores within the top 25% of the census tracts, as analyzed by CalEnviroScreen. While the County agrees that the census tract containing the Project site qualifies as a disadvantaged community, the County disagrees with the commenter's assertion that the census tract containing the Project site (Census Tract 6065042010) is within the top 5% for pollution burden. As presented in DEIR Subsection 2.2, *Local Setting and Location*, the OEHHA ranks Census Tract 6065042010 as being in the "...79th percentile of communities that are disproportionately burdened by multiple sources of pollution" (DEIR at p. 2-4). With respect to the comment suggesting that the County must ensure that the Project does not adversely impact neighboring disadvantaged communities, the commenter is referred to the discussion and analysis of the Project's localized air quality impacts presented under the analysis of Threshold c. in DEIR subsection 4.3.4. As noted therein, the maximum point of impact for the Project's DPM emissions would be at an existing residence located at 22980 Peregrine Way, where the Project's incremental cancer risk associated with DPM emissions is calculated to be 1.16 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks from the Project were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. (DEIR at p. 4.3-59). No revisions to the DEIR are warranted pursuant to this comment.

- A-5** CARB notes that the Project would generate truck traffic, contributing to air pollutant and greenhouse gas (GHG) emissions, and provides information about Executive Order N-79-20. The County acknowledges that light industrial facilities such as those proposed as part of the Project can result in high volumes of heavy-duty diesel truck traffic, and operation of on-site equipment (e.g., forklifts and yard tractors) that emit diesel emissions, both of which contribute to regional air pollution and global climate change. The commenter is referred to the discussion and analysis presented in DEIR Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emission*, which fully disclose the Project's potential impacts to air quality and to climate change due to GHG emissions. The County further acknowledges that Executive Order N-79-20 establishes goals to transition to zero-emission vehicles for passenger cars, trucks, medium and heavy-duty vehicles, and drayage trucks. As this comment does not identify any deficiencies in the analysis presented in the DEIR, no revisions to the DEIR are warranted pursuant to this comment.
- A-6** CARB urges the County to plan for the use of zero-emission technologies within the Project area. The County finds that the Project would be subject to all applicable State requirements and regulations related to the use and accommodation of zero-emission technologies. There are no components of the proposed Project that would inhibit the State's transition to zero-emission technologies. For example, the Project's Plot Plan applications include requirements related to the minimum number of parking spaces required for Electric Vehicles (EVs), and each of the Project's Plot Plans accommodate EV charging areas. Further, the Project's buildings are designed to have solar-ready roofs and the County's Climate Action Plan (CAP) requires that at least 20% of the buildings' energy use be provided from renewable energy sources. The Project's proposed



infrastructure for EVs fully meets the requirements of Title 24, Building Energy Efficient Standards, and the CALGreen Code. The Project's Plot Plans also identify a location on each building site where future EV truck charging will occur. As this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

- A-7** CARB provides footnotes to Comments A-4 and A-5, which generally define "Pollution Burden" and describe CARB's advocacy for GHG emissions mitigation, which are acknowledged; no response is necessary to these general information sources.
- A-8** CARB incorrectly asserts that the DEIR did not identify the prospective building user types or whether the proposed buildings would be used for cold storage. Based on the proposed building sizes and designs, and as indicated in DEIR Tables 3-5 through 3-8, Buildings 13 and 17 are reasonably expected to be occupied by "High-Cube Transload and Short Term Storage" warehouse uses (Institute of Transportation Engineers [ITE] Land Use Code 154), while Buildings 14A, 14B, and 18 are reasonably expected to be occupied by "Warehouse" uses (ITE Land Use Code 150). The County agrees with the commenter's suggestion that the Project should be conditioned to prohibit cold storage uses unless it can be demonstrated that the TRUs that would serve the cold storage uses would consist entirely of zero-emission vehicles. The County has added a condition of approval to this effect to the Project's Plot Plans. DEIR subsection 4.3.7 in Subsection 4.3, *Air Quality*, as well as the Mitigation Monitoring and Reporting Program (MMRP) presented in DEIR Table S-1, have been revised to include the condition of approval as Regulatory Requirement RR 4.3-5 (refer to Table F-5, *Errata Table of Additions, Corrections, and Revisions*, at the end of this Section). New Regulatory Requirement RR 4.3-5 added to the FEIR requires the County to review future building permit applications for tenant improvements to ensure that no cold storage spaces are accommodated, unless it can be demonstrated, through sales/tenant agreements or through other means, that 100% of the TRUs that would serve the cold storage uses would consist of zero-emission vehicles.
- A-9** CARB opines that there is a potential underestimation of the Project's air pollutant emissions due to imprecise assumptions for truck trip lengths and trip rates, suggesting that the trip length should be greater than 30 miles. However, CARB does not provide any trip length data or any documents citing a suggested trip length. In fact, the recommendations provided in this comment are not consistent with the SCAQMD's recommended truck travel distance for warehousing projects within its jurisdiction (based on the SCAG regional travel demand model data).

As noted in DEIR *Technical Appendix B9*, the Project's air quality analysis used average trip lengths for light-heavy (15.3-miles), medium-heavy (14.2-miles) and heavy-heavy trucks (39.9-miles) based on SCAQMD's recommendations outlined in their implementation of the Warehouse Actions and Investments to Reduce Emissions (WAIRE) program adopted in 2021 under Rule 2305. The SCAQMD governing board proposed and adopted an indirect source rule to address heavy-duty vehicle emissions, focused in California. After working on this rule for years, which included a comprehensive public outreach process, SCAQMD's governing body formed Rule 2305 and the WAIRE program. The WAIRE program included a comprehensive study over the course of several



years surveying the SCAG region and therefore is statistically representative of the SCAG region. The trip lengths for each of the Project's proposed buildings were derived by weighting the average trip lengths using traffic trip percentages by vehicle type taken from the Project's Traffic Analyses (DEIR *Technical Appendices L6 through L9*). A truck trip distance of more than 30 miles suggested by this comment is not supported by any substantial evidence provided by the SCAQMD and contradicts published material from SCAQMD that was utilized in the underlying analysis. As such no revision to the DEIR or underlying appendices are warranted pursuant to this comment.

- A-10** Footnote to Comment A-8 provides a description of Transport Refrigeration Units (TRUs) and is acknowledged; no further response is necessary.
- A-11** The County disagrees with the commenter's assertion that the trip generation rates applied to the Project from the ITE Manual and as disclosed by the DEIR underestimate the number of trips that would be associated with the Project. The High Cube Transload and Short Term Warehouse and the Warehouse trip generation ITE rates selected for evaluation represent the reasonably anticipated uses for the Project's five proposed buildings based on their size and design. Utilizing other ITE rates would not be appropriate for the Project due to the anticipated uses of the buildings and the vehicle mix that would reasonably be expected to service the buildings. For example, the buildings are not designed to accommodate light industrial or high cube fulfillment center uses, which would require more passenger car parking spaces than the Project's Plot Plans provide. Also, although ITE trip generation rates such as the light industrial or high cube fulfillment center trip rates would generate a higher number of total trips, the majority of those trips would be passenger vehicle trips, thereby understating the number of truck trips that are expected to service the Project site, and thereby would result in an underestimation of the Project's potential environmental effects associated with heavy truck trips. It should be noted that the Rubidoux Commerce Center project referenced by CARB in this comment A-11 was required to evaluate specific land uses based on requirements that are specific to the City of Jurupa Valley. The proposed Project's trip generation rates and total trips were reviewed and approved by the County of Riverside's experts in the County Transportation Department as part of the traffic scoping process. As such, the proposed Project's trip generation correctly represents the proposed Project's anticipated land uses. Accordingly, the County finds that the DEIR did not underestimate the Project's anticipated trip generation, as the trip generation rates used in the DEIR are reflective of the Project Applicant's anticipated use for the buildings.
- A-12** CARB asserts that the DEIR failed to provide substantial evidence with respect to the uses anticipated within the Project's proposed buildings. The County and its technical experts disagree. The proposed Project's trip generation rates were evaluated by the authors of the Project's Traffic Impact Analysis and by the County's Transportation Department experts and determined to be most reasonable and foreseeable uses that would occupy the Project site, and is reflective of the uses anticipated for the proposed buildings by the Project Applicant. It should be noted that the General Light Industrial and Fulfillment Center land uses mentioned by CARB generate a higher ratio of passenger cars to trucks, meaning that the number of truck trips could potentially be understated if the DEIR had evaluated either of these land use types for the Project's buildings. The proposed Project's trip generation



calculations have also been reviewed and approved by the County of Riverside’s experts in the County’s Transportation Department as part of the traffic scoping process. As such, the proposed Project’s trip generation correctly represents the proposed Project’s anticipated land uses.

- A-13** Footnotes to Comments A-9 and A-11 are acknowledged, which provide references to the Rubidoux Commerce Park Project Draft Environmental Impact Report (which is a project unrelated to the proposed Project and located in a different jurisdiction) and the Majestic Freeway Business Center Phase II Draft Environmental Impact Report. Please refer to the responses to Comments A-9 and A-11; no further response is necessary.
- A-14** CARB asserts that the County should impose mitigation measures on the Project requiring the use of electric heavy-duty trucks. The commenter is referred to the discussion and analysis presented in DEIR Subsection 4.3, *Air Quality*. As demonstrated in the analysis therein, under long-term operating conditions, the Project’s air quality emissions would not exceed any of the SCAQMD thresholds of significance, including SCAQMD’s regional thresholds, localized significance thresholds, and cancer and non-cancer health risk thresholds of significance. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, “[m]itigation measures are not required for effects which are not found to be significant.”

The Project’s proposed Plot Plans designate an area on each building site where electric truck charging would occur in the future, when the technology becomes feasibly available. However, it would not be feasible to impose a requirement to require that all of the Project’s heavy-duty trucks be fully electric vehicles. Firstly, there is not enough electrical grid power to sustainably charge these trucks. For example, one trucking company tried to electrify just 30 trucks at a terminal in Joliet, Illinois. Shortly after this plan began, local officials shut it down, commenting that it would draw more electricity than is needed to power the entire city.¹ Even more relevant, a California company attempted to electrify 12 forklifts, which require significantly less power than trucks. Local power utilities told the California company that it was not possible.² In a May 2023 report by Resources for the Future, titled *Medium- and Heavy-Duty Vehicle Electrification: Challenges, Policy Solutions, and Open Research Questions*, the report states that medium- and heavy-duty electric vehicles (“MHDEVs”) charging (which may exceed several megawatts (MWs) of demand for large fleets) could destabilize electricity distribution systems. Additionally, due to logistical and operational barriers, MHDEVs must be comparable to diesel vehicles in model options, range, recharge time, payloads, and maintenance.³ However, considering current technologies, MHDEVs generally have ranges below 200 miles, versus more than 1,000 miles for diesel vehicles.⁴ Additionally, recharge times are substantially longer than diesel refueling. For example, a clean diesel truck can spend 15

¹ <https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates>

² <https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates>

³ *Id.*

⁴ *Id.*



minutes fueling anywhere in the country and then travel about 1,200 miles before fueling again.⁵ In contrast, today's long-haul battery electric trucks have a range of about 150-330 miles and can take up to 10 hours to charge.⁶ Moreover, fleets without a charging depot will need to rely on public charging stations. In addition to the barriers described above, zero-emission trucks are much more costly to fleet owners. A new, clean-diesel long-haul tractor typically costs in the range of \$180,000 to \$200,000.⁷ Meanwhile, a comparable battery-electric tractor—with a quarter of the range and thus requiring frequent and long hours of charging—costs upwards of \$480,000.^{8,9} In addition, each charging station installation can exceed \$100,000¹⁰ and public charging stations and required infrastructure for such charging is not widely available.¹¹ Finally, there is a significant constraint in sourcing enough raw minerals needed to produce the lithium-ion batteries used in zero-emission trucks. For example, tens of millions of tons of cobalt, graphite, lithium, and nickel will need to be produced.¹² It is estimated that it could take up to 35 years to acquire all the minerals needed to generate enough truck batteries for current levels of global production.¹³ Additionally, expanding capacity and sourcing this amount of material creates environmental effects, that in some respects could exceed the emissions of current clean-diesel trucks.¹⁴

Accordingly, because the analysis presented in DEIR Subsection 4.3 demonstrated that the Project's air quality impacts would be less than significant, and because fully electric MHDEVs are not feasible at this time for the reasons noted above, no mitigation requiring the use of electric heavy-duty trucks is required pursuant to CEQA. No revision to the DEIR is warranted pursuant to this comment.

- A-15** Footnotes to Comments A-12 and A-14, providing internet links to the ITE Trip Generation Rates, the City of Fontana Truck Trip Generation Study, and the State's Zero-Emission Truck and Bus Voucher Incentive Project, are acknowledged; no response is necessary.
- A-16** This comment provides a list of regulations promulgated by the State and CARB to reduce diesel Particulate Matter (PM) and nitrogen oxide (NOx) emissions associated with heavy-duty trucks. The list of regulations included in this comment are consistent with the discussion presented on DEIR pages 4.3-22, 4.3-22, and 4.3-31, which provide descriptions of the Drayage Truck Regulations, Truck and Bus Regulation, Heavy-Duty Low-NO_x Omnibus Rule, and the Advanced Clean Trucks

⁵ *Id.*

⁶ *Id.*

⁷ *Id.*

⁸ *Id.*

⁹ *Id.*

¹⁰ https://media.rff.org/documents/Report_23-03_v3.pdf

¹¹ <https://www.ccjdigital.com/alternative-power/battery-electric/article/15545697/charging-forward-with-electric-truck-charging-stations>

¹² <https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates>

¹³ *Id.*

¹⁴ *Id.*



Regulation. While the DEIR did not include a reference to the Advanced Clean Fleets Regulation, as noted by this comment this regulation applies to "... trucks performing drayage operations at seaports and railyards, fleets owned by State, local, and federal government agencies, and high priority fleets. High priority fleets are those entities that own, operate, or direct at least one vehicle in California, and that have either \$50 million or more in gross annual revenue, or that own, operate, or have common ownership or control of a total of 50 or more vehicles." As the future tenants/owners of the Project's proposed buildings are not known at this time, it is not known whether the Advanced Clean Fleets Regulation would apply to the Project's proposed buildings, as it is not known at this time whether future building owners/tenants would qualify as "high priority fleets." Regardless, all future owners/tenants would be subject to compliance with all applicable provisions of State laws and regulations, including the Advanced Clean Fleets Regulation (if applicable to future uses on site). No revision to the DEIR is warranted pursuant to this comment.

A-17 CARB again asserts that the County should impose mitigation requiring that the Project's heavy-duty trucks must be powered by electricity. As noted in the response to Comment A-14, the Project's operational impacts to air quality would be less than significant, and CEQA does not require mitigation measures for impacts that are found to be less than significant. Commenter's discussion about State law requirements to transition to electric vehicles is acknowledged, and the proposed Project would be subject to all applicable laws and regulations promulgated by the federal, State, and local governments, including State laws related to the transition to electric vehicles. However, and for the reasons discussed in the response to Comment A-14, requiring the Project to utilize fully electric MHDEV truck fleets is not feasible at this time, nor is such a requirement necessary to reduce the Project's operational emissions to below a level of significance. No revision to the DEIR is warranted pursuant to this comment.

A-18 The County acknowledges and appreciates the comments provided by CARB related to the Project's air quality pollutant and GHG emissions. The commenter is referred to the responses to Comments A-2 through A-17 for a detailed discussion and response to the individual comments identified by this comment letter. This comment again refers to State laws and regulations promulgated to promote the use of zero-emission technologies; however, and as noted in the responses to Comments A-14 and A-16, the Project would be subject to all laws and regulations promulgated by the State, CARB, and/or SCAQMD relating to zero-emission technologies for trucks. This comment recommends imposing additional mitigation to address the Project's vehicle-related air quality emissions; however, the analysis of Threshold c. presented in DEIR subsection 4.3.4 demonstrates that the Project's localized air quality impacts during both construction and long-term operation would be below the SCAQMD thresholds of significance for cancer and non-cancer related health risks, as explained in more detail in the response to Comment A-4. Additionally, the analysis of Threshold c. in DEIR subsection 4.3.4 demonstrates that the Project's localized emissions of PM₁₀ and NO_x would be below the SCAQMD Localized Thresholds of Significance (LSTs) during both construction and long-term operation (with implementation of Mitigation Measures MM 4.3-1 and MM 4.3-2), while the analysis presented in DEIR Subsection 4.8, *Greenhouse Gas Emissions*, demonstrates that the



Project's impacts due to GHGs would be reduced to less-than-significant levels (with implementation of Mitigation Measure MM 4.8-1).

Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, “[m]itigation measures are not required for effects which are not found to be significant.” As such, and because this comment letter does not identify any deficiencies in the analyses presented in DEIR Subsections 4.3 and 4.8, the County finds that additional mitigation requiring the use of zero-emissions technologies that go beyond existing State laws and regulations is not required under CEQA. With respect to trip lengths, the commenter is referred to the response to Comment A-9. With respect to cold storage uses and TRUS, as noted in the response to Comment A-8, Regulatory Requirement RR 4.3-5 has been added as a Project condition of approval, which requires the County to review future building permit applications for tenant improvements to ensure that no cold storage spaces are accommodated, unless it can be demonstrated, through sales/tenant agreements or through other means, that 100% of the TRUs that would serve the cold storage uses would consist of zero-emission vehicles (refer to Table F-5 at the end of this Section). The County also acknowledges that a list of commercially available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP), as noted by this comment. However, the HVIP is an incentive program and is not a law or regulation, and future users of the Project's buildings would be able to take advantage of the HVIP to promote the use of zero-emissions vehicles. Furthermore, the County disagrees with the commenter's assertion that zero-emission trucks are commercially available, as it is not feasible at this time to require fully electric MHDEVs for the reasons noted in the response to Comment A-14. Furthermore, the County finds that the Project's GHG and regional and localized air quality impacts would be below the thresholds of significance promulgated by the State, SCAQMD, and Riverside County, as fully documented in Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emission*, of the DEIR.

This comment letter does not identify any deficiencies with the analysis presented in DEIR Subsections 4.3 and 4.8; thus, and pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, no revision to the DEIR is warranted by this comment, as the commenter's suggestion to impose mitigation requiring the use of zero-emissions trucks is not necessary to reduce the Project's air quality or GHG impacts to below a level of significance, and such a requirement would not be feasible for the reasons stated in the response to Comment A-14. The County acknowledges CARB staff's limited ability to provide comments on CEQA-compliance documents throughout the State, and that CARB's deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency's findings and conclusions on any issues on which CARB does not substantively submit comments. Any questions regarding this comment letter will be directed to the individual identified by this comment. No revisions to the DEIR are warranted pursuant to this comment, beyond the addition of the condition of approval added by Regulatory Requirement RR 4.3-5, as noted in the response to Comment A-8.



COMMENT LETTER B



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SENT VIA E-MAIL:

October 13, 2023

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**Draft Environmental Impact Report (Draft EIR) for the
Majestic Freeway Business Center Phase II Project (Proposed Project)
(SCH No.: 2022080060)**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The Riverside County is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff has provided a brief summary of the project information and prepared the following comments organized by topic of concern.

South Coast AQMD Staff’s Summary of Project Information in the Draft EIR

Based on the Draft EIR, the Lead Agency proposes to develop five warehouse buildings up to 1,219,222 square feet of building area on four separate sites, covering a total of 70.37 acres.¹ The Draft EIR will assume an increase of five percent, allowing for up to 1,280,183 square feet to account for any minor changes.² The Proposed Project site is located in the western region of unincorporated Riverside County.³ Details of these warehouse buildings are as follows⁴:

- Building 13 will be located on a 19.03-acre site comprising up to 322,997 square feet with 53 dock doors⁵ associated with 72 daily truck trips.⁶
- Buildings 14A and 14B will be located on a 21.04-acre site comprising up to 210,655 square feet with 27 dock doors⁷ (Building 14A) and up to 143,928 square feet with 21 dock doors⁸ (Building 14B). Buildings 14 A and 14B have 214 daily truck trips⁹ associated with the warehouses’ operational activities.
- Building 17 will be located on a 16.06-acre site comprising up to 268,955 square feet with 39 dock doors¹⁰ associated with 60 daily truck trips.¹¹

¹ Draft EIR, Page 3-1.

² *Ibid.*

³ *Ibid.* Page 2-1.

⁴ *Ibid.* Page 3-1.

⁵ *Ibid.* Page 3-9.

⁶ *Ibid.* Page 3-40.

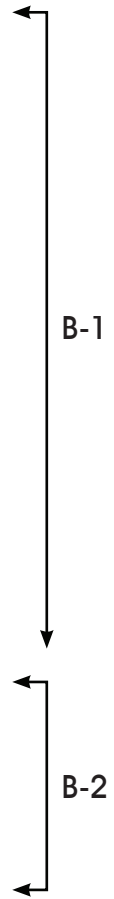
⁷ *Ibid.* Page 3-25.

⁸ *Ibid.*

⁹ *Ibid.* Page 3-40.

¹⁰ *Ibid.* Page 3-18.

¹¹ *Ibid.* Page 3-41.





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- Building 18 will be located on a 14.24-acre site comprising up to 333,648 square feet with 53 dock doors¹² associated with 74 daily truck trips.¹³

Based on a review of aerial photographs, South Coast AQMD staff found that the nearest sensitive receptor (e.g., residential units) is located less than 100 feet north of the Building 18. Construction of the Proposed Project is anticipated to commence in May 2024 and last through December 2025.¹⁴

South Coast AQMD Staff's Comments on the Draft EIR

Potential Overlapping Construction and Operation Analysis

According to Table 3-2: Anticipated Construction Schedule¹⁵ in the Project Description of the Draft EIR, construction of Buildings 13, 14A, and 14B will be completed by May 13, 2025, while construction of Buildings 17 and 18 will be completed by December 15, 2025. Since there is approximately a seven-month gap between the construction of these five buildings, South Coast AQMD staff has concerns that the Draft EIR does not analyze the overlap of constructing Buildings 17 and 18 with the operation of Buildings 13, 14A, and 14B. Thus, it is recommended that the Lead Agency revise the Draft EIR to identify all of potential overlap scenarios and analyze the overlapping emissions by comparing the total emissions during each overlapping phase to the operational South Coast AQMD Air Quality Significance Thresholds to determine the level of significance.

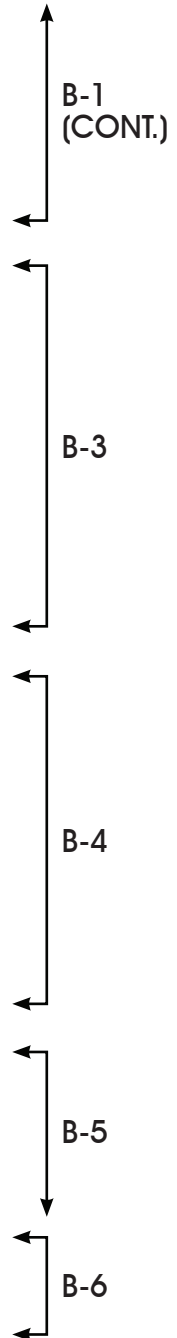
Warehouse Cold Storage Land Use and the Associated Emissions from Transport Refrigeration Units (TRU)

The Draft EIR does not explain whether the Proposed Project intends to allocate a portion of the warehouse land use for cold storage. Having cold storage usage in warehouses would require more trucks and trailers equipped with transport refrigeration units (TRUs) which would result in greater amounts of mobile source emissions than for warehouses without cold storage. As a result, the Lead Agency is recommended to revise the Draft EIR to: 1) enhance the project description to further define the type of warehouse land uses that would be employed, including whether cold storage would be a part of the Proposed Project; 2) provide an estimate for the number of TRU trucks and trailers associated with operating the warehouses that include cold storage; and 3) update the mobile source emission estimates during the operation phase to account for the additional use of TRU trucks and trailers.

Suggested On-site Cargo Handling Equipment Requirement

To quantify the emissions from the on-site equipment, the Draft EIR states that "all on-site cargo handling equipment would be electrically powered."¹⁶ The California Air Resources Board (CARB) reviewed a list of Hybrid and Zero-emissions Truck and Bus Voucher Incentive Projects

¹² *Ibid.* Page 3-6
¹³ *Ibid.* Page 3-41.
¹⁴ *Ibid.* Page 3-35.
¹⁵ *Ibid.* Page 3-36.
¹⁶ *Ibid.* Page 4.8-26.





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(HVIP)¹⁷ containing commercially available electric trucks capable of meeting the cargo transportation needs of the Proposed Project. Hence, the Lead Agency is recommended to review the HVIP list and commit in the Final EIR to using more stringent all-electric on-site cargo handling equipment during the operation phase of the Proposed Project.

B-5
(CONT.)

*User-Defined Land Use Subtype in the California Emissions Estimator Model
(CalEEMod) Analysis*

In the operational CalEEMod output files, a “user-defined industrial” land use subtype is included in addition to the “unrefrigerated warehouse-no rail” subtype.¹⁸ According to the CalEEMod User Guide, the “user-defined” subtype option may be selected to characterize project land use subtypes that are not included in CalEEMod default subtypes provided that an explanation is provided to support conducting a customized analysis. When the “user-defined” subtype is selected, the model requires the User to manually input of all data on the Land Use screen.¹⁹ However, it is noted that the size metric, lot acreage, and the floor square foot area use in the model run for the Proposed Project were all set to zero under the “user-defined industrial” land use subtype.

B-7

In addition, while the truck information (e.g., truck trips) was entered into the model under the “user-defined industrial” subtype, this information was not included under the “unrefrigerated warehouse-no rail” land use subtype. By omitting this information from the “user-defined industrial” land use subtype, the heavy-duty truck emissions related to warehouse activities during operation were likely underestimated. Therefore, it is recommended that the analysis in the Draft EIR be revised to: 1) explain why the land uses are separated in the CalEEMod analysis; and 2) include the heavy-duty truck information under the “unrefrigerated warehouse-no rail” land use subtype.

B-8

*Potential Underestimation of Emissions Due to Imprecise Assumptions for
Truck Trip Lengths and Trip Rates in Emissions Analysis*

The Draft EIR discusses the assumptions for quantifying the truck emissions for the Proposed Project and states that “...analysis incorporated South Coast AQMD recommended truck trip length of 15.2 miles for 2-axle trucks, 14.2 miles for 3-axle trucks, and 40 miles for 4+axle trucks....The trip length function for the high-cube short-term storage/transload use proposed for Building 13 has been calculated at 30.09 miles with an assumption of 100% primary trips; the trip length function for the warehouse use proposed for Buildings 14A/14B has been calculated at 30.48 miles with an assumption of 100% primary trips; the trip length function for the high-cube short-term storage/transload use proposed for Building 17 has been calculated at 30.66 miles with an assumption of 100% primary trips; and the trip length function for the warehouse use proposed for Building 18 has been calculated at 30.35 miles with an assumption of 100% primary trips.”²⁰

B-9

The referenced 15.3 miles, 14.2 miles, and 40 miles of truck trip lengths were originally derived from the Southern California Association of Government’s (SCAG) estimation of average truck

B-10

¹⁷ Zero-Emission Truck and Bus Voucher Incentive Project. Accessible at: <https://californiahvip.org>
¹⁸ *Ibid.* Appendix B9: Air Quality Impact Analysis. CalEEMod Project Regional and Localized Operational Emissions Model.
¹⁹ California Emissions Estimator Model (CalEEMod) Version 2022.1 User Guide. Access at: https://www.caleemod.com/documents/user-guide/CalEEMod_User_Guide_v2022.1.pdf
²⁰ *Ibid.* Page 4.8-36.

B-11



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trip length in its 2016 Regional Transportation Plan.²¹ However, it is important to note that the Proposed Project site is located 70 to 80 miles away from the Ports of Los Angeles and Long Beach which means that the air quality analysis underestimated the emissions from trucks traveling from the Ports to the Proposed Project site. Hence, the truck emissions appear to have been underestimated. South Coast AQMD staff recommends revised the analysis in the Draft EIR to rely on more conservative trip lengths between 40 and 80 miles, designating 40 miles for local trips and 80 miles for Port trips. Customizing these parameters and assumptions based on project-specific data will ensure a more accurate assessment of emissions, accounting for the unique circumstances and logistical realities of the Proposed Project.

B-10
(CONT.)

Incorrect Pollutant Averaging Time and Underestimation of Ground-Level Pollutants Near Buildings in Health Risk Assessment (HRA)

South Coast AQMD staff's review of the construction and operational HRA modeling files noted that the ANNUAL²² keyword was selected for the pollutant averaging time in the control pathway in the AERMOD model. However, according to the South Coast AQMD Risk Assessment Procedures v8.1²³ and South Coast AQMD Modeling Guidance for AERMOD,²⁴ the detailed HRA utilizing AERMOD should be run using the averaging time PERIOD.

B-12

South Coast AQMD staff's review of the modeling files noted that industrial buildings were not included in the building downwash option in the AERMOD dispersion model during operation, which resulted in an underestimation of the ground-level pollutant concentrations near the buildings.

B-13

Thus, the Lead Agency is recommended to: 1) re-run the construction and operational HRAs to utilize PERIOD and 1-hour averaging time to determine the health risk impacts to the sensitive receptors and off-site workers and include the industrial buildings in the building downwash to analyze more accurate ground-level concentrations; and 2) include the results in the Final EIR.

B-14

Additional Recommended Air Quality and Greenhouse Gases Mitigation Measures

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project's air quality impacts, and in addition to Mitigation Measures MM 4.3-1, MM 4.3-2, and MM 4.8-1, South Coast AQMD staff recommends incorporating additional mitigation measures into the Final EIR, such as mitigation measures for operational air quality impacts from mobile sources, as follows:

B-15

- Require zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when

B-16

²¹ South Coast Air Quality Management District, Preliminary Draft Staff Report: Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce.

²² *Ibid.* Appendix B10 – Mobile Source Health Risk Assessment. AERMOD Model Input/Output.

²³ South Coast AQMD Risk Assessment Procedures v8.1. Access at: <http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf>

²⁴ South Coast AQMD Modeling Guidance for AERMOD. Access at: <http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance>

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feasible. Given the state’s clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks, such as the Advanced Clean Trucks Rule²⁵ and the Heavy-duty Low NOx Omnibus Regulation,²⁶ ZE and NZE trucks will become increasingly more available to use. The Lead Agency should require a phase-in schedule to incentivize using these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency. At a minimum, require the use of a 2010 model year²⁷ that meets CARB’s 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. All heavy-duty haul trucks should meet CARB’s lowest optional low-NOx standard starting in 2022.²⁸ Include environmental analyses to evaluate and identify sufficient electricity and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. Include the requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.

- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.
- Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure, and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

In addition, the following mitigation measures for operational air quality impacts from other area sources are also recommended to be included in the Final EIR:

- Maximize the use of solar energy by installing solar energy arrays.
- Use light-colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices and appliances.

To further reduce air quality and health risk impacts, the Lead Agency is recommended to include the following traffic design parameters:

²⁵ CARB. June 25, 2020. Advanced Clean Trucks Rule. Accessed at: <https://ww2.arb.ca.gov/our-work/programs/advanced-cleantrucks>.

²⁶ CARB has recently passed a variety of new regulations that require new, cleaner heavy-duty truck technology to be sold and used in the state. For example, on August 27, 2020, CARB approved the Heavy-Duty Low NOx Omnibus Regulation, which will require all trucks to meet the adopted emission standard of 0.05 g/hp-hr starting with engine model year 2024. Accessed at: <https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox>.

²⁷ CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB’s Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

²⁸ CARB’s optional low-NOx emission standard is available at: <https://ww2.arb.ca.gov/our-work/programs/optional-reduced-nox-standards>.

B-16
(CONT.)

B-18

B-19

B-20

B-21

B-22



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- Clearly mark truck routes with trailblazer signs so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, daycare centers, etc.).
- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- Design the Proposed Project such that any truck check-in point is inside the Proposed Project site to ensure no trucks are queuing outside.
- Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

← B-23
 ← B-24
 ← B-25
 ← B-26
 ← B-27

Lastly, the Lead Agency is also recommended to review the following references when considering the inclusion of additional mitigation measures in the Final EIR:

- State of California – Department of Justice: Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act²⁹
- South Coast AQMD 2022 South Coast Air Quality Management Plan,³⁰ specifically:
 - Appendix IV-A – South Coast AQMD’s Stationary and Mobile Source Control Measures
 - Appendix IV-B – CARB’s Strategy for South Coast
 - Appendix IV-C – SCAG’s Regional Transportation Strategy and Control Measures
- United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation³¹

← B-28

South Coast AQMD Air Permits and Role as a Responsible Agency

If implementation of the Proposed Project would also require the use of stationary equipment, including but not limited to emergency generators, emergency fire pump(s), boilers, etc., air permits from South Coast AQMD will be required, and the role of South Coast AQMD would change from a Commenting Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Section 15086, the Lead Agency is required to consult with South Coast AQMD. In addition, CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of evaluating the applications for air permits. For these reasons, the Final EIR should include a discussion about any new stationary and portable equipment requiring South Coast AQMD air permits and identify South Coast AQMD as a Responsible Agency for the Proposed Project.

← B-29

The Final EIR should also include calculations and analyses for construction and operation emissions for the new stationary and portable sources, as this information will also be relied upon

← B-30

²⁹ State of California – Department of Justice. Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Access at: <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>

³⁰ 2022 South Coast AQMP. Access at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

³¹ United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation. Access at: <https://www.epa.gov/mobile-source-pollution/environmental-justice-and-transportation>

← B-31



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as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at <http://www.aqmd.gov/home/permits>.

Conclusion

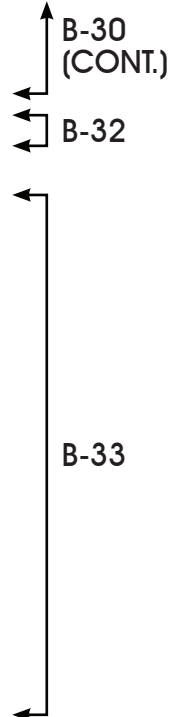
The Lead Agency is recommended to revise the CEQA analysis to address the aforementioned comments and provide the necessary evidence to sufficiently support the conclusions reached. If the requested information and analysis are not included in the Final EIR, the Lead Agency should provide reasons for not doing so.

As set forth in California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on the environmental issues and prepare a written response at least 10 days prior to certifying the Final EIR. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final EIR. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

Thank you for the opportunity to provide comments. South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Danica Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

Sincerely,
Sam Wang
Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

BR:SW:DN
RVC230905-01
Control Number





Letter B Responses to Comments from the South Coast Air Quality Management District (SCAQMD)

- B-1** The South Coast Air Quality Management District (SCAQMD) introduces the SCAQMD, describes the proposed Project, and identifies sensitive receptors near the Project site. The description of the proposed Project as presented in this comment is accurate; however, please note that the building areas referenced by this comment refer to the building area assumed by the DEIR, which included an additional 5% of building area in order to account for any minor changes to the building area as part of final design. The actual building areas as presented on the Project's Plot Plan application materials is 307,616 square feet (s.f.) for Building 13, 200,624 s.f. for Building 14A, 137,074 s.f. for Building 14B, 256,148 s.f. for Building 17, and 317,760 s.f. for Building 18. Thus, the analysis in the DEIR for each of the Project's five buildings represents a conservative analysis that overstates the Project's actual impacts to the environment. The County also acknowledges that the nearest sensitive receptor occurs north of the Building 18 site; however, the analysis in the DEIR identified this sensitive receptor as being located 76 feet north of the Building 18 site, not 100 feet as referenced by this comment (DEIR at p. 4.3-22). This comment correctly describes that the Project's construction is anticipated to commence in May 2024 and would last through December 2025. If construction were to commence later, however, the DEIR would have still disclosed the maximum air pollutant impact, because construction equipment emissions reduce over time as older and more polluting pieces of construction equipment are phased out and replaced with newer, cleaner pieces of equipment. No further response is necessary.
- B-2** Footnotes to Comment B-1 are acknowledged; no response is necessary.
- B-3** The comment suggests that the DEIR's Air Quality Impact Analyses ("AQIAs"; DEIR *Technical Appendices B1 through B4 and B9*) should have evaluated a scenario where Project construction and operational emissions are assumed to overlap for operational emissions for Building 13, 14A & 14B and construction emissions from Buildings 17 & 18 and recommends that these emissions be compared against SCAQMD's criteria pollutant significance threshold for operation instead of construction. However, neither SCAQMD nor other regulating body with jurisdiction over the Project have published requirements to compare the combined construction and operations of a Project as there are no established thresholds or guidance on this. Notwithstanding, even if the emissions are compared to the construction or operational thresholds established by the SCAQMD if applied, the Project's combined emissions would not exceed the construction or operational thresholds and as such no changes are warranted in the DEIR, as shown in Table F-2, *Project Operational Emissions Summary (Overlap of Construction and Operations)*. Accordingly, as the combined construction and operational emissions would not exceed the applicable SCAQMD thresholds of significance, no revision to the DEIR is warranted pursuant to this comment.



Table F-2 Project Operational Emissions Summary (Overlap of Construction and Operations)

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Building 13 Operations	11.88	5.94	37.9	0.09	2.53	0.56
Building 14 (14A & 14B) Operations	13.16	15.6	42.7	0.17	4.03	1.02
Building 17 Overlapping Construction	9.97	8.69	47.85	0.07	2.40	0.68
Building 18 Overlapping Construction	11.01	9.16	49.82	0.07	2.90	0.80
Total Maximum Daily Emissions (2025)	46.02	39.39	178.27	0.40	11.86	3.06
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

The County acknowledges the commenter’s concerns related to cold storage uses and the associated air quality emissions associated with Transport Refrigeration Units (TRUs). Commenter is referred to DEIR Tables 3-5 through 3-8, which indicate that Buildings 13 and 17 would consist of “High-Cube Transload and Short Term Storage” warehouse uses (Institute of Transportation Engineers [ITE] Land Use Code 154), while Buildings 14A, 14B, and 18 would consist of “Warehouse” uses (ITE Land Use Code 150). No cold storage uses are proposed. The County has added a condition of approval to the Project’s Plot Plans to address cold storage. DEIR subsection 4.3.7 in Subsection 4.3, *Air Quality*, as well as the Mitigation Monitoring and Reporting Program (MMRP) presented in DEIR Table S-1, have been revised to include a condition of approval as Regulatory Requirement RR 4.3-5 (refer to Table F-5, *Errata Table of Additions, Corrections, and Revisions*, at the end of this Section). New Regulatory Requirement RR 4.3-5 added to the FEIR requires the County to review future building permit applications for tenant improvements to ensure that no cold storage spaces are accommodated, unless it can be demonstrated, through sales/tenant agreements or through other means, that 100% of the TRUs that would serve the cold storage uses would consist of zero-emission vehicles. No further revisions to DEIR Subsection 4.3 or Table S-1 are warranted pursuant to this comment, and no revisions to DEIR *Technical Appendices B-4 through B8 or B-10* are necessary, as Regulatory Requirement RR 4.3-5 would preclude the use of diesel-powered TRUs at all of the Project’s proposed buildings.

B-4 SCAQMD suggests that there should be a requirement for all electric on-site cargo handling equipment and recommends the lead agency to review the CARB HVIP list and commit in the Final EIR to using more stringent all-electric on-site cargo handling equipment. The proposed Project already is required to utilize electric on-site cargo handling equipment pursuant to Riverside County Board of Supervisor’s Policy F-3, “‘Good Neighbor’ Policy for Logistics and Warehouse/Distribution Uses.” Specifically, provision 4.5 of Policy F-3 specifically requires that, “On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.” Project compliance with all applicable provisions of Policy F-3 were incorporated into the analysis of potential air quality impacts, including provisions related to electrically-powered cargo handling equipment. As stated by the Good Neighbor Policy, the provisions identified by



Policy F-3 are intended to be imposed as conditions of approval for warehouse developments. As such, per the County of Riverside Good Neighbor Policy, the Project will be required to utilize all electric on-site cargo handling equipment. No revision to the DEIR is warranted pursuant to this comment.

- B-5** Footnotes to Comments B-1, B-3, and B-4 are acknowledged; no response is required.
- B-6** SCAQMD suggests that there is a potential underestimation of emissions due to modeling assumptions within the CalEEMod model. The commentor is correct that the “user-defined industrial” land use was modeled with no size metric, lot acreage, or floor square footage; however, the modeling that was conducted for the Project evaluated two separate land use categories so as to enable a differentiation between the Project’s passenger vehicle and heavy truck trips. Specifically, the Project’s passenger vehicle trips were separately modeled under the “unrefrigerated warehouse (no rail)” category, while the Project’s truck trips were modeled under the “user-defined – industrial” category. Thus, the modeling did not assume zero industrial warehouse space, as asserted by this comment, but rather modeled the Project’s uses in manner so as to enable a differentiation between passenger car trips and truck trips. Furthermore, it should be noted that the DEIR assumed 5% more building area than actually is proposed for the Project’s five light industrial buildings (as summarized above in the response to Comment B-1), and as such the EIR’s assessment of potential operational impacts, including impacts related to air quality, provided a “worst case” analysis of potential impacts by overstating the amount of traffic that would be associated with each of the Project’s proposed buildings. No revision to the DEIR is warranted pursuant to this comment.
- B-7** Commenter is referred to the response to Comment B-6. As noted therein, separate modeling inputs were used to distinguish the Project’s passenger vehicle trips from the Project’s truck trips. As such, the County finds that the DEIR and the Project’s AQIAs (DEIR *Technical Appendices B1 through B4 and B9*) did not underestimate Project-related vehicular traffic, but rather included modeling that accurately separated out emissions between passenger vehicles and truck trips. The County’s experts disagree with the comment asserted. No revision to the DEIR is warranted pursuant to this comment.
- B-8** This comment in general correctly cites the information presented on pages 4.8-25 to -26 of the DEIR (not page 4.8-36 as referenced by Footnote 20); however, please note that the DEIR text indicates that a distance of 15.3 miles was assumed for 2-axle trucks, not 15.2 miles as noted by this comment. No further response is required.
- B-9** SCAQMD opines that there is a potential underestimation of emissions due to imprecise assumptions for truck trip lengths and trip rates in emissions analysis and that the analysis understated the travel distance for trucks traveling from the ports to the Project site and should apply a more conservative trip length of 40 miles for local trips and 80 miles for Port-related trips. However, the SCAQMD fails to provide any evidentiary basis for the arbitrary numbers of 40 miles and 80 miles it suggests using. In fact, these recommendations are in direct opposition to the SCAQMD’s recommended truck travel distance for warehousing projects within its jurisdiction (based on SCAG regional travel demand



data). As noted in the DEIR *Technical Appendix B9*, the air quality analysis utilized the average trip length for light-heavy (15.3-miles), medium-heavy (14.2-miles) and heavy-heavy trucks (39.9-miles), which are based on SCAQMD's recommendations outlined in their Warehouse Actions and Investments to Reduce Emissions (WAIRE) Implementation Guidelines, which was adopted by SCAQMD in 2021 as part of Rule 2305. The SCAQMD governing board proposed and adopted an indirect source rule in 2021 after working on this rule for years, which included a comprehensive public outreach process. The WAIRE program included a comprehensive study over the course of several years surveying the SCAG region and therefore is statistically representative of the SCAG region.¹⁵

A truck trip distance of more than 30 miles suggested by this comment is not supported by any substantial evidence provided by the SCAQMD and contradicts published material from SCAQMD that was utilized in the underlying analysis of developing SCAQMD Rule 2305. Table 4 of the WAIRE Implementation Guidelines suggests utilizing the same trip lengths as were used in the Project's technical reports. The trip lengths for each building were derived by weighting the average trip lengths using traffic trip percentages taken from the Project's Traffic Analyses (DEIR *Technical Appendices L6 through L9*). The recommended trip lengths provided by this comment are not supported by any substantial evidence provided by the SCAQMD as part of the rulemaking process for Rule 2305 and the implementing WAIRE program. As such, no revision to the DEIR or its underlying appendices is warranted pursuant to this comment.

- B-10** The footnotes to comments B-4, B-6, and B-8, generally providing internet links and references to the DEIR and DEIR *Technical Appendix B9*, are acknowledged; no response is necessary.
- B-11** SCAQMD suggests by this comment that the analysis should have been run in AERMOD utilizing the "PERIOD" and 1-Hour averaging time options as opposed to the "ANNUAL" averaging time option. It should be noted that the PERIOD and ANNUAL options return identical results. The PERIOD averaging time option averages pollutant concentrations over the entire period of meteorological data, whereas the ANNUAL averaging time option averages pollutant concentrations over one year. However, per the AERMOD user guide, when multi-year meteorological data sets are used, the ANNUAL option outputs the average of the ANNUAL values across the years of data processed. Since the meteorological data set used for this Project includes five years of data, when the ANNUAL option is selected, the model outputs the average concentration for the entire data set, the same as would be output using the PERIOD option. Additionally, the 1-Hour averaging time option is not required since there are no 1-hour acute standards associated with diesel particulate matter (DPM) and providing a 1-hour concentration would not produce meaningful information that could be compared against any adopted standard or threshold (since none exists for a 1-hour DPM concentration). As such, since the only toxic air contaminant (TAC) emitted by the proposed Project is DPM, which does not have an acute REL (meaning there are no expected acute health impacts),

¹⁵ <https://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10>



the 1-Hour averaging time option is not necessary for acute cancer health risks associated with TAC emissions from diesel particulate matter. Accordingly, no revision to the DEIR or its technical appendices are warranted pursuant to this comment.

- B-12** SCAQMD suggests that the Project’s air quality analyses should have been performed utilizing the building downwash option in order to account for any impacts buildings may have on ground-level concentrations, and that pollutant concentrations near the building may be underestimated without inclusion of building downwash in the modeling. It should be noted that per the AERMOD Users Guide, the building downwash algorithms do not apply to volume sources (including line volume sources). Furthermore, consistent with the SCAQMD’s Risk Assessment Procedures Version 8.1 Appendix X (page X-3), the building downwash algorithm only applies to point sources and does not affect volume sources: “The building downwash algorithms only affect point sources and do not affect volume or area sources.” The Project’s DPM emissions come from trucks and as explained below, are properly modeled as line volume sources. Therefore, the building downwash algorithms do not apply and the inclusion of building downwash in the analysis would not impact ground level concentrations, or pollutant concentrations near the buildings. No revision to the DEIR or its technical appendices are warranted pursuant to this comment.
- B-13** Commenter is referred to the responses to Comments B-11 and B-12, which are responsive to this Comment.
- B-14** SCAQMD requests additional mitigation. The County acknowledges CEQA requirements to impose mitigation measures that go beyond what is required by existing laws and regulations in order to minimize or eliminate significant air quality impacts. However, the Commenter is referred to the analysis and conclusions presented in DEIR Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emissions*. As indicated therein, the Project’s construction-related air quality impacts would be reduced to less-than-significant levels with implementation of Mitigation Measures MM 4.3-1 and MM 4.3-2, the Project’s long-term air quality impacts would be less than significant without the need for mitigation measures, and the Project’s impacts due to Greenhouse Gas (GHG) emissions would be reduced to less-than-significant levels with implementation of Mitigation Measure MM 4.8-1. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, “[m]itigation measures are not required for effects which are not found to be significant.” As such, and because this comment letter does not identify any deficiencies in the analyses presented in DEIR Subsections 4.3 and 4.8, the County finds that additional mitigation, as referenced in Comments B-15 and B-17 through B-19, is not warranted to address the Project’s less-than significant air quality or GHG impacts (after mitigation). Commenter is referred also to the responses to Comments B-3, B-6 through B-9, and B-11 through B-14, which provide substantial evidence that the air quality modeling inputs used in the analysis presented in the Project’s Air Quality, Health Risk Assessment, and Greenhouse Gas technical reports were appropriate for the Project.
- B-15** SCAQMD suggests that the Project should be conditioned to require zero-emissions (CE) or near-zero emissions (NZE) on-road haul trucks such as heavy-duty trucks with natural gas engines, and to



impose requirements related to the transition to ZE and NZE trucks based on State laws and regulations. The commenter further suggest requiring the use of 2010 model year trucks that meet CARB's 2010 emission standards, and to identify sufficient electricity and supportive infrastructure to facilitate the transition to electrified vehicles. As noted in the response to Comment B-14, the Project's air quality and GHG emissions were determined to be less than significant with implementation of the mitigation measures identified in the DEIR. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Notwithstanding, future building occupants would be subject to compliance with all applicable provisions of State laws and regulations, including regulations related to the electrification of the truck fleet. No revision to the DEIR is warranted pursuant to this comment.

- B-16** Footnotes to Comments B-9 and B-11, which generally providing internet links and a reference to DEIR *Technical Appendix B10*, are acknowledged; no response is necessary.
- B-17** SCAQMD suggests limiting the number of trucks allowed at the Project site to levels analyzed in the Final EIR, and to impose a requirement to re-evaluate the Project through CEQA in the event that higher truck volumes are anticipated to visit the site. It should be noted that the trip rates utilized in the analysis are based on and are consistent with the Project traffic study and are based on survey data from similar facilities. Given the physical constraints of the Project site, including site access and number of loading docks, there is no reasonable possibility that the Project site would be able to accommodate significantly higher daily truck trips than those that were analyzed. Furthermore, it should be noted that the DEIR assumed 5% more building area than actually is proposed for the Project's five light industrial buildings (as summarized above in the response to Comment B-1), and as such the EIR's assessment of potential operational impacts, including impacts related to air quality, provided a "worst case" analysis of potential impacts by overstating the amount of traffic that would be associated with each of the Project's proposed buildings. Accordingly, no revision to the DEIR or its mitigation measures are warranted pursuant to this comment.
- B-18** SCAQMD suggests requiring the Project to provide electric vehicle (EV) charging stations, or, at a minimum, to provide electrical infrastructure and appropriately-sized electrical panels. The commenter is referred to the discussion and analysis presented in DEIR Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emissions*. As indicated therein, with implementation of the mitigation measures already identified by the DEIR, the Project's impacts due to operational air quality and GHG emissions would be less than significant. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Notwithstanding, and as discussed in DEIR Subsection 4.8, the Project would be subject to compliance with the County's Climate Action Plan (CAP) Update. DEIR Mitigation Measure 4.8-1 requires the Project Applicant to achieve a minimum of 100 points per the CAP Update Screening Tables (CAP Update Appendix D). A list of potential measures to achieve the required 100 points is presented in Table 2-8 of DEIR *Technical Appendix G5*, which also are referenced by Mitigation Measure MM 4.8-1. As indicated therein, the Project Applicant attests that development of each of the Project's building sites would achieve the required 100 points, in part, through the installation of



charging stations. With respect to the portion of this comment requesting mitigation requiring electrical hookups for auxiliary truck equipment, the Project does not include any high-cube cold-storage warehouse uses, and as such there would not be auxiliary equipment on Project-related trucks requiring electrical equipment. Nonetheless, the Plot Plans for each proposed building designate an area on each building site where future electric truck charging stations would be located with the technology becomes available and electric trucks begin to service the buildings. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

- B-19** SCAQMD suggests additional mitigation measures to address the Project’s operational air quality impacts from non-vehicular sources, including maximizing the use of solar arrays, the use of light-colored paving and roofing, and requiring all heating, cooling, and lighting devices to be Energy Star rated. Notwithstanding this comment, many of these features are already accommodated by the Project design or are required by CalGreen or the Riverside County Board of Supervisor’s Policy F-3, “‘Good Neighbor’ Policy for Logistics and Warehouse/Distribution Uses.” Further, SCAQMD is referred to the discussion and analysis presented in DEIR Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emissions*, which demonstrated that the Project’s operational air quality and GHG emissions would be below all applicable thresholds of significance. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, “[m]itigation measures are not required for effects which are not found to be significant.” Accordingly, because additional mitigation is not necessary to reduce the Project’s air quality and GHG emissions to below a level of significance, no revision to the DEIR is warranted pursuant to this comment.
- B-20** SCAQMD suggests additional mitigation to address air pollutant emissions. As noted in the response to Comment B-14, the Project’s air quality and GHG impacts would be reduced to less-than-significant levels with implementation of mitigation measures. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, “[m]itigation measures are not required for effects which are not found to be significant.” As such, and because this comment letter does not identify any deficiencies in the analyses presented in DEIR Subsections 4.3 and 4.8 (refer also to the responses to Comments B-3, B-6, B-7, and B-9 through B-13, which provide substantial evidence that the air quality modeling inputs used in the analysis presented in the Project’s Air Quality, Health Risk Assessment, and Greenhouse Gas technical reports were appropriate for the Project), the County finds that additional mitigation, as referenced in Comments B-22 through B-27, is not warranted to address the Project’s less-than significant air quality or GHG impacts (after mitigation). Accordingly, no revision to the DEIR is warranted pursuant to these comments.
- B-21** Footnotes to Comment B-15, which generally provide links to CARBs programs and regulations, are acknowledged; no response is necessary.
- B-22** SCAQMD suggests marking truck routes with signage to preclude trucks from traveling near sensitive receptors. Proposed Project truck traffic would utilize Harvill Avenue to access either Harley Knox Boulevard to the north or Cajalco Expressway to the south to access the I-215 Freeway. These routes are consistent with proposed truck routes from other nearby projects within the County



of Riverside, is included in the Project's traffic study, and has been reviewed and approved by the County of Riverside. These routes provide the most direct access to the I-215 Freeway and are clear of sensitive uses, such as schools and residential areas. The majority of the sensitive receptors nearest to the Project site occur to the west of Seaton Avenue, and it is not foreseeable that Project-related truck traffic would take a circuitous route to access the I-215 by utilizing Seaton Avenue. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

- B-23** SCAQMD suggests including a requirement that future truck entrances and exits should not face sensitive receptors. Commenter is referred to the Project's application materials, which are described in detail in EIR Subsection 3.0, *Project Description*. Specifically, the design for Building 13 (as depicted on Figure 3-6 of the DEIR) shows that the access driveways for trucks would occur along Perry Street, and there are no sensitive receptors (i.e., residential uses) along this segment of Perry Street. The design for the Buildings 14A and 14B site (refer to DEIR Figure 3-16) shows that trucks would utilize driveways along Perry Street and Commerce Center Drive, and there are no sensitive receptors along these roadway segments. The design for the Building 17 site (refer to DEIR Figure 3-11) shows that trucks would utilize driveways along America's Tire Drive and Harvill Avenue, and there are no sensitive receptors located along these roadways. Finally, the design for the Building 18 site (refer to DEIR Figure 3-1) shows that trucks would utilize a common driveway to access Harvill Avenue and a proposed driveway along Oleander Avenue. While there is a single sensitive receptor (existing residential use) located along Peregrine Way (and abutting Oleander Avenue), no trucks would utilize Peregrine Way, and the analysis presented throughout the Project's DEIR demonstrates that localized impacts to sensitive receptors, including the sensitive receptor along Peregrine Way, would be less than significant. Accordingly, and based on the foregoing, the Project meets the driveway design measure suggested by this comment.
- B-24** SCAQMD suggests that truck check-in points should occur within the Project site and should be designed to preclude off-site queuing of trucks. Commenter is referred to the Project's design, as presented on DEIR Figures 3-1, 3-6, 3-11, and 3-16, which show that the gated access to each of the building's truck courts would be internal to the Project site and would facilitate truck queuing fully on site, and would not result in trucks backing up on adjacent public roadways. Accordingly, no revision to the DEIR is warranted pursuant to this comment.
- B-25** SCAQMD suggests that the Project should ensure truck traffic on site is as far from sensitive receptors as feasible. Commenter is referred to the Project's design, as presented on DEIR Figures 3-1, 3-6, 3-11, and 3-16, which depict the design for each of the Project's Plot Plans. As shown, the Project has been designed to route all truck traffic to Harvill Avenue, and away from existing sensitive receptors to the west. Accordingly, because the Project's design already addresses this suggested measure, no revisions to the DEIR are warranted pursuant to this comment.
- B-26** SCAQMD suggests adding mitigation requiring prohibitions on overnight truck parking in areas containing sensitive land uses by accommodating overnight parking on site. While overnight parking is not anticipated for the Project's proposed uses, the commenter is referred to the description of the



proposed Project as presented in DEIR Section 3.0, *Project Description*. As noted therein, the Project would accommodate adequate parking areas on site, including parking areas for trucks, so as to preclude the need for parking in off-site areas. Specifically, the Building 18 site would accommodate 51 truck trailer parking stalls, the Building 13 site would accommodate 70 truck trailer parking stalls, Building 17 would accommodate a total of 44 truck trailer parking stalls, while Buildings 14A/14B would accommodate 34 truck trailer parking stalls. Furthermore, the Project would be conditioned to comply with Riverside County Board of Supervisor's Policy F-3, "'Good Neighbor' Policy for Logistics and Warehouse/Distribution Uses." Pursuant to provision 3.2 of Policy F-3, "[c]ommercial trucks shall not be parked in the public road right-of-way or nearby residential areas." Accordingly, no revision to the DEIR is warranted pursuant to this comment.

B-27 SCAQMD suggests that the County should refer to the referenced publications from the California Department of Justice, SCAQMD, and the US EPA in considering additional mitigation measures. The commenter is referred to the discussion and analysis presented in DEIR Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emissions*, which demonstrated that the Project's operational air quality and GHG emissions would be below all applicable thresholds of significance with the implementation of mitigation measures for GHG emissions. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Further, the Project would comply with Riverside County Board of Supervisor's Policy F-3, "'Good Neighbor' Policy for Logistics and Warehouse/Distribution Uses," which reflects many of the Department of Justice publication's recommended measures. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

B-28 SCAQMD notes that should construction of the proposed Project include use of stationery and portable sources of air pollution, including emergency generators, fire water pumps, boilers, or spray booths, and that SCAQMD air permits may be required for such stationary equipment. The comment requests that the Final EIR include a discussion of any portable or stationary equipment that may require an air permit. The proposed Project does not include the installation of any portable or stationary sources requiring an air permit. The proposed Project involves warehouse type land uses and does not include the installation of any boilers or spray booths. However, should this equipment be needed in the future, it would be subject to all applicable SCAQMD rules and regulations, including Rule 219, which details specific equipment that requires an air permit. Should any air permits be required, the permit application process includes an evaluation of all potential emissions as well as an analysis of any potential health risks.

Additionally, any stationary emergency backup equipment that may be diesel powered would require permits from SCAQMD and it would be speculative to include these in the analysis at this time. Notwithstanding, the intermittent nature of an emergency generator would result in negligible emissions and associated impacts, and even if considered would not change the analysis and conclusion reached by the DEIR that the Project's operational air quality emissions would be below the SCAQMD thresholds of significance and that the Project's GHG emissions would be mitigated to less-than-significant levels. In the event that emergency generators are used for Project operations,



the generators would only be used in emergency power failure or for routine testing and maintenance. Such intermittent use would not result in a substantial or measurable amount of emissions, since by the very nature of the activity, it would be short-term, intermittent, and infrequent. Assuming the use of a 197 horsepower (hp) diesel-powered emergency water pump and a 762 hp diesel-powered emergency backup generator, calculations were performed by Urban Crossroads. For analytical purposes, it is anticipated that the fire pump and emergency generator would each operate for a maximum time of 0.5 hour per day and 26 hours per year for maintenance and testing purposes. As shown in the table below, if the Project operations would require the use of an emergency water pump and generator in the occasional event of an emergency, emissions on those rare days of use would be negligible and less than SCAQMD regional thresholds. Therefore, the Draft EIR adequately estimates the Project’s air quality, greenhouse gas, and health risk impacts and the City’s experts disagree with the commenter. No revisions to the Draft EIR are required.

Emergency Water Pump and Backup Generator Emissions	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	0.79	3.25	2.00	0.00	0.11	0.11
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Urban Crossroads

- B-29** SCAQMD requests calculations and analyses for construction and operation emissions for any new stationary and portable sources. Commenter is referred to the response to Comment B-28, which addresses this comment and explains that no such stationary or portable sources are currently proposed or expected and would be speculative to analyze.
- B-30** Footnotes to Comment B-27, generally providing internet links to the documents referenced by Comment B-27, are acknowledged; no response is necessary.
- B-31** The County appreciates the comments provided by SCAQMD. Any questions regarding the comments provided by this letter will be referred to SCAQMD’s Engineering and Permitting staff at the contact information provided, and the additional information available on SCAQMD’s web site is acknowledged. No further response is necessary.
- B-32** SCAQMD makes concluding remarks and summaries their opinion that the DEIR should be revised in response to comments. For the reasons noted above in the responses to Comments B-3 through B-29, the County disagrees with the commenter’s assertion that the DEIR should be revised to address the comments provided by this comment letter. The County acknowledges that pursuant to State CEQA Guidelines Section 15088, the County is required to provide all commenters on the DEIR copies of the Final EIR and responses to public comments not less than 10 days prior to public hearings for the Project. This will occur within the specified timeframe required by State CEQA Guidelines Section 15088. Detailed reasoning for the County’s rejection of the commenter’s



suggested changes to the analysis presented in the DEIR and recommendations for additional mitigation measures is presented above in the responses to Comments B-3 through B-29, which provide substantial evidence to demonstrate that the analysis presented in the DEIR made appropriate assumptions and that additional mitigation for the Project's less-than-significant impacts (after mitigation) due to air quality and GHG impacts is not required pursuant to CEQA. Any questions regarding the comments provided by this letter will be referred to SCAQMD staff at the contact information provided by this comment. No further response is necessary.



COMMENT LETTER C

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October 16, 2023

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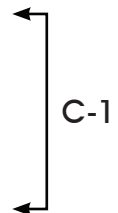
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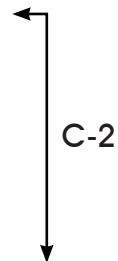
**Re: Comments on the Draft Environmental Impact Report for
Majestic Freeway Business Center Phase II (SCH No. 2022080060;
Plot Plan Nos. 220003, 220008, 220009, 220015)**

Dear Mr. Brady and Mr. Hildebrand:

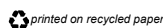
We are writing on behalf of Californians Allied for a Responsible Economy (“CARE CA”) to provide comments on the Draft Environmental Impact Report (“DEIR”) prepared by Riverside County (“County”) for the Majestic Freeway Business Center Phase II Project (SCH No. 2022080060; Plot Plan Nos. 220003, 220008, 220009, 220015) (“Project”), proposed by Majestic Freeway Business Center, LLC (“Applicant”).



The Project proposes the development of five warehouse buildings with up to 1,219,222 square feet (“sf”) of building area on four separate sites comprising a total of approximately 70.37 acres in size, generally located east and west of Harvill Avenue, south of Old Oleander Avenue, and north of Martin Street in the Mead Valley Area Plan portion of unincorporated Riverside County, California. The proposed Project consists of applications for four separate plot plans: Plot Plan No. 220003 (PPT 220003; herein, “Building 18”), Plot Plan No. 220008 (PPT 220008, herein, “Building 13”), Plot Plan No. 220009 (PPT 220009; herein, “Building 17”),



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and Plot Plan No. 220015 (PPT 220015; herein, “Buildings 14A/14B”). The Building 18 site is located west of Harvill Avenue and south of Old Oleander Avenue, and encompasses Assessor’s Parcel Numbers (APNs) 314-040-(013, 014, 015, 021, 023, 025, 026, 028, and 031). The Building 13 site is located west of Harvill Avenue between Perry Street and Martin Street, and encompasses APNs 314-130-(015, 023, 024, 026, and 027). The Building 17 site is located at the northeast corner of Harvill Avenue and America’s Tire Drive, and encompasses APNs 314-010-082 and 314-010-084. The Buildings 14A/14B site is located west of Harvill Avenue, south of Commerce Center Drive, east of Seaton Avenue, and north of Perry Street, and encompasses APNs 314-270-(009, 010, 011, 012, 013, and 014) and 314-280-(001, 002, 003, and 004).

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(CONT.)

Based on our review of the DEIR and supporting documentation, we conclude that the DEIR fails to comply with the requirements of the California Environmental Quality Act (“CEQA”)¹. The DEIR underestimates potentially significant health risk, air quality, greenhouse gas (“GHG”), and energy impacts by failing to concretely describe the Project – which may have significantly greater cold storage uses, transport refrigeration units (“TRUs”), and backup generators than disclosed in the DEIR. The DEIR also fails to adequately analyze the Project’s cumulative impacts in light of the community’s existing pollution burden resulting from similar warehouse projects in the Project’s immediate vicinity, and fails to propose feasible and enforceable mitigation measures to reduce those impacts to a less than significant level, as required by CEQA. Finally, the DEIR’s transportation analysis underestimates Vehicle Miles Traveled (“VMT”) and resultant GHG emissions, and impermissibly fails to identify specific and effective mitigation to reduce the Project’s significant VMT impacts to the greatest extent feasible before declaring the impact significant and unavoidable.²

C-3

As explained in these comments, the DEIR lacks substantial evidence to support its conclusions with regard to the Projects’ impacts relating to health risks, air quality, greenhouse gases, energy, and transportation. The County may not approve the Project until the County revises and recirculates the Project’s DEIR to adequately analyze the Project’s significant direct, indirect and cumulative impacts, and incorporates all feasible mitigation measures to avoid or minimize these impacts to the greatest extent feasible.

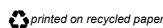
C-4

¹ Pub. Resources Code §§ 21000 et seq.; 14 Cal. Code Regs (“CEQA Guidelines”) §§ 15000 et seq. (“CEQA Guidelines”).

² Pub. Resources Code, § 21081(a)(3), (b); *Covington v. Great Basin Unif. Air Pollution Control Dist.* (2019) 43 Cal.App.5th 867, 879-883.

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We reviewed the DEIR and its technical appendices with the assistance of transportation expert Norm Marshall.³ We reserve the right to supplement these comments at a later date, and at any later proceedings related to this Project.⁴

C-6

I. STATEMENT OF INTEREST

CARE CA is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public and worker health and safety hazards, and the environmental impacts of the Project. The coalition includes the Riverside County residents Brian Dunbar and Chad Lee, the District Council of Ironworkers and Southern California Pipe Trades DC 16, along with their members, their families, and other individuals who live and work in Riverside County.

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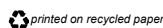
CARE CA advocates for protecting the environment and the health of their communities' workforces. CARE CA seeks to ensure a sustainable construction industry over the long-term by supporting projects that offer genuine economic and employment benefits, and which minimize adverse environmental and other impacts on local communities. CARE CA members live, work, recreate, and raise their families in Riverside County. Accordingly, they would be directly affected by the Project's environmental and health and safety impacts. Individual members may also work on the Project itself. They will be first in line to be exposed to any health and safety hazards that exist onsite.

In addition, CARE CA has an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for business and industry to expand in the region, and by making the area less desirable for new businesses and new residents. Indeed, continued environmental degradation can, and has, caused construction moratoriums and other restrictions on growth that, in turn, reduce future employment opportunities.

³ Mr. Marshall's technical comments and curricula vitae are attached hereto as Exhibit A.
⁴ Gov. Code § 65009(b); PRC § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield ("Bakersfield")* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

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II. LEGAL BACKGROUND

CEQA requires public agencies to analyze the potential environmental impacts of their proposed actions in an EIR.⁵ “The foremost principle under CEQA is that the Legislature intended the act to be interpreted in such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.”⁶

CEQA has two primary purposes. First, CEQA is designed to inform decisionmakers and the public about the potential significant environmental effects of a project.⁷ “Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR ‘protects not only the environment but also informed self-government.’”⁸ The EIR has been described as “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.”⁹ As the CEQA Guidelines explain, “[t]he EIR serves not only to protect the environment but also to demonstrate to the public that it is being protected.”¹⁰

Second, CEQA requires public agencies to avoid or reduce environmental damage when “feasible” by requiring consideration of environmentally superior alternatives and adoption of all feasible mitigation measures.¹¹ The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and to “identify ways that environmental damage can be avoided or significantly reduced.”¹² If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has “eliminated or substantially lessened all significant effects on the environment” to

⁵ PRC § 21100.

⁶ *Laurel Heights Improvement Assn. v. Regents of Univ. of Cal (“Laurel Heights I”)* (1988) 47 Cal.3d 376, 390 (internal quotations omitted).

⁷ Pub. Resources Code § 21061; CEQA Guidelines §§ 15002(a)(1); 15003(b)-(e); *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 517 (“[T]he basic purpose of an EIR is to provide public agencies and the public in general with detailed information about the effect [that] a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project.”).

⁸ *Citizens of Goleta Valley*, 52 Cal.3d at p. 564 (quoting *Laurel Heights I*, 47 Cal.3d at 392).

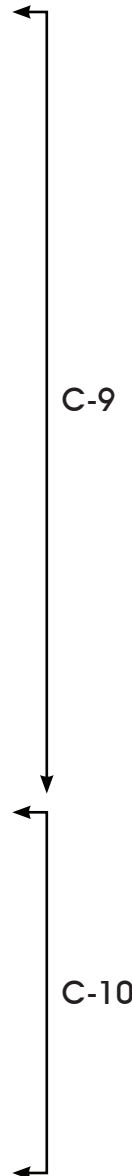
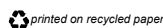
⁹ *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810; see also *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm’rs.* (2001) 91 Cal.App.4th 1344, 1354 (“*Berkeley Jets*”) (purpose of EIR is to inform the public and officials of environmental consequences of their decisions *before* they are made).

¹⁰ CEQA Guidelines § 15003(b).

¹¹ CEQA Guidelines § 15002(a)(2), (3); see also *Berkeley Jets*, 91 Cal.App.4th at 1354; *Citizens of Goleta Valley*, 52 Cal.3d at p. 564.

¹² CEQA Guidelines § 15002(a)(2).

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the greatest extent feasible and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns.”¹³

While courts review an EIR using an “abuse of discretion” standard, “the reviewing court is not to ‘uncritically rely on every study or analysis presented by a project proponent in support of its position. A clearly inadequate or unsupported study is entitled to no judicial deference.’”¹⁴ As the courts have explained, a prejudicial abuse of discretion occurs “if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.”¹⁵ “The ultimate inquiry, as case law and the CEQA guidelines make clear, is whether the EIR includes enough detail ‘to enable who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project.’”¹⁶

III. THE PROJECT DESCRIPTION IS INADEQUATE

The DEIR does not meet CEQA’s requirements because it fails to include an accurate and complete Project description, rendering the entire analysis inadequate. California courts have repeatedly held that “an accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR.”¹⁷ CEQA requires that a project be described with enough particularity that its impacts can be assessed.¹⁸ Without a complete project description, the environmental analysis under CEQA is impermissibly limited, thus minimizing the project’s impacts and undermining meaningful public review.¹⁹ Accordingly, a lead

¹³ PRC § 21081(a)(3), (b); CEQA Guidelines §§ 15090(a), 15091(a), 15092(b)(2)(A), (B); *Covington v. Great Basin Unified Air Pollution Control Dist.* (2019) 43 Cal.App.5th 867, 883.

¹⁴ *Berkeley Jets*, 91 Cal.App.4th at p. 1355 (emphasis added) (quoting *Laurel Heights I*, 47 Cal.3d at 391, 409, fn. 12).

¹⁵ *Berkeley Jets*, 91 Cal.App.4th at p. 1355; see also *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 722 (error is prejudicial if the failure to include relevant information precludes informed decision making and informed public participation, thereby thwarting the statutory goals of the EIR process); *Galante Vineyards*, 60 Cal.App.4th at p. 1117 (decision to approve a project is a nullity if based upon an EIR that does not provide decision-makers and the public with information about the project as required by CEQA); *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 946 (prejudicial abuse of discretion results where agency fails to comply with information disclosure provisions of CEQA).

¹⁶ *Sierra Club*, 6 Cal.5th at p. 516 (quoting *Laurel Heights I*, 47 Cal.3d at 405).

¹⁷ *Stoiphemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal.App.5th 1, 17; *Communities for a Better Environment v. City of Richmond (“CBE v. Richmond”)* (2010) 184 Cal.App.4th 70, 85–89; *County of Inyo v. City of Los Angeles* (3d Dist. 1977) 71 Cal.App.3d 185, 193.

¹⁸ 14 CCR § 15124; see, *Laurel Heights I*, *supra*, 47 Cal.3d 376, 192-193.

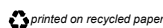
¹⁹ *Id.*

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(CONT.)

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agency may not hide behind its failure to obtain a complete and accurate project description.²⁰

CEQA Guidelines section 15378 defines “project” to mean “the 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.”²¹ “The term “project” refers to the activity which is being approved and which may be subject to several discretionary approvals by governmental agencies. The term project does not mean each separate governmental approval.”²² Courts have explained that a complete description of a project must “address not only the immediate environmental consequences of going forward with the project, but also all “*reasonably foreseeable* consequence[s] of the initial project.”²³ “If a[n]...EIR...does not adequately apprise all interested parties of the true scope of the project for intelligent weighing of the environmental consequences of the project, informed decision-making cannot occur under CEQA and the final EIR is inadequate as a matter of law.”²⁴

A. The DEIR Fails to Describe the Project’s End Uses with Sufficient Particularity to Adequately Evaluate Trips Generated by the Project

The DEIR fails to describe the warehousing end uses that are reasonably expected for the Project, stating simply that the Project’s future tenants are unknown.²⁵ This fails to meet CEQA’s requirements for disclosure of the reasonably foreseeable future uses of the Project site. As a result, the DEIR may substantially underestimate impacts from basic warehouse operations like truck trips and cold storage.

In order to develop the traffic characteristics of the proposed Project, the DEIR used trip-generation statistics published in the Institute of Transportation Engineers (“ITE”) Trip Generation Manual for the proposed Project’s land uses.²⁶ For purposes of the trip generation assessment, the DEIR used ITE land use code 154 (High-Cube Transload and Short-Term Storage Warehouse) for each of the proposed warehouses. Transportation expert Norm Marshall explains that these

²⁰ *Sundstrom v. County of Mendocino* (“*Sundstrom*”) (1988) 202 Cal.App.3d 296, 311.

²¹ CEQA Guidelines § 15378.

²² *Id.*, § 15378(c).

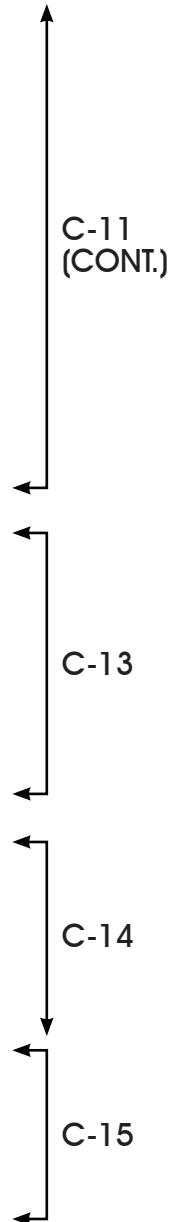
²³ *Laurel Heights I*, 47 Cal. 3d 376, 398 (emphasis added); see also *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449-50.

²⁴ *Riverwatch v. Olivenhain Municipal Water Dist.* (2009) 170 Cal. App. 4th 1186, 1201.

²⁵ DEIR, pg. 4.18-37.

²⁶ DEIR, Appendix L6, pg. 37; Appendix L7, pg. 1.1-6; Appendix L8, pg. 38; Appendix L9, pg. 39.

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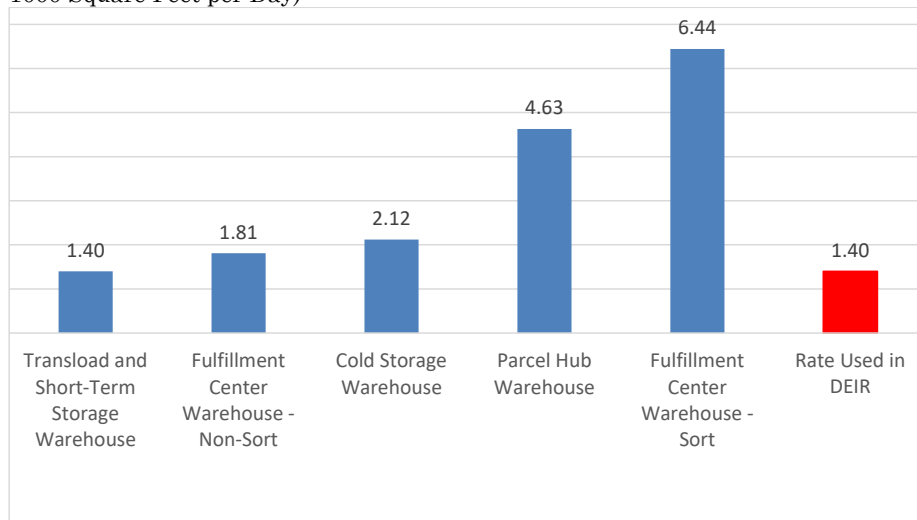




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land use codes are just one of many land use codes potentially applicable to the Project.²⁷ The figure below shows other common warehousing land use codes and compares trips generated by each land use.

Figure 1: Trip Generation Rates for Different Warehouse Categories (Trips Per 1000 Square Feet per Day)²⁸



The DEIR relies on the lowest trip generation available in the ITE Manual without explaining why the other common warehouse land use codes shown above are purportedly inapplicable to the Project. As a result, the DEIR fails to provide sufficient information about the Project's expected uses and configuration for the public and decisionmakers to ascertain which of these end uses are reasonably foreseeable for the Project. By arbitrarily choosing the lowest trip generation rate for "transload and short-term storage," the DEIR assumes, without support, that the Project's impacts will be the least severe of all possible warehouse uses. Since the DEIR states that the Project's end users are unknown, the County lacks substantial evidence to support this conclusion. This informational defect affects the entire DEIR, as different types of warehousing have different environmental impacts on air quality, noise, transportation, and GHG emissions, for example.

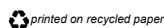
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²⁷ Marshall Comments, pg. 2.

²⁸ Marshall Comments, pg. 2.

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Mr. Marshall explains that the land use code selected by the County may drastically underestimate the Project’s GHG and VMT impacts. For example, the Parcel Hub Warehouse trip generation rate is 10 times the rate used in the DEIR.²⁹ A greater number of trips generated results in greater traffic impacts and greater emissions of GHGs. Given the large uncertainty in the trips generated by the Project, the DEIR fails to meet CEQA’s requirement that a project be described with enough particularity that its impacts can be assessed.³⁰

C-17

Mr. Marshall recommends two approaches to resolve this issue: either a) applying a significantly higher and more conservative trip generation rate, or b) if the County intends to rely on the lowest trip generation rate for its impact analysis, the County should add a condition of approval to the Project which restricts Project uses to those analyzed in the DEIR, and restricts trip generation to the levels assumed in the EIR.³¹ The County should revise and recirculate the DEIR to correct these deficiencies and to present a revised trip generation analysis which reflects reasonably foreseeable conditions at the Project site, or condition Project approval on the limitations assumed in the DEIR.

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B. The DEIR Fails to Substantiate the Assumption that Project Operation Will Not Involve Cold Storage Uses

The DEIR’s analyses assume that the Project would not include cold storage uses.³² This assumption lacks the support of substantial evidence, as the DEIR states that the Project’s future tenants are unknown.³³ Further, this assumption is not reflected in any enforceable conditions related to Project use. In order for the County to correctly assume that the Project would not include cold storage, which is a common warehouse use,³⁴ the DEIR would need to include binding measures or conditions which limit warehouse use at the Project to prohibit cold storage. Absent such a restriction, it is reasonable to assume that future Project warehouse tenants may use the site for cold storage. The DEIR does not include a restriction on cold storage use, yet fails to analyze the elevated air quality, public health, and energy

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²⁹ *Id.*

³⁰ 14 CCR § 15124; see, *Laurel Heights I, supra*, 47 Cal.3d 376, 192-193.

³¹ Marshall Comments, pg. 3.

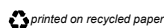
³² DEIR, Appendix L6, pg. 37; Appendix L7, pg. 1.1-6; Appendix L8, pg. 38; Appendix L9, pg. 39.

³³ DEIR, pg. 4.18-37.

³⁴ See e.g. <https://www.inboundlogistics.com/articles/cold-storage-warehouse/> (cold storage warehouses are “commonly used for storing fresh produce, dairy products, and other perishable items that require a cool but not frozen environment... The importance and popularity of cold storage warehouses have soared in recent years, driven by shifting consumer preferences, growing populations, and increased spending—especially when it comes to frozen food, probiotics, pharmaceuticals, or fresh produce.”)

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impacts of cold storage use at the Project site. As a result, the DEIR may substantially underestimate these impacts.

A cold storage warehouse generates greater environmental impacts than other types of warehouses. Cold storage generates more trips per square foot and has higher energy impacts due to the low temperatures required by the facility’s transport refrigeration units (“TRUs”) and on-site storage. TRUs are refrigeration systems powered by integral diesel engines.³⁵ The refrigeration systems are used to control the environment of temperature-sensitive products transported in insulated trucks, trailers, shipping containers, or railcars. The California Air Resources Board (“CARB”) states that TRUs emit diesel particulate matter (“DPM”), fine particulate matter (“PM2.5”), oxides of nitrogen (“NOx”), and GHGs while in transit and during stationary operation at refrigerated warehouses or distribution centers, grocery stores, seaport facilities, intermodal railyards, and other locations of operation. CARB explains that communities near facilities where TRUs operate bear a disproportionate health burden:

PM2.5 pollution contributes to more fatalities than other air pollutants and can lodge deep in the lungs or pass through the lungs to enter the blood stream and affect the heart, brain, and other organs. Adverse health effects from long-term exposure to PM2.5 pollution include increased risk of heart attacks and heart disease, impaired lung development in children, the development and exacerbation of asthma, and premature death. NOx is a precursor to ozone, which can cause irritation and damage lung tissue, worsen asthma and chronic illnesses including obstructive pulmonary disease and reduce lung function.³⁶

CARB also explains that TRUs’ emissions of GHGs contribute towards climate change,³⁷ and that TRUs generate noise impacts: “TRU operations produce noise that can be problematic when deliveries that often occur late evening or early morning are near residential neighborhoods, hotels, hospitals, and elder care facilities... One study conducted by LSA Associates found that a diesel-powered TRU operating at high idle produces an A-weighted decibel (dBA) noise rating of 104 dBA, while a diesel truck at idle produces a noise rating of 96 dBA.”³⁸

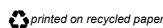
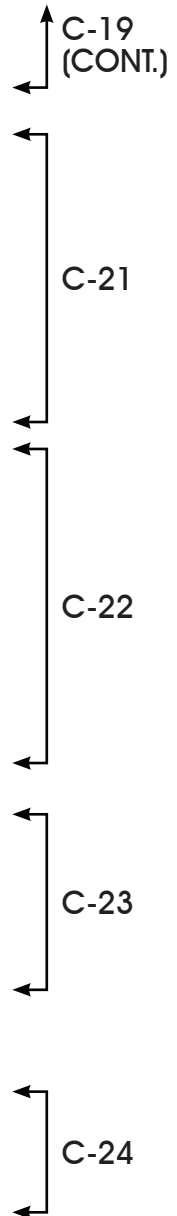
³⁵ California Air Resources Board, 2022 TRU Technology Assessment, pg. 1, <https://ww2.arb.ca.gov/sites/default/files/2022-10/CARB%202022%20TRU%20Technology%20Assessment%2010-14-22.pdf>.

³⁶ California Air Resources Board, 2022 TRU Technology Assessment, pg. 10.

³⁷ *Id.*, pg. 10.

³⁸ *Id.*, pg. 17-18.

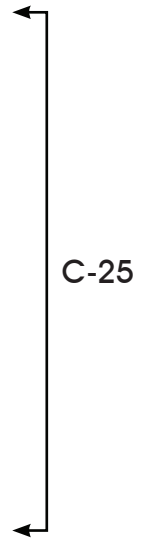
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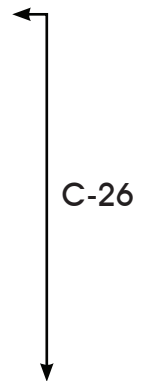
By assuming the Project will not include cold storage, the DEIR may drastically underestimate the Project’s impacts in each of these areas. The DEIR does not provide supporting evidence demonstrating that cold storage uses would be absent from the Project site for the duration of the Project’s life. Due to ever-increasing population and market demands in Southern California, it is reasonably foreseeable that the Project may attract end users, either now or in future years of the Project’s life, which require cold storage. As a result, the DEIR’s assumption is not supported by substantial evidence. Rather, it is reasonably foreseeable that some of the 1,219,222 sf Project site may support cold storage end uses in the future.



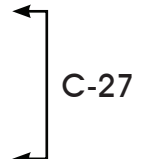
In the California Attorney General’s (“AG”) guidance for warehouse projects, the AG recommends that, unless a developer adopts mitigation measures limiting cold storage impacts, the developer should record a covenant on the title of the underlying property to ensuring that the property cannot be used to provide refrigerated warehouse space.³⁹ The County should include such a title restriction for the Project unless the DEIR’s cold storage assumption is revised to analyze and mitigate impacts associated with a more conservative and fact-based cold-storage use percentage.

C. The Project Description Fails to Include Reasonably Foreseeable Backup Generators

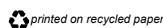
The DEIR fails to disclose potential backup/emergency stationary generators for the Project’s operations. The DEIR’s project description does not address whether backup generators are a reasonably foreseeable component of the Project, and the DEIR’s technical analyses assume no backup generators will be installed for operations. The DEIR does not disclose any conditions or mitigation measures that limit or prevent use of backup generators. The DEIR must disclose and analyze the potential use of backup generators because (1) they are a reasonably foreseeable use and consequence of the Project, and (2) the use of backup generators will expand the Project’s environmental effects.



³⁹ *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act (Updated September 2022)*, pg. 9, available at <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf> (“Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.”).



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In *East Oakland Stadium Alliance v. City of Oakland*,⁴⁰ the Court of Appeal upheld an EIR’s analysis of emissions from backup generators. The EIR’s analysis assumed that generators would operate for 50 hours of testing and maintenance annually, while allocating no time for actual emergency use. In discussing the lead agency’s duty to analyze backup generator emissions, the Court stated that “if the annual need for emergency generator use is reasonably foreseeable, the EIR was not entitled to disregard such use merely because it would occur at unpredictable times.”⁴¹ The Court explained that use of a generator was reasonably foreseeable because, “[a]s noted in the EIR, some parts of the Bay Area are subject to predictable, sustained power outages undertaken to reduce the risk of fire.”⁴² Thus, “[t]he EIR was required to make neither a generally applicable nor a worst-case assumption; rather it was required to make a reasonable estimate of likely annual use of the generators at the project site.”⁴³

Here, as in *East Oakland Stadium Alliance*, back-up generators are a reasonably foreseeable consequence of the Project due to increasingly common Public Safety Power Shutoff (“PSPS”) events and extreme heat events. Extreme heat events (“EHE”) are defined as periods where in the temperatures throughout California exceed 100 degrees Fahrenheit.⁴⁴ From January 2019 through December 2019, Southern California Edison reported 158 of their circuits underwent a PSP event.⁴⁵ In Los Angeles County, two circuits had 4 PSPS events during that period, lasting an average of 35 to 38 hours. The total duration of the PSPS events lasted between 141 hours to 154 hours in 2019. According to the California Public Utilities Commission (CPUC) de-energization report⁴⁶ in October 2019, there were almost 806 PSPS events that impacted almost 973,000 customers (~7.5% of households in California) of which ~854,000 of them were residential customers. The California Air Resources Board estimates that with 973,000 customers impacted by PSPS events in October 2019, approximately 125,000 back-up generators were used by customers to provide electricity during power outage.⁴⁷ The widespread use of back-

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(CONT.)

⁴⁰ (2023) 889 Cal. App. 5th 1226.

⁴¹ *Id.* at 1252.

⁴² *Id.* at 1253.

⁴³ *Id.*

⁴⁴ Governor of California. 2021. Proclamation of a state of emergency. June 17, 2021.

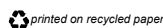
⁴⁵ SCAQMD. 2020. Proposed Amendment To Rules (PARS) 1110.2, 1470, and 1472. Dated December 10, 2020. http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1110.2/1110-2_1470_1472/par1110-2_1470_wgm_121020.pdf?sfvrsn=6.

⁴⁶ <https://www.cpuc.ca.gov/deenergization/> as cited in CARB, 2020. Potential Emission Impact of Public Safety Power Shutoff (PSPS), Emission Impact: Additional Generator Usage associated With Power Outage..

⁴⁷ California Air Resources Board, Emission Impact: Additional Generator Usage Associated with Power Outage (January 30, 2020), available at <https://ww2.arb.ca.gov/resources/documents/emissions-impact-generator-usage-during-psps>.

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up generators to adapt to PSPS and EHE events suggests that back-up generators are a reasonably foreseeable consequence of the Project.

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(CONT.)

Further demonstrating that backup generators are reasonably foreseeable is the possibility that the Project may include cold storage. A cold storage warehouse has the ability to keep temperature sensitive items in a temperature-controlled environment, which requires a constant energy supply to power refrigeration. Cold storage warehouses thus commonly utilize backup generators.⁴⁸ Backup generators commonly rely on fuels such as natural gas or diesel,⁴⁹ and thus can significantly impact air quality, GHG emissions, and public health through toxic DPM emissions.⁵⁰ Since the Project may include cold storage, it is reasonably foreseeable that the Project would require on-site backup generators.

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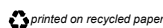
⁴⁸ California Air Resources Board, Comments re: Notice of Preparation (NOP) for the United States Cold Storage Hesperia Project (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2020069036 (July 24, 2020), available at <https://ww2.arb.ca.gov/sites/default/files/classic/toxics/ttdceqalist/uscoldstorage.pdf> (stating that the HRA prepared for the Project should account for all potential health risks from Project-related diesel PM emission sources such as backup generators, TRUs, and heavy-duty truck traffic); Kusing Power Generator, <http://ksdieselgenerator.com/2019/backup-generator-for-cold-storage-room.html>, last visited 6/21/2021 (“Backup power supply is necessary for cold storage room to remain functional to avoid deterioration of high value-added goods such as vegetables and food stored in the room after long period of power failure”); East Coast Power Systems, Electrical Power Systems for Warehouses, <https://www.ecpowersystems.com/resources/electrical-power-systems/electrical-power-systems-for-warehouses/> (explaining that some warehouses that deal with refrigeration have to have multiple power backup generators by law).

⁴⁹ SCAQMD, Fact Sheet on Emergency Backup Generators, <http://www.aqmd.gov/home/permits/emergency-generators> (“Most of the existing emergency backup generators use diesel as fuel”).

⁵⁰ California Air Resources Board, Emission Impact: Additional Generator Usage Associated with Power Outage (January 30, 2020), available at <https://ww2.arb.ca.gov/resources/documents/emissions-impact-generator-usage-during-pmps> (showing that generators commonly rely on gasoline or diesel, and that use of generators during power outages results in excess emissions); California Air Resources Board, Use of Back-up Engines for Electricity Generation During Public Safety Power Shutoff Events (October 25, 2019), available at <https://ww2.arb.ca.gov/resources/documents/use-back-engines-electricity-generation-during-public-safety-power-shutoff> (“When electric utilities de-energize their electric lines, the demand for back-up power increases. This demand for reliable back-up power has health impacts of its own. Of particular concern are health effects related to emissions from diesel back-up engines. Diesel particulate matter (DPM) has been identified as a toxic air contaminant, composed of carbon particles and numerous organic compounds, including over forty known cancer-causing organic substances. The majority of DPM is small enough to be inhaled deep into the lungs and make them more susceptible to injury. Much of the back-up power produced during PSPS events is expected to come from engines regulated by CARB and California’s 35 air pollution control and air quality management districts (air districts)”).

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Generators can emit criteria air pollutants, greenhouse gases, and toxic air contaminants (“TACs”). Backup generators commonly rely on fuels such as natural gas or diesel,⁵¹ and thus can significantly impact public health through DPM emissions.⁵² Diesel back-up generators emit significant amounts of Nitrogen Oxides (“NOx”), sulfur dioxides (“SO2”), particulate matter (“PM10”), carbon dioxide (“CO2”), carbon monoxide (“CO”), and volatile organic compounds (“VOC”).⁵³ Omission of a generator system results in an underestimation of the Project’s air quality, greenhouse gas, and health risk impacts.

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In sum, omission of the Project’s generator results in an underestimation of the Project’s reasonably foreseeable air quality, greenhouse gas, energy, and health risk impacts. The DEIR must be revised to resolve this project description inconsistency and correct the affected impacts analyses to accurately disclose the Project’s potentially significant impacts.

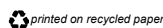
⁵¹ SCAQMD, Fact Sheet on Emergency Backup Generators, <http://www.aqmd.gov/home/permits/emergency-generators> (“Most of the existing emergency backup generators use diesel as fuel”).

⁵² California Air Resources Board, Emission Impact: Additional Generator Usage Associated with Power Outage (January 30, 2020), available at <https://ww2.arb.ca.gov/resources/documents/emissions-impact-generator-usage-during-psps> (showing that generators commonly rely on gasoline or diesel, and that use of generators during power outages results in excess emissions); California Air Resources Board, Use of Back-up Engines for Electricity Generation During Public Safety Power Shutoff Events (October 25, 2019), available at <https://ww2.arb.ca.gov/resources/documents/use-back-engines-electricity-generation-during-public-safety-power-shutoff> (“When electric utilities de-energize their electric lines, the demand for back-up power increases. This demand for reliable back-up power has health impacts of its own. Of particular concern are health effects related to emissions from diesel back-up engines. Diesel particulate matter (DPM) has been identified as a toxic air contaminant, composed of carbon particles and numerous organic compounds, including over forty known cancer-causing organic substances. The majority of DPM is small enough to be inhaled deep into the lungs and make them more susceptible to injury. Much of the back-up power produced during PSPS events is expected to come from engines regulated by CARB and California’s 35 air pollution control and air quality management districts (air districts)”).

⁵³ University of California, Riverside Bourns College of Engineering—Center for Environmental Research and Technology, Air Quality Implications Of Backup Generators In California, (March 2005), pg. 8, available at <https://citeseerx.ist.psu.edu/document?repid=rep1&type=pdf&doi=84c8463118e4813a117db3d768151a8622c4bf6b>; South Coast AQMD, Fact Sheet on Emergency Backup Generators (“Emissions of Nitrogen Oxides (NOx) from diesel-fired emergency engines are 200 to 600 times greater, per unit of electricity produced, than new or controlled existing central power plants fired on natural gas. Diesel-fired engines also produce significantly greater amounts of fine particulates and toxics emissions compared to natural gas fired equipment.”), available at <http://www.aqmd.gov/home/permits/emergency-generators#Fact2>.

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IV. THE DEIR FAILS TO DISCLOSE, ANALYZE AND MITIGATE POTENTIALLY SIGNIFICANT IMPACTS

An EIR must fully disclose all potentially significant impacts of a Project and implement all feasible mitigation to reduce those impacts to less than significant levels. The lead agency’s significance determination with regard to each impact must be supported by accurate scientific and factual data.⁵⁴ An agency cannot conclude that an impact is less than significant unless it produces rigorous analysis and concrete substantial evidence justifying the finding.⁵⁵

Moreover, the failure to provide information required by CEQA is a failure to proceed in the manner required by CEQA.⁵⁶ Challenges to an agency’s failure to proceed in the manner required by CEQA, such as the failure to address a subject required to be covered in an EIR or to disclose information about a project’s environmental effects or alternatives, are subject to a less deferential standard than challenges to an agency’s factual conclusions.⁵⁷ In reviewing challenges to an agency’s approval of an EIR based on a lack of substantial evidence, the court will “determine de novo whether the agency has employed the correct procedures, scrupulously enforcing all legislatively mandated CEQA requirements.”⁵⁸

Additionally, CEQA requires agencies to commit to all feasible mitigation measures to reduce significant environmental impacts.⁵⁹ In particular, the lead agency may not make required CEQA findings, including finding that a project impact is significant and unavoidable, unless the administrative record demonstrates that it has adopted all feasible mitigation to reduce significant environmental impacts to the greatest extent feasible.⁶⁰

Even when the substantial evidence standard is applicable to agency decisions to certify an EIR and approve a project, reviewing courts will not ‘uncritically rely on every study or analysis presented by a project proponent in support of its position. A clearly inadequate or unsupported study is entitled to no judicial deference.’⁶¹

⁵⁴ CEQA Guidelines § 15064(b).

⁵⁵ *Kings Cty. Farm Bur. v. Hanford* (1990) 221 Cal.App.3d 692, 732.

⁵⁶ *Sierra Club v. State Bd. Of Forestry* (1994) 7 Cal.4th 1215, 1236.

⁵⁷ *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 435.

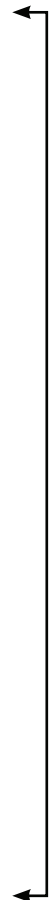
⁵⁸ *Id., Madera Oversight Coal., Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102.

⁵⁹ CEQA Guidelines § 15002(a)(2).

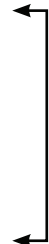
⁶⁰ PRC § 21081(a)(3), (b); CEQA Guidelines §§ 15090, 15091; *Covington v. Great Basin Unified Air Pollution Control Dist.* (2019) 43 Cal.App.5th 867, 883.

⁶¹ *Berkeley Jets*, 91 Cal.App.4th at 1355.

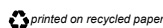
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A. The DEIR Fails to Adequately Disclose, Analyze and Mitigate the Project’s Cumulative Impacts

An EIR must evaluate a cumulative impact if the project’s incremental effect combined with the effects of other projects is “cumulatively considerable.”⁶² This determination is based on an assessment of the project’s incremental impacts “viewed in connection with the effects of past project, the effects of other current projects, and the effects of probable future projects.”⁶³ Proper cumulative impact analysis is vital because “the full environmental impact of a proposed project cannot be gauged in a vacuum. One of the most important environmental lessons that has been learned is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant when considered individually, but assume threatening dimensions when considered collectively with other sources with which they interact.”⁶⁴

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1. The DEIR Fails to Analyze Cumulative Impacts from Projects Identified in the DEIR’s List of Cumulative Projects

The CEQA Guidelines set forth two methods for satisfying the cumulative impacts analysis requirement: the list of projects approach and the summary of projections approach.⁶⁵ Under the former, an adequate discussion of cumulative impacts requires “a list of past, present, and probable future projects producing related or cumulative impacts...”⁶⁶ Relevant factors when compiling a list of related projects include the environmental resource being examined and the location and type of the project.⁶⁷ The Guidelines expressly recognize that project type may be important “when the impact is specialized, such as a particular air pollutant or mode of traffic.”⁶⁸

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Here, the DEIR states that it uses a combination of the two methods as appropriate for each impact analysis:

The summary of projections approach is used in this EIR, except for the evaluation of near-term vehicular traffic-related air quality and noise

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⁶² CEQA Guidelines § 15130(a).

⁶³ *Id.*, §§ 15065(a)(3), 15355(b).

⁶⁴ *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 114.

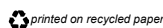
⁶⁵ CEQA Guidelines, § 15130(b)(1) and (2).

⁶⁶ *Id.*, § 15130(b)(1)(A).

⁶⁷ *Id.*, § 15130(b)(2).

⁶⁸ *Id.*

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impacts, which rely instead on the list of projects approach. This methodology was determined to be appropriate by Riverside County because long-range planning documents contain a sufficient amount of information to enable an analysis of cumulative effects for all subject areas, with exception of vehicular-related air quality and noise effects, which require a greater level of detailed study.⁶⁹

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(CONT.)

Although the DEIR provides a list of cumulative projects in Table 4.0-1, the DEIR's health risk, air quality, GHG, and noise analyses do not consider the cumulative impacts of these projects. Specifically, these analyses do not quantify the proposed and existing cumulative projects' impacts and analyze them in conjunction with the instant Project's impacts. This omission is contrary to CEQA and to the DEIR's own explanation that impacts from cumulative projects should be considered when analyzing vehicular-related air quality and noise effects. As a result, the DEIR fails to disclose potentially significant cumulative impacts, as will be discussed in more detail below. The health risk, air quality, GHG, and noise analyses should be revised to include analysis of cumulative projects, as recommended by the DEIR itself.

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2. The DEIR's Cumulative Air Emissions Analysis Does Not Comply with CEQA or Attorney General Warehouse Guidance

The DEIR fails to adequately analyze the Project's cumulative air quality emissions. The DEIR asserts that, under South Coast Air Quality Management District ("SCAQMD") guidance, any exceedance of a regional or localized threshold for criteria pollutants also is considered to be a cumulatively-considerable effect, while air pollutant emissions that fall below applicable regional and/or localized thresholds are not considered cumulatively-considerable.⁷⁰

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The DEIR fails to note that SCAQMD's approach is both outdated and contrary to CEQA, as evidenced by its ongoing process to update its cumulative impacts guidance.⁷¹ The DEIR's approach has been rejected by the courts for failing to comply with CEQA's requirement that a project mitigate impacts that are "cumulatively considerable."⁷² The County's failure to actually examine the Project's

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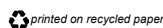
⁶⁹ DEIR, pg. 4.0-2.

⁷⁰ DEIR, Appendix B9, pg. 35-36.

⁷¹ See e.g., http://www.aqmd.gov/docs/default-source/ceqa/documents/wgm-3_20230124.pdf?sfvrsn=6.

⁷² PRC § 21083(b)(2); 14 CCR § 15130; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692, 719-21.

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cumulative air quality impacts violates CEQA’s requirement to analyze cumulative impacts.

The leading case on this issue is *Kings County Farm Bureau v. City of Hanford*.⁷³ In *Kings County*, the city prepared an EIR for a 26.4-megawatt coal-fired cogeneration plant. Notwithstanding the fact that the EIR found that the project region was out of attainment for PM₁₀ and ozone, the city failed to incorporate mitigation for the project’s cumulative air quality impacts from project emissions because it concluded that the Project would contribute “less than one percent of area emissions for all criteria pollutants.”⁷⁴ The city reasoned that, because the project’s air emissions were small in ratio to existing air quality problems, that this necessarily rendered the project’s “incremental contribution” minimal under CEQA. The court rejected this approach, finding it “contrary to the intent of CEQA.” The court stated:

We find the analysis used in the EIR and urged by GWF avoids analyzing the severity of the problem and allows the approval of projects which, when taken in isolation, appear insignificant, but when viewed together, appear startling. Under GWF’s “ratio” theory, the greater the over-all problem, the less significance a project has in a cumulative impacts analysis. We conclude the standard for a cumulative impacts analysis is defined by the use of the term “collectively significant” in Guidelines section 15355 and the analysis must assess the collective or combined effect of energy development. The EIR improperly focused upon the individual project’s relative effects and omitted facts relevant to an analysis of the collective effect this and other sources will have upon air quality.⁷⁵

The DEIR’s analysis is similarly flawed because, while the DEIR admits that the Project region is out of attainment for ozone, PM₁₀, and PM_{2.5}, the DEIR fails to fully analyze or mitigate the Project’s emissions’ cumulative air quality impacts.⁷⁶ Given that there are multiple planned and existing large warehouses in the immediate vicinity of the proposed Project site,⁷⁷ as well as the proliferation of warehouse projects in the Majestic Freeway Business Center Specific Plan area and

⁷³ *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692 (“Kings County”); see also, *Friends of Oroville v. City of Oroville* (2013) 219 Cal. App. 4th 832, 841-42.

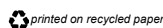
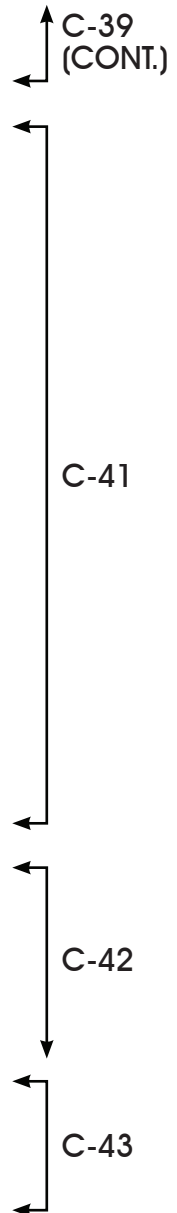
⁷⁴ *Id.* at 719.

⁷⁵ *Id.* at 721.

⁷⁶ DEIR, Appendix B9, pg. 35.

⁷⁷ DEIR, Table 4.0-1 (Cumulative Projects List).

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Riverside County, the DEIR is inadequate in its analysis of the Project’s potentially significant cumulative air quality impacts.

Many projects in the Majestic Freeway Business Center Specific Plan area are warehouses that have been recently constructed or are yet to be constructed. According to a 2021 Addendum for a recently approved warehouse project in the Majestic Freeway Business Center Specific Plan area (Plot Plan No. 180032, Building 19), “[s]ince adoption of the MFBCSP in 2005, there have been nine implementing plot plans approved, of which two have been fully constructed and one is under construction.”⁷⁸ Table 4.0-1 and Figure 4.0-1 in the DEIR, excerpted below, show that these projects are in the instant Project’s immediate vicinity.

Table 4.0-1

No.	Project Name / Case Number	Land Use	Quantity	Units ¹
RC1	Majestic Freeway Business Center - Building 20	High-Cube Warehouse	426.821	TSF
RC2	Majestic Freeway Business Center - Building 21,22	Warehousing	241.059	TSF
RC3	Knox Logistics Center	High-Cube Warehouse	1,259.410	TSF
RC4	Oleander Business Park	High-Cube Warehouse	680.000	TSF
RC5	PPT190031	High-Cube Warehouse	418.000	TSF
RC6	Majestic Freeway Business Center - Building 19	Warehousing	364.560	TSF
RC7	Majestic Freeway Business Center - Building 12	Warehousing	154.751	TSF
RC8	Majestic Freeway Business Center - Building 15	Warehousing	90.279	TSF
RC9	Majestic Freeway Business Center - Building 11	High-Cube Warehouse	391.045	TSF
RC10	PPT180025: Seaton Commerce Center	High-Cube Warehouse	210.800	TSF
RC11	Majestic Freeway Business Center - Buildings 1, 3 & 4	Warehousing	48.930	TSF
		High-Cube Warehouse	1,195.740	TSF
RC12	Majestic Freeway Business Center - Building 18	High-Cube Warehouse	333.648	TSF
RC13	Majestic Freeway Business Center - Building 17	High-Cube Warehouse	268.955	TSF
RC14	Majestic Freeway Business Center - Building 13	High-Cube Warehouse	322.997	TSF

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(CONT.)

Figure 4.0-1

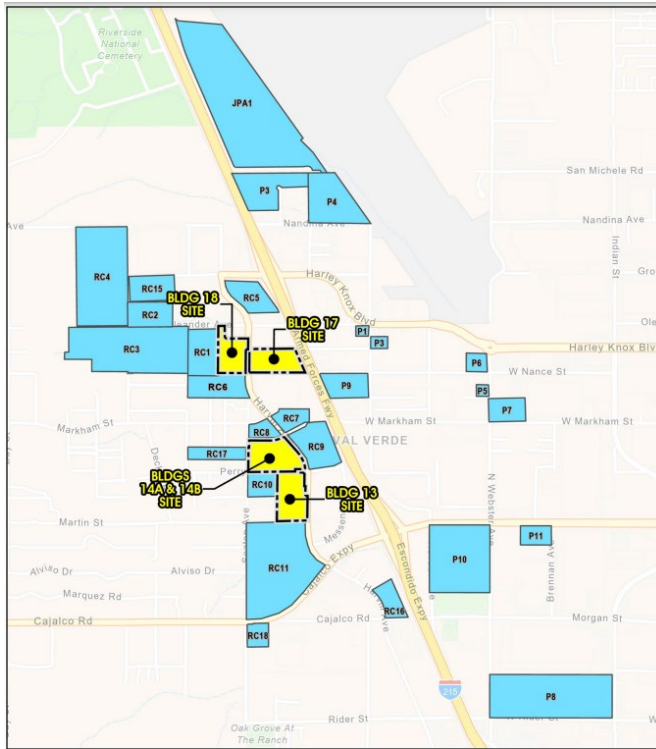
⁷⁸ Addendum No. 9 to EIR number 466 (CEQA Case No. CEQ180115) (September 16, 2021), pg. 1-1, available at <https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-Postings-Majestic-EIRAddendumBuilding19.pdf>.

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(CONT.)

The operational emissions of the nearby warehouse projects which have already been constructed may combine with the instant Project to result in potentially significant cumulative impacts. And construction schedules of the other projects may combine with the instant project, resulting in potentially significant cumulative air quality impacts.

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The SCAQMD approach used in the DEIR also directly conflicts with the AG recent guidance document setting forth best practices for evaluating the environmental impacts of warehouse projects like this one under CEQA.⁷⁹ With respect to cumulative air quality and GHG emissions analysis, the Attorney

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⁷⁹ *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* (Updated September 2022), available at <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>.

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General’s guidance states that best practices include “[w]hen analyzing cumulative impacts, thoroughly considering the project’s incremental impact in combination with past, present, and reasonably foreseeable future projects, *even if the project’s individual impacts alone do not exceed the applicable significance threshold* [emphasis added].”⁸⁰

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(CONT.)

The DEIR’s cumulative air quality impacts analysis does not comply with CEQA. The County must prepare a revised EIR that properly evaluates and mitigates such impacts.

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3. The DEIR’s Health Risk Analysis Fails to Consider the Health Impacts of Cumulative Emissions from Nearby Warehouses

The DEIR’s analysis of cumulative health risks is flawed for the same reason as the air quality analysis. The DEIR points to guidance from SCAQMD to reason that emissions of TACs are considered significant if a quantified health risk analysis (“HRA”) shows an increased risk of greater than 10 in 1 million.⁸¹ And the DEIR provides that Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable, and vice versa.⁸² This approach is inadequate because it fails to analyze the Project’s cumulative effects with the existing and proposed warehouses surrounding the Project site.⁸³

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CEQA provides that the incremental effects of an individual project are cumulatively considerable if the effects are significant when “viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.”⁸⁴ Courts have held that where a community already bears a high pollution burden, a lead agency must consider “whether any additional amount” of pollution caused by the project “should be considered significant in light of the serious nature” of the existing problem.⁸⁵

⁸⁰ *Id.*, pg. 7.

⁸¹ DEIR, Appendix B10, pg. 1.

⁸² *Id.* at 5.

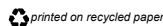
⁸³ DEIR, Table 4.0-1 (Cumulative Projects List).

⁸⁴ CEQA requires a lead agency consider whether the combined effects from both the proposed project and other projects would be “cumulatively considerable.” (CEQA Guidelines, § 15130, subd. (a).) The incremental effects of an individual project are cumulatively considerable if the effects are significant when “viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” (*Id.*, §§ 15065, subd. (a)(3), 15355, subd. (b).)

⁸⁵ *Kings County Farm Bureau, supra*, 221 Cal.App.3d at 718; *San Joaquin Raptor/Wildlife Rescue Ctr. v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 720.

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Here, the DEIR’s approach of using a project-level analysis as a substitute for a cumulative impacts analysis fails to address that the Project would be impacting a community already bearing a high pollution burden. SCAQMD’s comment letter on the Project’s Notice of Preparation observes that, according to the MATES V Carcinogenic Risk interactive Map, the area surrounding the Project has an estimated cancer risk over 365 in one million.⁸⁶ And the DEIR acknowledges that the census tract containing the Project site is ranked as being in the 71st percentile for pollution burden which, based on the Census Tract’s demographic characteristics, results in the Office of Environmental Health Hazard Assessment (“OEHHA”) ranking the area in the 79th percentile of communities that are disproportionately burdened by multiple sources of pollution.⁸⁷ The DEIR further acknowledges that the Project site is located in a SB 535 Disadvantaged Community identified by the California Environmental Protection Agency (these areas represent the 25% highest scoring census tracts in CalEnviroScreen 4.0, census tracts previously identified in the top 25% in CalEnviroScreen 3.0, census tracts with high amounts of pollution and low populations).⁸⁸

Despite this high pollution burden, the DEIR concludes that the Project would not contribute to cumulative impacts because its own impacts would result in an increased risk of less than 10 in 1 million. This reasoning ignores the combined effects of similar projects in the area. As discussed herein, there are other warehouses in the Majestic Freeway Business Center Specific Plan area that have been recently constructed or are yet to be constructed. The diesel mobile source emissions generated by these nearby warehouse projects may combine with the instant Project to result in cumulative significant health risk impacts. And emissions from construction equipment from overlapping construction schedules would combine with the instant Project to result in potentially significant cumulative impacts.

This analysis violates principles of *Kings County Farm Bureau v. City of Hanford* and guidance from Attorney General. The County must revise and recirculate a DEIR that analyzes the Project’s potentially significant cumulative health risk impacts.

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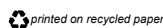
⁸⁶ Letter from SCAQMD to County of Riverside, Planning Department, re: Notice of Preparation of an Environmental Impact Report for the Majestic Freeway Business Center Phase II Project (Proposed Project) (August 10, 2022).

⁸⁷ DEIR, pg. 2-1;

⁸⁸ DEIR, pg. 2-5.

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B. The DEIR’s Quantified Health Risk Analysis Underestimates Operational Mobile Source Impacts

The DEIR includes HRAs addressing the Project’s construction and operational impacts. HRAs were prepared for each building proposed by the Project, as well as the entire Project.⁸⁹ But the operational HRAs underestimate health risk impacts because they omit analysis of TRUs.

As explained above, TRUs emit DPM, PM2.5, NOx, and GHGs while in transit and during stationary operation at refrigerated warehouses or distribution centers, grocery stores, seaport facilities, intermodal railyards, and other locations of operation.⁹⁰ CARB explains that communities near facilities where TRUs operate bear a disproportionate health burden:

PM2.5 pollution contributes to more fatalities than other air pollutants and can lodge deep in the lungs or pass through the lungs to enter the blood stream and affect the heart, brain, and other organs. Adverse health effects from long-term exposure to PM2.5 pollution include increased risk of heart attacks and heart disease, impaired lung development in children, the development and exacerbation of asthma, and premature death. NOx is a precursor to ozone, which can cause irritation and damage lung tissue, worsen asthma and chronic illnesses including obstructive pulmonary disease and reduce lung function.⁹¹

Thus, the omission of TRUs in the DEIR’s HRA results in an underestimate of the Project’s health risk impacts. The DEIR’s significance findings are thus not supported by substantial evidence. The DEIR must be revised to adequately disclose the health risk impacts from TRUs.

C. The DEIR Fails to Disclose the Project’s Unmitigated Health Risk and Air Quality Impacts from Construction Activities

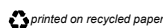
The DEIR’s analysis of the Project’s unmitigated health risk and air quality impacts assumes that the Project assumes that equipment rated 50 or less horsepower would meet at least CARB Tier 3 emissions standards, and equipment rated more than 50 horsepower would meet at least CARB Tier 4 Interim emissions

⁸⁹ DEIR, Appendices B5-8, 10.

⁹⁰ California Air Resources Board, 2022 TRU Technology Assessment, pg. 1, <https://ww2.arb.ca.gov/sites/default/files/2022-10/CARB%202022%20TRU%20Technology%20Assessment%2010-14-22.pdf>.

⁹¹ California Air Resources Board, 2022 TRU Technology Assessment, pg. 10.

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standards.⁹² This approach fails to meet CEQA’s requirements by compressing analysis of impacts and mitigation measures.

In *Lotus v. Department of Transportation*, an EIR approved by CalTrans contained several measures “[t]o help minimize potential stress on the redwood trees” during construction of a highway.⁹³ These measures included actions such as restorative planting, removal of invasive plants, and the use of an arborist and specialization equipment.⁹⁴ The *Lotus* project’s construction was found by the reviewing agency not to involve any significant effect on the environment, but the EIR’s analysis of the Project’s unmitigated impacts had treated the tree-protection measures as “part of the project.”⁹⁵ The Court of Appeal found that an EIR had “disregard[ed] the requirements of CEQA” by “compressing the analysis of impacts and mitigation measures into a single issue.”⁹⁶ The Court explained that “[a]bsent a determination regarding the significance of the impacts ... it is impossible to determine whether mitigation measures are required or to evaluate whether other more effective measures than those proposed should be considered.”⁹⁷

The decision in *Berkeley Hillside Preservation v. City of Berkeley* (“*Berkeley Hillside Preservation*”)⁹⁸ provides guidance on what measures constitute mitigation measures, as opposed to project features. In *Berkeley Hillside Preservation*,⁹⁹ the court rejected an argument that a project’s implementation of a traffic-management plan for project construction constituted mitigation precluding a categorical exemption. When the lead agency approved the use permit for the project, it included various conditions under Berkeley Municipal Code, including a construction traffic management plan.¹⁰⁰ The court stressed that the conditions of approval for this project were standard conditions imposed on residential development which are not intended to address any specific environmental impacts resulting from construction of this project.¹⁰¹ This point was supported by the fact that no unique conditions of approval were proposed for the project (aside from one that had no relation to any potential environmental impact).¹⁰² The court held that because “the plan [...] is not proposed subsequent action taken to mitigate any

⁹² DEIR, pg. 3-35.

⁹³ *Lotus v. Department of Transportation*, 223 Cal.App.4th at 650.

⁹⁴ *Id.* at 656, fn. 8.

⁹⁵ *Id.*, at 651.

⁹⁶ *Id.* at 651-52.

⁹⁷ *Id.*

⁹⁸ (2015) 241 Cal.App.4th 943.

⁹⁹ (2015) 241 Cal.App.4th 943.

¹⁰⁰ *Id.* at 959.

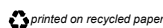
¹⁰¹ *Id.*

¹⁰² *Id.*

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significant effect of the project, [it is] therefore is not a mitigation measure that precludes the application of a categorical exemption.”¹⁰³

Here, the DEIR includes use of CARB Tier 3 and 4 equipment in the analysis of the Project’s unmitigated impacts, reasoning that this measure is included in the County of Riverside Board of Supervisors Policy F-3: “Good Neighbor’ Policy for Logistics and Warehouse/Distribution Uses”.¹⁰⁴ However, the Project’s assumed implementation of measures in Policy F-3 constitute mitigation which is not included as binding mitigation measures in the DEIR itself. Policy F-3 is self-described as “general guidance,” and states that “[t]he hearing body (Planning Commission or Board of Supervisors) has the discretion and authority to approve projects that deviate from the guidance provided in this policy, subject to site-specific conditions (such as the specifics of site topography, proximity of adjacent sensitive receptors, and other relevant factors), appropriate environmental review, and other factors that the Board may consider.”¹⁰⁵ These provisions demonstrate that compliance with Policy F-3 is not strictly required. As in *Berkeley Hillside Preservation*,¹⁰⁶ the County’s potential decision to require compliance with measures in Policy F-3 would be a subsequent action taken to mitigate the Project’s potentially significant effects.¹⁰⁷ By compressing analysis of the Project’s unmitigated and mitigated air quality and health risk impacts, the DEIR makes the same mistake as the EIR in *Lotus v. Department of Transportation*.

The DEIR must be revised to analyze the Project’s unmitigated impacts without assuming that 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. Only then can the County assess the significance of the Project’s impacts and formulate mitigation measures calculated to mitigate the Project’s impacts.

D. The DEIR’s Health Risk and Air Quality Impacts Are Potentially Significant

The DEIR underestimates the severity of the Project’s health risk and air quality impacts by relying on the non-binding assumption that the Applicant will use CARB Tier 3 and 4 equipment during construction.

¹⁰³ *Id.* at 961.

¹⁰⁴ Board of Supervisors Policy F-3, “Good Neighbor” Policy for Logistics and Warehouse/Distribution Uses,” available at <https://rivcocob.org/sites/g/files/aldnop311/files/migrated/wp-content/uploads-2020-01-Good-Neighbor-Policy-F-3-Final-Adopted.pdf>.

¹⁰⁵ Policy F-3, *supra*, pg. 2.

¹⁰⁶ (2015) 241 Cal.App.4th 943.

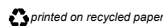
¹⁰⁷ *Berkeley Hillside Preservation*, *supra*, at 961.

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CEQA provides that if the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has “eliminated or substantially lessened all significant effects on the environment” to the greatest extent feasible and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns.”¹⁰⁸ Further, EIRs must mitigate significant impacts through measures that are “fully enforceable through permit conditions, agreements, or other legally binding instruments.”¹⁰⁹

As the County hearing body may decide not to require strict compliance with Policy F-3,¹¹⁰ there is no guarantee 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. And since the DEIR did not disclose what the Project’s health risk and air quality impacts would be without the imposition of this measure, the County lacks substantial evidence to conclude that the Project’s impacts in these areas would be less than significant.

The DEIR must be revised to analyze the Project’s unmitigated impacts and identify the mitigation measures necessary to mitigate these potentially significant impacts.

E. The DEIR Underestimates Project VMT and Mobile Source GHGs

Transportation expert Norm Marshall explains that the DEIR potentially underestimates average trip lengths for both trucks and passenger vehicles.¹¹¹ Longer trip lengths results in greater impacts (including air quality, GHGs, and VMT). As a result, the analyses that rely on these trip lengths lack the support of substantial evidence. The DEIR air quality analysis relies on the follow trip lengths:

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2), 14.2 miles for 3-axle (MHDT) trucks, and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages.¹¹²

¹⁰⁸ PRC § 21081(a)(3), (b); CEQA Guidelines §§ 15090(a), 15091(a), 15092(b)(2)(A), (B); *Covington v. Great Basin Unified Air Pollution Control Dist.* (2019) 43 Cal.App.5th 867, 883.

¹⁰⁹ CEQA Guidelines, § 15126.4, subd. (a)(2).

¹¹⁰ Board of Supervisors Policy F-3, “Good Neighbor” Policy for Logistics and Warehouse/Distribution Uses.”

¹¹¹ Marshall Comments, pg. 3-4.

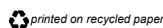
¹¹² DEIR, Appendix B9, pg. 19.

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The DEIR states that these truck trip distances are recommended by SCAQMD, but Mr. Marshall explains that SCAQMD does not make a recommendation that these trip distances be used for warehouse project EIRs.¹¹³ Rather, the AG's guidance document for warehouse projects states:

CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin, local jurisdiction, or other truncated endpoint. All air pollution associated with the project must be considered, regardless of where those impacts occur.¹¹⁴

In contrast to the approach recommended by the AG, the DEIR's estimated trip distances did not account for the Project's likely trip destinations. Mr. Marshall explains that, while it may be too early to determine specific truck trip origins and destinations, it is notable that important major freight origins and destinations are considerably further away than the trip lengths assumed in the DEIR.¹¹⁵ These include the Ports of Los Angeles and Long Beach, which are 75-80 miles away. The DEIR's analysis thus likely underestimates trip distances.

The DEIR also underestimates lengths of passenger trips generated by the Project. Mr. Marshall observes that CalEEMod trip lengths were used for passenger trips.¹¹⁶ But Mr. Marshall explains that the Project site is located in a VMT-inefficient area, meaning that CalEEMod default trip lengths are unrealistically low for this location.¹¹⁷ Mr. Marshall concludes that the average auto trip lengths should be increased from the default values to account for the VMT-inefficient project location. Thus, the DEIR's analysis lacks the support of substantial evidence, and must be revised.

F. The DEIR Fails to Identify or Require All Feasible VMT Mitigation Measures

The DEIR concludes that the Project would exceed the VMT screening thresholds and result in a significant and unavoidable VMT impact despite the

¹¹³ Marshall Comments, pg. 3-4; DEIR, Appendix B9, pg. 19.

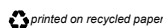
¹¹⁴ Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act (Updated September 2022), pg. 7.

¹¹⁵ Marshall Comments, pg. 4.

¹¹⁶ *Id.*

¹¹⁷ Marshall Comments, pg. 4.

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mitigation included in the DEIR.¹¹⁸ The DEIR identifies the following mitigation for this significant impact:

MM 4.18-2 Required Commute Trip Reduction Program: Future building lease or sales agreements shall include a requirement to implement a voluntary program to discourage single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. Examples of potential Commute Trip Reduction (CTR) program features include the following: [...] ¹¹⁹

This measure fails to meet CEQA’s standards for mitigation because it fails to demonstrate any quantifiable reductions in VMT and lacks adequate performance standards.

CEQA provides that, if a project will have a significant effect on the environment, the agency may approve the project only if it finds that it has “eliminated or substantially lessened all significant effects on the environment” to the greatest extent feasible and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns.”¹²⁰ Further, EIRs must mitigate significant impacts through measures that are “fully enforceable through permit conditions, agreements, or other legally binding instruments.”¹²¹ Deferring formulation of mitigation measures is generally impermissible.¹²² If identification of specific mitigation measures is impractical until a later stage in the Project, specific performance criteria must be articulated and further approvals must be made contingent upon meeting these performance criteria.¹²³ Mitigation that does no more than allow approval by a county department without setting enforceable standards is inadequate.¹²⁴

Here, the measure improperly defers identification of specific VMT-reducing mitigation measures to a future date. MM 4.18-2 does not commit to any particular measures to reduce VMT. Nor does the DEIR articulate specific performance criteria to ensure that impacts would be mitigated to the greatest extent feasible.

¹¹⁸ DEIR, pg. S-57.

¹¹⁹ *Id.*

¹²⁰ PRC § 21081(a)(3), (b); CEQA Guidelines §§ 15090(a), 15091(a), 15092(b)(2)(A), (B); *Covington v. Great Basin Unified Air Pollution Control Dist.* (2019) 43 Cal.App.5th 867, 883.

¹²¹ CEQA Guidelines, § 15126.4, subd. (a)(2).

¹²² *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 308-309; Pub. Resources Code, § 21061.

¹²³ *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1393; *Quail Botanical, supra*, 29 Cal.App.4th at pg. 1604, fn. 5.

¹²⁴ *Endangered Habitats League, Inc. v. County of Orange*, (2005) 131 Cal.App.4th 777, 794.

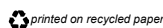
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As a result, the County lacks substantial evidence to support a conclusion that the measure will result in any actual, quantifiable reductions in operational VMT. MM 4.10-1 is thus improperly deferred mitigation that does no more than allow approval by a county department without setting enforceable standards.¹²⁵

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(CONT.)

The measure also fails to require all feasible VMT-reducing mitigation measures available: MM 4.18-2 only requires a “voluntary” Commuter Trip Reduction program when it could instead require a “mandatory” Commuter Trip Reduction program. Guidance from California Air Pollution Control Officers Association (“CAPCOA”) shows that a mandatory program would include “mandatory trip reduction requirements (including penalties for non-compliance) and regular monitoring and reporting to ensure the calculated VMT reduction matches the observed VMT reduction.”¹²⁶ These features of a “mandatory” program are missing from MM 4.18-2 and are necessary to comply with CEQA, as they would provide the specific performance criteria and enforceable standards.¹²⁷

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MM 4.18-2 must be revised to clearly require that all feasible VMT-reducing measures be adopted until the expected excess VMT is mitigated.


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V. CONCLUSION

For the reasons discussed above, the DEIR for the Project is inadequate under CEQA. It must be revised to provide a legally adequate analysis of, and mitigation for, all of the Project’s potentially significant impacts. These revisions will necessarily require that the DEIR be recirculated for additional public review. Until the DEIR has been revised and recirculated, as described herein, the County may not lawfully approve the Project.

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Thank you for your consideration of these comments. Please include them in the record of proceedings for the Project.

Sincerely,

Aidan P. Marshall

Attachment
APM:acp

¹²⁵ *Endangered Habitats League, Inc. v. County of Orange*, (2005) 131 Cal.App.4th 777, 794.
¹²⁶ CAPCOA, Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity: Designed for Local Governments, Communities, and Project Developers (Final Draft, December 2021), pg. 83.
¹²⁷ *Endangered Habitats League, Inc. v. County of Orange*, (2005) 131 Cal.App.4th 777, 794.

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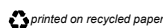




EXHIBIT A



794 Sawnee Bean Road
Thetford Center VT 05075
Norman Marshall, President
(802) 356-2969
nmarshall@smartmobility.com

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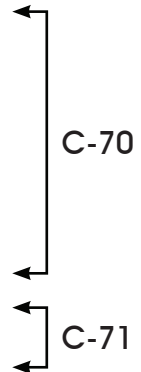
Aidan P. Marshall
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080

Subject: Majestic Freeway Center Phase II Project

Dear Mr. Marshall,

I have reviewed trip generation and greenhouse gas (GHG) impacts of the Majestic Freeway Business Center Phase II Draft Environmental Impact Report for a proposed warehouse project ("DEIR"). I make the following findings:

- 1) Project trip generation could be much higher than assumed. Given the large uncertainty in the project's trip generation, the applicant should take one of two paths -either a) applying a significantly higher and more conservative trip generation rate, or b) requesting as a condition of approval that trip generation will not exceed the number assumed in the EIR, and this be certified prior to beginning construction.
- 2) Project GHG emissions could be much higher than assumed. In addition to trip generation possibly being underestimated, average trip lengths for both trucks and passenger vehicles are likely to be underestimated in the DEIR.



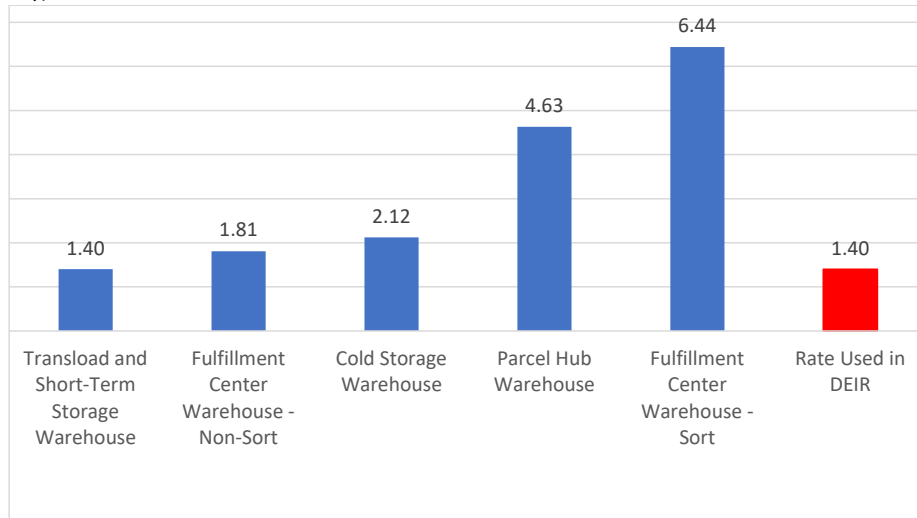


Project Trip Generation Could Be Much Higher Than Assumed

The project includes five warehouse buildings containing up to 1,280,183 square feet of warehouse. (DEIR, p. S-3) The tenants have not been identified, and the nature of the operations are unknown at this time. For the purpose of estimating project trip generation, the DEIR assumes it is all Institute of Transportation Engineers (“ITE”) *Trip Generation* category 154 “High-Cube Transload and Short-Term Storage Warehouse” (DEIR, Appendix L-6 p. 37, Appendix L-7 p. 41, Appendix L-8 p. 41, and Appendix L-9, p. 38)

Trip Generation includes four other types of high-cube warehouses. As shown in the figure below, the trip generation rate applied in the DEIR is the lowest rate in the database and is much lower than rates for some other high-cube warehouse categories.

Trip Generation Rates for Different High-Cube Warehouse Categories (Trips Per 1000 Square Feet per Day)

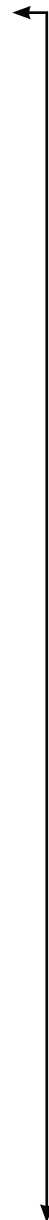


The Parcel Hub Warehouse trip generation rate is 3.3 times the rate used in the DEIR, and the Fulfillment Center Warehouse with Sorting rate is 4.6 times the rate used in the DEIR.

A 2019 study of warehouse trip generation done by WSP for the Western Riverside COG documented even higher trip generation rates.¹ This study was based on counts at 16 warehouses, segmented between 11 fulfillment centers and 5 parcel hubs.

The observed trip generation rates at two of the parcel hub sites are even higher than the rates shown in the figure above. As shown in the figure below, the highest trip generation rates were observed at two of the parcel hubs, with rates of about 14 trips per 1000 square feet per day, i.e., 10 times the rate used in the DEIR.

¹ <https://wrcog.us/AgendaCenter/ViewFile/Agenda/02212019-292>

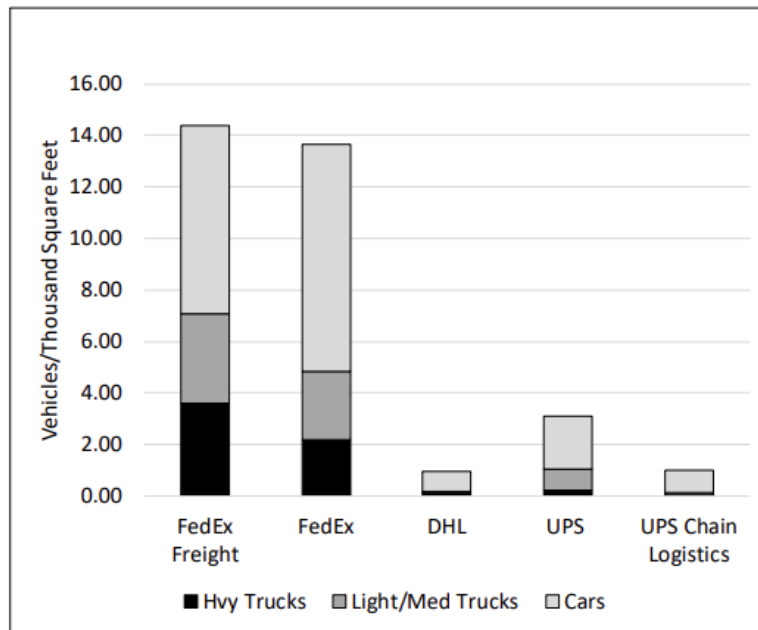


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C-73



Exhibit 11: Daily Trip Generation Rates at Parcel Hubs



Given the large uncertainty in the project’s trip generation, the applicant should take one of two paths - either a) applying a significantly higher and more conservative trip generation rate, or b) requesting as a condition of approval that trip generation will not exceed the number assumed in the EIR, and this be certified prior to beginning construction.

Project VMT and GHG Emissions Could Be Much Higher Than Assumed

Any underestimate of trip generation translates into underestimated GHG emissions. It is likely that the DEIR also underestimates average trip lengths.

The DEIR air quality analyses state:

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2), 14.2 miles for 3-axle (MHDT) trucks, and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. ((DEIR, Appendix G1 p. 56, Appendix G2 p. 56, Appendix G3 p. 56, and Appendix G4 p. 56)

The DEIR misstates that these truck trip distances are “recommended” by SCAQMD. The truck trip lengths are used in calculations of possible mitigation in *Second Draft Staff Report Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE)*

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(CONT.)

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Program. And Proposed Rule 316 -Fees for Rule 2305.² The reference for these numbers is the 2016 SCAG travel demand model (p. 117) and there is no indication that these numbers are intended for any use beyond this single document. The 40-mile heavy truck trip length also appears in a 2014 slide presentation.³ In neither case, are these numbers presented as general recommendations for warehouse EIRs.

The Attorney General’s September 2022 guidance: *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*⁴ states:

CEQA requires full public disclosure of a project’s anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin, local jurisdiction, or other truncated endpoint. All air pollution associated with the project must be considered, regardless of where those impacts occur. (p. 7)

While it is too early to determine truck trip origins and destinations, it is notable that important major freight origins and destinations are considerably further away than the trip lengths assumed in the DEIR. These include the Ports of Los Angeles and Long Beach that are approximately 75-80 miles away. It would be more conservative to assume longer average truck distances in the air quality and GHG analyses.

The DEIR states that CalEEMod default trip lengths were used for passenger trips:

In order to determine emissions from passenger car vehicles, CalEEMod defaults for trip length and trip purpose were utilized. (DEIR, Appendix G1 p. 56, Appendix G2 p. 56, Appendix G3 p. 56, and Appendix G4 p. 56)

The DEIR documents that the project is in a VMT-inefficient location and concludes “the Project’s VMT impacts are considered significant and unavoidable.” (DEIR, p. S-8) The CalEEMod default trip lengths are unrealistically low for this location and higher trip lengths should be estimated from the VMT modeling and applied in CalEEMod.

Underestimating truck and passenger vehicle VMT translates to underestimating GHG as well.

Sincerely,

Norman L. Marshall

² www.aqmd.gov/docs/default-source/planning/fbmsm-docs/pr-2305_sr_2nd-draft_4-7-21_clean.pdf

³ https://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/sclc_warehouse-presentation-final.pdf

⁴ <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>

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(CONT.)

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Resume

NORMAN L. MARSHALL, PRESIDENT

nmarshall@smartmobility.com

EDUCATION:

Master of Science in Engineering Sciences, Dartmouth College, Hanover, NH, 1982
Bachelor of Science in Mathematics, Worcester Polytechnic Institute, Worcester, MA, 1977

PROFESSIONAL EXPERIENCE: (33 Years, 19 at Smart Mobility, Inc.)

Norm Marshall helped found Smart Mobility, Inc. in 2001. Prior to this, he was at RSG for 14 years where he developed a national practice in travel demand modeling. He specializes in analyzing the relationships between the built environment and travel behavior and doing planning that coordinates multi-modal transportation with land use and community needs.

Regional Land Use/Transportation Scenario Planning

Portland Area Comprehensive Transportation System (PACTS) – the Portland Maine Metropolitan Planning Organization. Updating regional travel demand model with new data (including AirSage), adding a truck model, and multiclass assignment including differentiation between cash toll and transponder payments.

Loudoun County Virginia Dynamic Traffic Assignment – Enhanced subarea travel demand model to include Dynamic Traffic Assignment (Cube). Model being used to better understand impacts of roadway expansion on induced travel.

Vermont Agency of Transportation-Enhanced statewide travel demand model to evaluate travel impacts of closures and delays resulting from severe storm events. Model uses innovate Monte Carlo simulations process to account for combinations of failures.

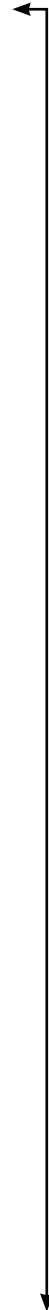
California Air Resources Board – Led team including the University of California in \$250k project that reviewed the ability of the new generation of regional activity-based models and land use models to accurately account for greenhouse gas emissions from alternative scenarios including more compact walkable land use and roadway pricing. This work included hands-on testing of the most complex travel demand models in use in the U.S. today.

Climate Plan (California statewide) – Assisted large coalition of groups in reviewing and participating in the target setting process required by Senate Bill 375 and administered by the California Air Resources Board to reduce future greenhouse gas emissions through land use measures and other regional initiatives.

Chittenden County (2060 Land use and Transportation Vision Burlington Vermont region) – led extensive public visioning project as part of MPO’s long-range transportation plan update.

Flagstaff Metropolitan Planning Organization – Implemented walk, transit and bike models within regional travel demand model. The bike model includes skimming bike networks including on-road and off-road bicycle facilities with a bike level of service established for each segment.

Chicago Metropolis Plan and Chicago Metropolis Freight Plan (6-county region)— developed alternative transportation scenarios, made enhancements in the regional travel demand model, and used the enhanced



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model to evaluate alternative scenarios including development of alternative regional transit concepts. Developed multi-class assignment model and used it to analyze freight alternatives including congestion pricing and other peak shifting strategies.

Municipal Planning

City of Grand Rapids – Michigan Street Corridor – developed peak period subarea model including non-motorized trips based on urban form. Model is being used to develop traffic volumes for several alternatives that are being additional analyzed using the City’s Synchro model

City of Omaha - Modified regional travel demand model to properly account for non-motorized trips, transit trips and shorter auto trips that would result from more compact mixed-use development. Scenarios with different roadway, transit, and land use alternatives were modeled.

City of Dublin (Columbus region) – Modified regional travel demand model to properly account for non-motorized trips and shorter auto trips that would result from more compact mixed-use development. The model was applied in analyses for a new downtown to be constructed in the Bridge Street corridor on both sides of an historic village center.

City of Portland, Maine – Implemented model improvements that better account for non-motorized trips and interactions between land use and transportation and applied the enhanced model to two subarea studies.

City of Honolulu – Kaka’ako Transit Oriented Development (TOD) – applied regional travel demand model in estimating impacts of proposed TOD including estimating internal trip capture.

City of Burlington (Vermont) Transportation Plan – Led team that developing Transportation Plan focused on supporting increased population and employment without increases in traffic by focusing investments and policies on transit, walking, biking and Transportation Demand Management.

Transit Planning

Regional Transportation Authority (Chicago) and Chicago Metropolis 2020 – evaluated alternative 2020 and 2030 system-wide transit scenarios including deterioration and enhance/expand under alternative land use and energy pricing assumptions in support of initiatives for increased public funding.

Capital Metropolitan Transportation Authority (Austin, TX) Transit Vision – analyzed the regional effects of implementing the transit vision in concert with an aggressive transit-oriented development plan developed by Calthorpe Associates. Transit vision includes commuter rail and BRT.

Bus Rapid Transit for Northern Virginia HOT Lanes (Breakthrough Technologies, Inc and Environmental Defense.) – analyzed alternative Bus Rapid Transit (BRT) strategies for proposed privately-developing High Occupancy Toll lanes on I-95 and I-495 (Capital Beltway) including different service alternatives (point-to-point services, trunk lines intersecting connecting routes at in-line stations, and hybrid).

Roadway Corridor Planning

I-30 Little Rock Arkansas – Developed enhanced version of regional travel demand model that integrates TransCAD with open source Dynamic Traffic Assignment (DTA) software, and used to model I-30 alternatives. Freeway bottlenecks are modeled much more accurately than in the base TransCAD model.



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(CONT.)



South Evacuation Lifeline (SELL) – In work for the South Carolina Coastal Conservation League, used Dynamic Travel Assignment (DTA) to estimate evaluation times with different transportation alternatives in coastal South Carolina including a new proposed freeway.

Hudson River Crossing Study (Capital District Transportation Committee and NYSDOT) – Analyzing long term capacity needs for Hudson River bridges which a special focus on the I-90 Patroon Island Bridge where a microsimulation VISSIM model was developed and applied.

PUBLICATIONS AND PRESENTATIONS (partial list)

DTA Love: Co-leader of workshop on Dynamic Traffic Assignment at the June 2019 Transportation Research Board Planning Applications Conference.

Forecasting the Impossible: The Status Quo of Estimating Traffic Flows with Static Traffic Assignment and the Future of Dynamic Traffic Assignment. *Research in Transportation Business and Management* 2018.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the August 2018 Transportation Research Board Tools of the Trade Conference on Transportation Planning for Small and Medium Sized Communities.

Vermont Statewide Resilience Modeling. With Joseph Segale, James Sullivan and Roy Schiff. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Pre-Destination Choice Walk Mode Choice Modeling. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

A Statistical Model of Regional Traffic Congestion in the United States, presented at the 2016 Annual Meeting of the Transportation Research Board.

MEMBERSHIPS/AFFILIATIONS

Associate Member, Transportation Research Board (TRB)

Member and Co-Leader Project for Transportation Modeling Reform, Congress for the New Urbanism (CNU)

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(CONT.)



Letter C Adams Broadwell Joseph & Cardozo (on behalf of Californians Allied for a Responsible Economy [CARE CA])

- C-1** The County acknowledges and appreciates the comments provided by Adams Broadwell Joseph & Cardozo on behalf of Californians Allied for a Responsible Economy (CARE CA). Please refer to the responses to the individual comments provided by this comment letter, below.
- C-2** The commenter’s description of the proposed Project as provided in this comment generally is accurate, although it should be noted that while the Project’s Plot Plan application materials propose a total of 1,219,222 square feet (s.f.) of building area, the DEIR assumed the buildings would be up to 5% larger in order to account for any minor changes to the building area as part of final design. Thus, the Project as evaluated in the DEIR would allow for up to 1,280,183 s.f. of building area.
- C-3** The County respectfully disagrees with the commenter’s assertion that the Project’s DEIR failed to comply with the requirements of CEQA. For the reasons noted herein in the responses to Comments C-4 through C-76, the County finds that the DEIR and the DEIR Technical Appendices included appropriate assumptions regarding the Project and the Project’s potential impacts to the environment. Specifically in reference to this comment, the County disagrees that the DEIR underestimated the Project’s health risk, air quality, greenhouse gas (GHG), and energy impacts, and finds that the DEIR included an adequate description of the Project and its proposed uses. Specifically, while the tenants of the proposed buildings are not known at this time, the commenter is referred to DEIR Tables 3-5 through 3-8, which indicate that Buildings 13 and 17 would consist of “High-Cube Transload and Short Term Storage” warehouse uses (Institute of Transportation Engineers [ITE] Land Use Code 154), while Buildings 14A, 14B, and 18 would consist of “Warehouse” uses (ITE Land Use Code 150). With respect to the commenter’s assertion that the Project may include high-cube cold storage warehouse uses that may be associated with Transport Refrigeration Units (TRUs), DEIR subsection 4.3.7 in Subsection 4.3, *Air Quality*, as well as the Mitigation Monitoring and Reporting Program (MMRP) presented in DEIR Table S-1, have been revised to include Regulatory Requirement RR 4.3-5 (refer to Table F-5, *Errata Table of Additions, Corrections, and Revisions*, at the end of this Section). Regulatory Requirement RR 4.3-5 requires the County to review future building permit applications for tenant improvements to ensure that no cold storage spaces are accommodated, unless it can be demonstrated, through sales/tenant agreements or through other means, that 100% of the TRUs that would serve the cold storage uses would consist of zero-emission vehicles. Thus, with implementation of Regulatory Requirement RR 4.3-5, the Project would not include any diesel-powered TRUs. With respect to the commenter’s assertion regarding back-up generators and associated emissions, the commenter is referred to the responses to Comments C-26, C-29, and C-31. With respect to the commenter’s assertion that the DEIR failed to address the Project’s cumulatively-considerable impacts, particularly in relation to localized air quality impacts, the commenter is referred to the responses to Comments C-35, C-36, C-38, C-39, C-41, C-42, C-45, C-46, C-48, C-49, and C-51. The County also finds that the DEIR included appropriate mitigation measures to reduce the Project’s potential environmental impacts to the maximum feasible extent, and that the DEIR correctly concluded that with exception of the Project’s significant and



unavoidable impacts due to Vehicle Miles Traveled (VMT), all impacts of the proposed Project would be mitigated to less-than-significant levels. In addition, and for the reasons noted in the responses to Comment C-59, the County disagrees that the DEIR's transportation analysis underestimated VMT impacts and resultant GHG emissions. Further, and for the reasons noted in the responses to Comments C-61, C-63, C-64, C-66, and C-67, the County disagrees with the commenter's assertion that the DEIR failed to include specific and effective mitigation for the Project's significant and unavoidable VMT impacts.

- C-4** For the reasons noted herein, the County disagrees with the commenter's assertion that the DEIR lacks substantial evidence to support its conclusions with regard to the Project's impacts relating to health risks, air quality, greenhouse gases, energy, and transportation. On the contrary, the County finds that the Project's impacts relating to health risks, air quality, greenhouse gases, energy, and transportation were fully and adequately evaluated by the DEIR and the Project-specific Technical Appendices included with the DEIR. The County finds that the mitigation measures presented in the DEIR, including mitigation for VMT impacts, would reduce the Project's impacts to the maximum feasible extent. No revision to the DEIR is warranted pursuant to this comment.
- C-5** References cited in Comment C-3, providing citations to the Public Resources Code (PRC), are acknowledged; no response is necessary.
- C-6** The County acknowledges that the comments in this letter were prepared with the assistance of transportation expert Norm Marshall, and that the commenter reserves the right to supplement their comments at a later date. No response is necessary.
- C-7** Comments describing CARE CA as an advocacy organization for individuals and labor organizations that may be adversely affected by development projects are acknowledged. As these comments are unrelated to the discussion and analysis presented in the DEIR, no response is necessary.
- C-8** Footnotes referencing Exhibit A to this comment letter and legal citations related to Comment C-6 are acknowledged; no response is necessary.
- C-9** Comments describing CEQA requirements and CEQA-related case law are acknowledged. The Project was subject to a full analysis under CEQA, and the County finds that all applicable requirements of the CEQA statutes and the State CEQA Guidelines have all been met for the proposed Project. As this comment does not identify any specific deficiencies in the Project's CEQA compliance process or documentation, no further response is necessary.
- C-10** Footnotes referenced by Comment C-9 are acknowledged; no further response is necessary.
- C-11** While the County acknowledges CEQA's requirements for project descriptions, this comment incorrectly indicates that the Project Description provided in Section 3.0 of the DEIR was inadequate. For the reasons noted below in the responses to Comments C-13, C-14, C-17 through C-19, C-21



through C-23, C-25, C-26, C-29, and C-31, the County finds that the Project Description included in DEIR Section 3.0 met all of the requirements listed in Section 15124 of the State CEQA Guidelines and provided an accurate and stable description of the Project that was then appropriately used to evaluate the Project's potential environmental effects.

- C-12** Footnotes to Comments C-9 and C-11, which generally provide citations to the PRC and existing CEQA-related case law, are acknowledged; no response is necessary.
- C-13** The County disagrees with the commenter's assertion that the DEIR failed to describe the warehousing end uses that are reasonably expected for the Project. The County finds that the DEIR made appropriate assumptions regarding the anticipated use types for each of the Project's proposed buildings, based on the size and design of each of the buildings. Commenter is referred to EIR Tables 3-5 through 3-8, which indicate that Buildings 13 and 17 are reasonably expected to consist of "High-Cube Transload and Short Term Storage" warehouse uses (Institute of Transportation Engineers [ITE] Land Use Code 154), while Buildings 14A, 14B, and 18 are reasonably expected to consist of "Warehouse" uses (ITE Land Use Code 150). No revision to the DEIR is warranted pursuant to this comment.
- C-14** The County disagrees with the commenter's assertion that the Project's trip generation rates as disclosed by the DEIR underestimated the number of trips that would be associated with the Project. First, it should be noted that the DEIR assumed 5% more building area than actually is proposed for the Project's five light industrial buildings, and as such the EIR's assessment of potential operational impacts provided a "worst case" analysis of potential impacts by overstating the amount of traffic that would be associated with each of the Project's proposed buildings. In addition, the trip generation rates and land use selected for evaluation represents the anticipated use for the Project site. Utilizing other rates may not be appropriate for the proposed Project due to the anticipated vehicle mix. For example, while the use of other ITE trip generation land use categories may generate additional passenger car trips, these land use categories may understate the anticipated truck trips for the Project site and thereby result in an underestimation of the Project's potential environmental effects associated with heavy truck trips. Because the trip generation used to evaluate the Project's potential air quality, GHG, noise, and transportation impacts were based on the anticipated end users of the Project's proposed buildings, the County finds that the DEIR did not underestimate the Project's potential traffic-related impacts to the environment. No revision to the DEIR is warranted pursuant to this comment.
- C-15** Footnotes to Comments C-11, C-13, and C-14 are acknowledged, which generally include citations to CEQA case law, the State CEQA Guidelines, and the DEIR; no response is necessary.
- C-16** Footnotes to Comment C-14, which include references to Exhibit A to this comment letter, are acknowledged; no response is necessary.



- C-17** For the reasons noted in the response to Comment C-14, the County finds that the trip generation rates used to estimate Project traffic was based on the Project Applicant’s anticipated end-user types, and as such the County disagrees with the commenter’s assertion that the DEIR underestimated the Project’s impacts due to GHG emissions and VMT. No revision to the DEIR is warranted pursuant to this comment.
- C-18** The County disagrees with the commenter’s suggestion that the EIR should be recirculated for public review in order to identify future end users of the Project’s proposed buildings. The DEIR was prepared in full compliance with the CEQA statutes and the State CEQA Guidelines, and made reasonable assumptions regarding future building users based on the size and design of each of the buildings. As noted in the response to Comment C-13, Buildings 13 and 17 are reasonably expected to accommodate future “High-Cube Transload and Short Term Storage” warehouse uses, while Buildings 14A, 14B, and 18 are reasonably expected to accommodate “Warehouse” uses, based on the descriptions provided for ITE Land Use Codes 154 and 150, respectively. Additionally, and as noted in the responses to this comment letter provided herein, none of the comments identified by this comment letter resulted in or required revisions to the DEIR. Furthermore, and as noted in the responses to Comment Letters A and B, the County has agreed to add a Condition of Approval on the Project (identified in the Final EIR as Regulatory Requirement RR 4.3-5), which requires the County to review future building permit applications for tenant improvements to ensure that no cold storage spaces are accommodated, unless it can be demonstrated, through sales/tenant agreements or through other means, that 100% of the Transport Refrigeration Units (TRUs) that would serve the cold storage uses would consist of zero-emission vehicles (refer to Table F-5 at the end of this Section). Accordingly, the County finds that because the anticipated future users of the Project’s proposed buildings assumed by the DEIR were based on the design of the buildings, the DEIR made appropriate assumptions regarding the amount of traffic that would be generated by the Project. No revisions to the DEIR are warranted pursuant to this comment, beyond the addition of Regulatory Requirement RR 4.3-5.
- C-19** The commenter expresses concern that the DEIR did not evaluate high-cube cold storage warehouse uses. As noted in the responses to Comment Letters A and B and in the response to Comment C-18, the County has agreed to add a Condition of Approval on the Project (identified in Table F-5 at the end of this Section and in the Final EIR as Regulatory Requirement RR 4.3-5), which requires the County to review future building permit applications for tenant improvements to ensure that no cold storage spaces are accommodated, unless it can be demonstrated, through sales/tenant agreements or through other means, that 100% of the TRUs that would serve the cold storage uses would consist of zero-emission vehicles. With the addition of Regulatory Requirement RR 4.3-5, the County finds that it can be assured that should any future end users propose cold storage uses, such users would be required to ensure that all TRUs that service the building would consist of zero-emissions vehicles, which would preclude the potential elevated air quality, public health, and energy impacts that may result from typical cold storage uses with diesel-powered TRUs. As such, the County finds that the DEIR made appropriate assumptions regarding Project traffic-related impacts to the environment, including impacts associated with Project-related truck trips.



- C-20** Footnotes to Comments C-17, C-18, and C-19, which generally include references to the CCR, Exhibit A to this comment letter, the DEIR, and a web link to a definition of cold storage uses, are acknowledged; no response is necessary.
- C-21** The County acknowledges the commenter’s description of environmental effects associated with typical cold storage uses that are served by diesel-powered TRUs. However, and as noted in the responses to Comments C-18 and C-19, the County has agreed to impose Regulatory Requirement RR 4.3-5 on the proposed Project, which requires the County to review future building permit applications for tenant improvements to ensure that no cold storage spaces are accommodated, unless it can be demonstrated, through sales/tenant agreements or through other means, that 100% of the TRUs that would serve the cold storage uses would consist of zero-emission vehicles. As such, and because no diesel-powered TRUs would be associated with the Project, the County finds that the impacts identified by this comment from cold storage-related diesel-powered TRUs would not occur with implementation of the proposed Project, and further finds that the EIR made appropriate assumptions in the analysis of the Project’s potential air quality impacts, including localized air quality impacts. No revisions to the DEIR are warranted pursuant to this comment, beyond the addition of Regulatory Requirement RR 4.3-5.
- C-22** This comment, which cites a description of particulate matter smaller than 2.5 microns (PM_{2.5}) and nitrogen oxides (NO_x) based on information available from the California Air Resources Board (CARB), is acknowledged. However, the text cited by this comment is substantially similar to the discussion provided in DEIR Subsection 4.3, *Air Quality*, which included a detailed description of criteria pollutants, including health effects associated with PM_{2.5} and ozone (“O₃”; refer specifically to DEIR pp. 4.3-5 and 4.3-6, describing health effects of PM_{2.5} and O₃, for which NO_x is a precursor). As this comment does not identify any deficiencies in the discussion or analysis presented in the DEIR, no further response is necessary.
- C-23** The County acknowledges the commenter’s descriptions of potential GHG and noise impacts associated with TRUs. However, and as noted in the responses to Comments C-18, C-19, and C-21, the County has agreed to impose Regulatory Requirement RR 4.3-5 on the proposed Project, which requires the County to review future building permit applications for tenant improvements to ensure that no cold storage spaces are accommodated, unless it can be demonstrated, through sales/tenant agreements or through other means, that 100% of the TRUs that would serve the cold storage uses would consist of zero-emission vehicles. As such, and because no diesel-powered TRUs would be associated with the Project, the County finds that the impacts identified by this comment from cold storage-related diesel-powered TRUs would not occur with implementation of the proposed Project, and further finds that the EIR made appropriate assumptions in the analysis of the Project’s potential GHG and traffic-related noise impacts. As traffic-related noise impacts and increased GHG emissions associated with TRUs primarily are associated with diesel-powered engines, and because no diesel-powered TRUs would be associated with the Project with mandatory compliance with Regulatory Requirement RR 4.3-5, the Project would not result in traffic-related noise impacts or GHG emission



impacts that are greater than what already was disclosed in EIR Subsections 4.13, *Noise*, and 4.8, *Greenhouse Gas Emissions*, respectively. No revisions to the DEIR are warranted pursuant to this comment, beyond the addition of Regulatory Requirement RR 4.3-5.

- C-24** Footnotes to Comments C-21 through C-23, which provide internet links to CARB’s 2022 TRU Technology Assessment, are acknowledged; no response is necessary.
- C-25** The commenter again incorrectly suggests that the DEIR underestimated impacts to air quality, traffic-related noise, and GHGs based on the erroneous assertion that the Project’s buildings would accommodate cold storage uses and diesel-powered TRUs. As noted in the responses to Comments C-18, C-19, C-21, and C-23, the County has agreed to impose Regulatory Requirement RR 4.3-5 on the proposed Project, which requires the County to review future building permit applications for tenant improvements to ensure that no cold storage spaces are accommodated, unless it can be demonstrated, through sales/tenant agreements or through other means, that 100% of the TRUs that would serve the cold storage uses would consist of zero-emission vehicles. Refer also to the responses to Comments C-18, C-19, C-21, and C-23. Accordingly, the County finds that with mandatory compliance with Regulatory Requirement RR 4.3-5, the Project would not result in environmental effects that are greater than what was already evaluated, disclosed, and mitigated to the maximum feasible extent by the Project’s DEIR. Thus, no revisions to the DEIR are warranted pursuant to this comment, beyond the addition of Regulatory Requirement RR 4.3-5.
- C-26** The comment suggests that the analysis fails to disclose potential backup/emergency generators for the Project, and the analysis assumes no backup generators will be installed. Although emergency generators are not proposed as part of the Project, if they were to be installed, they would operate only on a periodic basis for maintenance and testing purposes. In addition, SCAQMD permitting requirements as outlined in Rule 219, which detail specific types of equipment that require a permit, would require additional analysis to determine if a permit would be required and to evaluate any potential health risks. Additionally, the comment states that the use of emergency generators during Public Safety Power Shutoffs and extreme heat events is a foreseeable consequence of the Project. However, given the sporadic and unpredictable nature of emergency events such as these, it would be speculative and inappropriate to consider the potential use of emergency generators in the scenarios (see State CEQA Guidelines Section 15145). Furthermore, any emissions associated with emergency generators would not affect the conclusion reached in the DEIR with respect to the Project’s operational air quality impacts, which were shown to be less than significant. Specifically, and based on the values presented in DEIR Table 4.13-15, *Operational Emissions Summary – Simultaneous Operations*, there is no potential that emergency generators, if modeled, would result in total Project air quality emissions exceeding the SCAQMD Regional Thresholds. The Project would result in emissions of 37.65 lbs/day of VOCs, which is well below the SCAQMD Regional Threshold of 55 lbs/day; emissions of 32.77 lbs/day of NO_x, which is well below the SCAQMD Regional Threshold of 55 lbs/day; emissions of 11.21 lbs/day of PM₁₀, which is well below the SCAQMD Regional Threshold of 150 lbs/day; and emissions of 2.54 lbs/day, which is well below the SCAQMD Regional Threshold of 55 lbs/day. Thus, even if emergency generators were



considered in the modeling, and given the infrequency with this such emergency generators would be used, the inclusion of emergency generators would not increase the Project's overall operational emissions such that the SCAQMD Regional Thresholds would be exceeded. Accordingly, no revision to the DEIR or its technical appendices are warranted pursuant to this comment.

- C-27** Footnote to Comment C-25, providing a link to the California Attorney General's publication entitled, "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act" (September 2022), is acknowledged; no response is necessary.
- C-28** Footnotes to Comment C-26 are acknowledged, which provide references to the California Attorney General's publication noted in the response to Comment C-27; the California Governor's 2021 proclamation of a state of emergency, SCAQMD's proposed amendments to Rules 1110.2, 1470, and 1472; a CARB publication from 0220 related to emissions impacts from public safety power shutoff events; and a CARB publication related to generator usage associated with power outages. No response is necessary.
- C-29** Cold storage uses are not proposed. Please refer also to the response to Comment C-26, which demonstrates that even if emergency generators were considered in the air quality modeling, the Project still would be well below the applicable SCAQMD Regional Thresholds. No revision to the DEIR or its technical appendices are warranted pursuant to this comment.
- C-30** Footnotes to Comment C-29 are acknowledged, which provide references to a CARB comment letter for cold storage project in Hesperia, SCAQMD's fact sheet on emergency backup generators, and CARB's publication related to backup generators and associated emissions. No response is necessary.
- C-31** The comment suggests that the analysis fails to disclose potential backup/emergency generators for the Project, and that the installation of an emergency generator would result in additional emissions of criteria air pollutants, TACs, and GHGs. It should be noted that the installation of an emergency generator is not proposed as part of the proposed Project. Should the end user of the Project require the installation of an emergency generator in the future, it would be subject to SCAQMD permitting requirements as outlined in Rule 219. Additionally, any emergency generators installed would be subject to Rule 1401, which requires additional analysis to evaluate any potential health risks posed by the emergency generator. Operation of an emergency generator for non-emergency purposes (i.e., maintenance and testing) is typically limited to 50 hours per year, and it would be speculative to attempt to quantify emissions that may occur through operation of the generator during an emergency (see State CEQA Guidelines Section 15145). Additionally, please refer to the response to Comment C-26, which provides substantial evidence demonstrating that even if backup generators were considered in the analysis, the inclusion of emergency generators would not increase the Project's operational emissions of criteria pollutants such that the Project's level of emissions would exceed the SCAQMD Regional Thresholds for any pollutant. No revision to the DEIR or its technical appendices are warranted pursuant to this comment.



- C-32** Footnotes to Comment C-31 are acknowledged, which provide references to SCAQMD’s fact sheet on emergency backup generators, a CARB publication related to impacts from generator usage associated with power outages, and a University of California, Riverside (UCR) publication related to emissions associated with emergency backup generators. No response is necessary.
- C-33** This comment, which generally provides a summary of CEQA requirements related to the identification of significant environmental effects and mitigation measures to reduce such effects, is acknowledged. However, for the reasons noted herein, the County finds that the DEIR that was circulated for a 45-day public review period complied with all applicable provisions of CEQA, including provisions related to the identification of impacts and mitigation measures to address such impacts. As this comment does not identify any specific deficiencies in the DEIR, no further response is necessary.
- C-34** Footnotes to Comment C-33, generally providing citations to the State CEQA Guidelines and CEQA case law, are acknowledged. No response is necessary.
- C-35** For the reasons noted in the responses to Comments C-38, C-39, C-41, C-42, C-45, C-46, C-48, C-49, and C-51, the County disagrees with the commenter’s assertion that the DEIR did not provide an adequate analysis of the Project’s cumulatively-considerable impacts. Cumulatively-considerable impacts were evaluated throughout the DEIR, and DEIR subsection 4.0.2, *Scope of Cumulative Effects Analysis*, provided a detailed description of the assumptions and methodology used to evaluate the Project’s cumulatively-considerable impacts. The portions of this comment describing CEQA requirements related to the analysis of cumulative effects are acknowledged; no response is necessary, beyond the individual responses provided under the responses to Comments C-38, C-39, C-41, C-42, C-45, C-46, C-48, C-49, and C-51.
- C-36** The County acknowledges that CEQA provides for two methods to evaluate cumulatively-considerable effects, including the list of projects approach and the summary of projections approach. The summary provided in this comment is consistent with the description provided in DEIR subsection 4.0.2, *Scope of Cumulative Effects Analysis*, which included a detailed description of the assumptions and methodology used to evaluate the Project’s cumulatively-considerable impacts. As this comment does not specifically identify any deficiencies with the analysis presented in the DEIR, no further response is necessary. Commenter is referred also to the responses to Comments C-38, C-39, C-41, C-42, C-45, C-46, C-48, C-49, and C-51.
- C-37** Footnotes to Comments C-35 and C-36, providing references to the State CEQA Guidelines and the *Communities for a Better Environment v. California Resources Agency* legal decision, are acknowledged; no response is necessary.
- C-38** The County disagrees with the commenter’s assertion that the DEIR failed to evaluate cumulatively-considerable impacts in the DEIR’s analysis of health risks, air quality, GHG emissions, and traffic-



related noise. Commenter is referred to DEIR subsection 4.0.2, *Scope of Cumulative Effects Analysis*, which explains in detail the approach utilized to evaluate the Project's potential cumulatively-considerable environmental effects.

With respect to cumulatively-considerable air quality and health risk impacts, the commenter is referred to the discussion and analysis presented in DEIR subsection 4.3.5. As noted therein, and based on SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*:

"...[SC]AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is $HI > 1.0$ while the cumulative (facility-wide) is $HI > 3.0$. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

As such, the County finds that the DEIR appropriately relied on SCAQMD guidance in utilizing the same significance thresholds for the Project's direct and cumulatively-considerable air quality impacts. Furthermore, regional air quality emissions are a basin-wide issue, and it would not be practical, feasible, or informative to prepare a cumulative project list for every potential cumulatively-considerable project throughout the 6,745-square mile subregion that comprises the South Coast Air Basin (SCAB).

Additionally, concentrations of diesel particulate matter in the air have been shown to diminish rapidly with distance from the source, with CARB and SCAQMD modeling demonstrating an 80 percent reduction in pollutant concentrations at approximately 1,000 feet from a distribution center. Similarly, CARB freeway studies show a 70 percent reduction in particulate pollution levels at 500 feet from the source. In addition, increasingly stringent CARB emission standards have significantly reduced basin-wide DPM emissions since 2000, and it is anticipated that these reductions will continue as the truck and TRU fleets are replaced with newer lesser polluting engines and regulations requiring the electrification of trucks and TRUs take effect.

With respect to cumulative GHG emissions, and as noted on p. 4.8-37 of the DEIR, "...there is no evidence at this time that would indicate that the emissions from a project the size of the Project



would directly or indirectly affect the global climate. As such, Project impacts due to GHG emissions are inherently cumulative in nature.” As with air quality, it would not be practical, feasible, or informative to compile a list of cumulative development projects throughout the entire globe. Rather, the analysis of Project GHG impacts relies on the County’s Climate Action Plan (CAP) Update. The County’s CAP Update qualifies as a Plan for the Reduction of Greenhouse Gas Emissions pursuant to State CEQA Guidelines Section 15183.5(b). The County’s CAP Update demonstrates that projects consistent with the CAP Update would assist the County in meeting its Statewide GHG reduction to reduce GHG emissions by 40% below 1990 levels by 2030 as required by Senate Bill 32 (SB 32), and also demonstrates that implementation of the CAP Update would put the County on a trajectory towards meeting the Statewide GHG reduction target for 2050 of 80% below 1990 levels. As noted on p. ES-4 of the CAP Update, “[t]his CAP Update describes Riverside County’s GHG emissions for the year 2017, projects how these emissions will increase into 2020, 2030, and 2050, and includes strategies to reduce emissions to a level consistent with the State of California’s emissions reduction targets.” Because the CAP Update demonstrates Countywide compliance with the Statewide GHG reduction mandates established by SB 32 and shows that the County would be on a trajectory towards meeting the State’s reduction targets for 2050, the County finds that the DEIR properly concluded that the Project’s cumulatively-considerable GHG impacts would be reduced to less-than-significant levels through compliance with the CAP Update (as required by DEIR Mitigation Measure MM 4.8-1).

With respect to cumulatively-considerable traffic-related noise impacts, the commenter is referred to the discussion presented in DEIR subsection 4.0.2, *Scope of Cumulative Effects Analysis*. As discussed on p. 4.0-3 of the DEIR, “[f]or near-term conditions, the analyses of cumulatively-considerable vehicular-related...noise impacts are based on existing traffic conditions plus ambient growth and the manual addition of traffic from past, present, and reasonably foreseeable projects, and includes approved and pending development projects in proximity to the Project site that would contribute traffic to the same transportation facilities as the Project, as well as large, traffic-intensive projects farther from the Project site that have the potential to affect regional transportation facilities... The analysis of long-term cumulatively-considerable traffic impacts considers full buildout of nearby portions of unincorporated Riverside County, the City of Perris, the City of Moreno Valley, and the City of Riverside, based on the general plan land use plans for these jurisdictions.” Accordingly, the analysis of near-term traffic-related noise impacts presented in DEIR Subsection 4.13, *Noise*, does account for the list of projects presented in DEIR Table 4.0-1, *Cumulative Projects List*, while the long-term analysis of traffic-related noise impacts properly relies on the list of projections approach that assumes full buildout of the General Plans of Riverside County and the nearby portions of the City of Perris, the City of Moreno Valley, and the City of Riverside.

No revision to the DEIR is warranted pursuant to this comment.

- C-39** The County disagrees with the commenter’s assertion that the DEIR’s analysis of cumulatively-considerable air quality impacts was inadequate because it relied on published guidance from SCAQMD that is relied upon by most, if not all, local jurisdictions throughout the SCAB. Per



guidance from SCAQMD, the analysis of the Project's cumulatively-considerable air quality impacts conservatively considers a project's direct impacts to also comprise cumulatively-considerable impacts, and vice-versa. While it is acknowledged that SCAQMD may be in the process of updating its thresholds of significance, including thresholds related to cumulatively-considerable impacts, the County finds that the analysis in the DEIR properly relied on currently-published guidance from SCAQMD in evaluating potential cumulatively-considerable air quality impacts. It would not be feasible or practicable to evaluate the Project's cumulatively-considerable air quality emissions against thresholds of significance that have not yet been published or adopted by SCAQMD. Accordingly, no revision to the DEIR or its technical appendices are warranted pursuant to this comment.

- C-40** Footnotes to Comments C-36 and C-39, providing citations to the DEIR, a PowerPoint presentation prepared by SCAQMD related to cumulative impacts from air toxics, the PRC, and the *Kings County Farm Bureau v. City of Hanford* legal decision, are acknowledged; no response is necessary.
- C-41** This comment generally cites the legal decision for the *Farm Bureau v. City of Hanford* case, where the EIR for the project at issue claimed air quality impacts would be less than significant because the project's total emissions comprised a very small proportion (less than one percent) of the overall air quality emissions within the air basin. Commenter is referred to the discussion and analysis of the Project's cumulative impact analysis for air quality, presented in DEIR subsection 4.3-5. As noted therein, the cumulative analysis for the Project's air quality emissions did not rely on a conclusion that the Project's emissions would comprise only a small portion of the total emissions within the South Coast Air Basin (SCAB), as was the case with the project at issue in the *Farm Bureau* case. Rather, the DEIR's analysis of cumulatively-considerable air quality impacts was conducted based on guidance from SCAQMD. Specifically, SCAQMD directs that the significance thresholds used to evaluate a project's direct impacts to air quality also should be used to evaluate a project's cumulatively-considerable impacts to air quality. That is, the SCAQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics, with exception of Toxic Air Contaminant (TAC) emissions, where separate thresholds are identified for project-specific and cumulative TAC emissions (as explained on DEIR p. 4.3-62). Thus, by disclosing that the Project's direct impacts to air quality also represent cumulatively-considerable impacts to air quality, the DEIR provided a conservative analysis of potential cumulatively-considerable air quality impacts that did not rely on a comparison of the Project's emissions to the overall emissions within the SCAB. Accordingly, no revision to the DEIR is warranted pursuant to this comment.
- C-42** As noted previously, and disclosed in the DEIR, per SCAQMD's *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, a project is considered to have a cumulatively-considerable impact on air quality if it exceeds the project-specific thresholds. Additionally, in an amicus brief filed by San Joaquin Valley Air Pollution Control District (SJVAPCD) in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 (Friant Ranch), SJVAPCD notes that currently available modeling tools are appropriate for regional evaluations, but not individual projects like the proposed Project. "For instance, the computer models used to simulate



and predict an attainment date for the ozone or particulate matter NAAQS in the San Joaquin Valley are based on regional inputs, such as regional inventories of precursor pollutants (NO_x, SO_x, and VOCs) and the atmospheric chemistry and meteorology of the Valley... the models simulate future ozone or PM levels based on predicted changes in precursor emissions Valley wide... The goal of these modeling exercises is not to determine whether the emissions generated by a particular factory or development project will affect the date that the Valley attains the NAAQS. Rather, the Air District's modeling and planning strategy is regional in nature and based on the extent to which all of the emission-generating sources in the Valley (current and future) must be controlled in order to reach attainment." [SJVAPCD brief, p.6-7]. "Thus, the CEQA air quality analysis for criteria pollutants is not really a localized, project level impact analysis but one of regional, 'cumulative impacts.'" [SJVAPCD brief, p.8] "...the currently available modeling tools are equipped to model the impact of all emission sources in the Valley on attainment... Running the photochemical grid model used for predicting ozone attainment with the emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NO_x and VOC in the Valley) is not likely to yield valid information given the relative scale involved." [SJVAPCD brief, p.9-10]. As such, it is not currently possible to model any effects that emissions generated by the proposed Project may have on attainment status for the air basin as a whole. Rather, the analysis presented in DEIR Subsection 4.3, *Air Quality*, demonstrates that with the implementation of construction-related mitigation measures, the Project would not conflict with the SCAQMD 2022 AQMP as the Project would not exceed any of the SCAQMD Regional Thresholds. Similar to the SJVAPCD, the SCAQMD 2022 AQMP demonstrates that on a regional basis, implementation of the 2022 AQMP would bring the region into conformance with State and federal air quality standards within the timeframes specified in the AQMP. Because the Project is consistent with the 2022 AQMP, and because the AQMP provides a regional strategy for achieving the applicable State and federal air quality standards, the County finds that the DEIR properly concluded that the Project's regional air quality emissions, including cumulatively-considerable impacts associated with such emissions, would be reduced to less-than-significant levels with implementation of the identified construction-related mitigation measures. Accordingly, no revision to the DEIR or its technical appendices are warranted pursuant to this comment.

- C-43** Footnotes to Comments C-41 and C-42, which provide references to the *King County Farm Bureau* legal decision and the Project's DEIR, are acknowledged; no responses is necessary.
- C-44** Footnote to Comment C-42, proving an internet link to Addendum No. 9 to EIR No. 466, is acknowledged; no response is necessary, beyond the response provided for Comment C-42.
- C-45** The comment states that construction schedules of other projects in the vicinity may combine with the proposed Project and result in potentially significant air quality impacts. As noted previously in the response to Comment C-42, modeling resources currently are not available to accurately evaluate any effects that emissions from a particular project may have on regional air quality, and as such the analysis relies on current SCAQMD guidance in utilizing project-specific thresholds when determining whether the Project's emissions may result in a cumulatively-considerable significant



air quality impact. Additionally when considering potential health risks associated with construction activities for multiple projects potentially overlapping, there are several reasons why nearby approved and planned projects are not considered, including the following:

- **Uncertain Construction Timing and Duration:** The specific timing and duration of nearby approved and planned projects may not be known or could be subject to change. Since health risk assessments are time-sensitive and construction schedules can be fluid, it would be inappropriate to speculate on the stacking of risks without accurate information (see State CEQA Guidelines Section 15145). Risk assessments need to be based on concrete data and reliable projections.
- **Source-Receptor Relationship:** Health risk assessments typically are conducted based on a source-receptor relationship, where the emission source (e.g., diesel construction equipment) and the exposed receptor (e.g., residential area or sensitive population) are well-defined and quantifiable. Including nearby projects that are in various stages of approval or planning could introduce uncertainties in identifying the specific emission sources and receptors relevant to the assessment, and would be speculative (see State CEQA Guidelines Section 15145).
- **Variability in Source-Receptor Location:** The location of receptors (e.g., residential areas, schools, workers) in relation to different emission sources can vary significantly. Each construction project may have a unique spatial distribution of potential receptors, and the stacking of risks without precise data could lead to misleading conclusions. Relying on speculative assumptions could undermine the accuracy and reliability of the health risk assessment and would be speculative (see State CEQA Guidelines Section 15145).

As such, omitting nearby approved and planned projects from the construction phase diesel health risk assessment is a prudent approach to ensure the assessment remains accurate, focused, and compliant with regulatory requirements. The potential uncertainties and speculative nature of including such approved and planned projects could undermine the reliability and relevance of the assessment's findings. Instead, assessments should be based on available data and established source-receptor relationships for the specific construction project under consideration. No revision to the EIR or its technical appendices are warranted pursuant to this comment.

- C-46** The comment states that the approach used to evaluate cumulative impacts in the DEIR directly conflicts with the AG's recent guidance, specifically with regard to the use of SCAQMD's project-level thresholds when evaluating cumulatively-considerable impacts. As noted in the response to Comments C-38, the DEIR relies on SCAQMD's current guidance for evaluating cumulatively-considerable impacts. Although the AG's guidance document recommends that a cumulative analysis be performed beyond the use of the significance thresholds, it does not provide any recommendations for doing so. Additionally, as noted in the response to comment C-42, it is not currently possible to model potential impacts Project emissions may result in to air quality at the regional level. Rather, the analysis presented in DEIR Subsection 4.3, *Air Quality*, demonstrates that with the implementation of construction-related mitigation measures, the Project would not conflict with the



SCAQMD 2022 AQMP as the Project would not exceed any of the SCAQMD Regional Thresholds. Similar to the SJVAPCD, the SCAQMD 2022 AQMP demonstrates that on a regional basis, implementation of the 2022 AQMP would bring the region into conformance with State and federal air quality standards within the timeframes specified in the AQMP. Because the Project is consistent with the 2022 AQMP, and because the AQMP provides a regional strategy for achieving the applicable State and federal air quality standards, the County finds that the DEIR properly concluded that the Project's regional air quality emissions, including cumulatively-considerable impacts associated with such emissions, would be reduced to less-than-significant levels with implementation of the identified construction-related mitigation measures. Accordingly, no revision to the DEIR or its technical appendices are warranted pursuant to this comment.

- C-47** Footnote to Comment C-46, providing a link to the Attorney General's publications related to warehouse best management practices and mitigation measures under CEQA, is acknowledged; no response is necessary, beyond the response provided for Comment C-46.
- C-48** The County strongly disagrees with the commenter's assertion that the DEIR's cumulative air quality impact analysis did not comply with CEQA. For the reasons noted in the responses to Comments C-39, C-41, C-42, C-45, and C-46, the County finds that the DEIR's cumulative analysis of air quality impacts fully complied with all applicable requirements of the CEQA statutes and the State CEQA Guidelines. For the reasons noted throughout this Final EIR section (refer specifically to Subsection F.4), none of the conditions listed in State CEQA Guidelines Section 15088.5(a) requiring recirculation of an EIR for public review prior to certification exist with respect to the proposed Project. Specifically, and based on the responses to comments presented here, since public review of the DEIR there have been no new significant environmental impacts identified beyond what was evaluated, disclosed, and mitigated to the maximum feasible extent by the Project's DEIR; there has not a substantial increase in the severity of any of the Project's environmental impacts since the 45-day public review period for the Project's DEIR; no feasible project alternatives or mitigation measure that are considerably different from what is provided by the DEIR have been identified based on the comment letters received on the DEIR and the responses provided herein to the comment letters; and the County finds that the DEIR was fundamentally and basically adequate and was supported by substantial evidence that informed meaningful public review and comment. As such, the County disagrees with the commenter's assertion that the DEIR must be revised and recirculated for public review
- C-49** For the reasons noted in the response to Comments C-38, C-42, and C-46, the County disagrees with the commenter's assertion that the DEIR's analysis of cumulative health risks is flawed. As noted by this comment, the analysis of cumulative health risks was based on guidance from the SCAQMD, which is the agency responsible for bringing air quality within the SCAB into conformity with federal and State air quality standards. Because the SCAQMD is the Responsible Agency for addressing air quality concerns within the SCAB, the County finds that the DEIR's analysis of cumulatively-considerable health risk effects properly relied on SCAQMD guidance, which conservatively treats direct and cumulatively-considerable health risk impacts the same. The SCAQMD published a report



on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution. In this report the AQMD clearly states on page D-3:

“...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is $HI > 1.0$ while the cumulative (facility-wide) is $HI > 3.0$. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”

Therefore, the DEIR’s analysis relies on direction from the SCAQMD that individual projects that do not generate emissions that exceed the SCAQMD’s recommended thresholds for Project-specific health risk impacts would also not cause cumulatively-considerable health risk impacts, and, therefore, the Project would not be considered to have a significant, adverse cumulatively-considerable health risk impact. Commenter is referred also to the response to Comments C-38, C-42, and C-46.

- C-50** Footnotes to Comments C-46 and C-49 are acknowledged, which generally provides a link to the Attorney General’s publications related to warehouse best management practices and mitigation measures under CEQA, includes citations from the DEIR, and includes citations from the State CEQA Guidelines and associated case law. No response is necessary.
- C-51** Please refer to the responses to Comments C-38, C-42, and C-46. As noted in the response to Comment C-38, the DEIR included an appropriate analysis of the Project’s potential cumulatively-considerable impacts to air quality (including health risk impacts), due to GHG emissions, and due to traffic-related noise. As noted in the response to Comments C-42 and C-46, it is not possible to model any effects that emissions generated by the proposed Project may have on attainment status for the air basin as a whole, nor is it possible to conduct an evaluation of cumulatively-considerable health risk impacts in the absence of cumulative thresholds of significance, which have not yet been established by SCAQMD. The DEIR provided a full disclosure of the Census Tract’s current cancer burden, and also included a full disclosure of the Project’s potential contribution to localized health risk impacts based on applicable guidance and thresholds of significance promulgated by SCAQMD.



Accordingly, no revision to the DEIR or its technical appendices are warranted pursuant to this comment.

- C-52** Footnotes to Comment C-51 are acknowledged, which references SCAQMD’s comments on the Project’s Notice of Preparation (NOP) and the Project’s DEIR; no response is necessary.
- C-53** The commenter alleges that the DEIR’s quantification of operational mobile-source health risks was deficient because it failed to account for Transport Refrigeration Units (TRUs). TRUs only are associated with warehouse uses that include cold storage space. The Project Applicant does not anticipate that any cold storage uses would be accommodated by the Project’s warehouse buildings, as the buildings have not been designed to include cold storage space. Notwithstanding, and as noted in the response to Comment A-8, the County has agreed with a requirement suggested by the California Air Resources Board to prohibit cold storage uses within the Project’s buildings, unless it can be demonstrated that 100% of the TRUs associated with such cold storage uses would consist of zero-emission vehicles. DEIR subsection 4.3.7 in Subsection 4.3, *Air Quality*, as well as the Mitigation Monitoring and Reporting Program (MMRP) presented in DEIR Table S-1, have been revised to include Regulatory Requirement RR 4.3-5 (refer to Table F-5 at the end of this Section). Regulatory Requirement RR 4.3-5 requires the County to review future building permit applications for tenant improvements to ensure that no cold storage spaces are accommodated, unless it can be demonstrated, through sales/tenant agreements or through other means, that 100% of the TRUs that would serve the cold storage uses would consist of zero-emission vehicles. Accordingly, with the implementation of Regulatory Requirement RR 4.3-5, there would be no increase in emissions associated with TRUs, as either no TRUs would be allowed on site, or all TRUs would be required to consist of zero-emission vehicles.
- C-54** The County disagrees with the commenter’s assertion that Project compliance with the measures identified in Riverside County Board of Supervisor’s Policy F-3, “‘Good Neighbor’ Policy for Logistics and Warehouse/Distribution Uses,” represents Project mitigation and also finds that the DEIR properly assumed compliance with Policy F-3 in the analysis of potential unmitigated air quality-related impacts. First, it should be noted that the assumption regarding the use of CARB Tier 3 and 4 equipment in the analysis of unmitigated impacts relates only to the Project’s construction phase; the analysis presented in the Project’s Health Risk Assessments (“HRAs”; DEIR *Technical Appendices B5 through B8 and B10*) for the Project’s long-term operations did not assume the use of CARB Tier 3 or 4 equipment or vehicles. Furthermore, and as noted by Policy F-3, Policy F-3 “...is meant to apply Best Management Practices to help minimize potential impacts to sensitive receptors and is intended to be used in conjunction with the County’s Land Use Ordinance, which provides development requirements for said projects, and the California Environmental Quality Act (CEQA)...*This policy provides a series of development and operational criteria that can be implemented to supplement project-level mitigation measures, in order to further reduce impacts related to logistics and warehousing development and operations... The application of this policy is intended to be included in the conditions of approval as part of individual development projects*” (Policy F-3 at p. 1; *emphasis added*). Thus, based on the description of the policy included in Policy



F-3 and the fact that the County imposes compliance with applicable provisions of Policy F-3 as conditions of approval for individual warehouse/distribution development projects, Policy F-3 comprises an applicable development standard for all warehouse and distribution projects within the County of Riverside. As such, the County finds that it was appropriate to assume that the Project would comply with all applicable provisions of Policy F-3 in the analysis of the Project's unmitigated construction-related localized and health risk impacts, because such compliance will be assured by the Project's conditions of approval. Thus, the analysis of unmitigated construction-related health risk impacts properly assumed compliance with Policy F-3 provisions 2.1 (requiring all construction vehicles to have CARB-compliance 2010 engines or newer) and 2.2 (requiring all construction-related diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines, or Tier 3 compliant engines if no equipment is available for lease within 50 miles of the Project site). The Berkely legal decision cited by this comment is not relevant to the Project's DEIR and technical studies, as the DEIR and associated technical studies did not incorporate mitigation measures into the analysis of the Project's unmitigated air quality and health risk impacts; rather, the DEIR and associated technical studies appropriately assumed mandatory compliance with Policy F-3, as is required for all proposed warehouse/distribution projects within Riverside County. No revision to the DEIR or the Project's technical studies are warranted pursuant to this comment.

- C-55** Footnotes to Comment C-53 are acknowledged, which generally provide a citation to the DEIR Technical Appendices B4 through B8 and B10, and links to the CARB 2022 TRU Technology Assessment report. No response is necessary.
- C-56** Footnotes to Comment C-54 are acknowledged, which provide citations to the Project's DEIR and the *Lotus v. Department of Transportation* legal decision. No response is necessary.
- C-57** The commenter incorrectly asserts again, that the DEIR improperly assumed compliance with Riverside County Board of Supervisors Policy F-3 with respect to the use of Tier 3 and Tier 4 equipment during construction. Commenter is referred to the response to Comment C-54. As noted therein, applicable provisions of Policy F-3 are intended to be imposed as conditions of approval on all proposed warehouse/distribution entitlement projects within the County. Thus, Policy F-3 comprises an applicable development standard for all warehouse and distribution projects within the County. As such, the County finds that it was appropriate to assume that the Project would comply with all applicable provisions of Policy F-3 in the analysis of the Project's unmitigated construction-related localized and health risk impacts, inclusive of provisions 2.1 and 2.2, because such compliance will be assured by the Project's conditions of approval. No revision to the DEIR is warranted pursuant to this comment, and no additional mitigation is required for the Project's less-than-significant construction-related health risk and air quality impacts.
- C-58** Footnotes to Comment C-54 are acknowledged, which provide citations to the *Lotus v. Department of Transportation* legal decision, *Berkeley Hillside Preservation* legal decision, and Board Policy F-3. No response is necessary.



- C-59** The comment states that the truck trip lengths utilized in the analysis are likely underestimated, and that the analysis should utilize longer trip lengths that extend to the Ports of Los Angeles and Long Beach. As noted in the DEIR *Technical Appendix B9*, the air quality analysis utilized the average trip length for light-heavy (15.3-miles), medium-heavy (14.2-miles) and heavy-heavy trucks (39.9-miles) which is based on SCAQMD’s recommendations outlined in their implementation of the Warehouse Actions and Investments to Reduce Emissions (WAIRE) adopted in 2021. The trip lengths for each building were derived by weighting the average trip lengths using traffic trip percentages taken from the Project’s Traffic Analyses (DEIR *Technical Appendices L6 through L9*). The commenter’s recommended trip lengths are not supported by any substantial evidence provided by the SCAQMD. As such, because actual trip lengths for trucks visiting the Project are not known at this time, and because it would be speculative to assume that all Project truck trips would extend to the Ports of Los Angeles and Long Beach, the analysis properly relied on SCAQMD recommendations, which in turn were based on actual data from similar facilities in the region. No revision to the DEIR or its technical appendices are warranted pursuant to this comment.
- C-60** Footnotes to Comments C-57 and C-59 are acknowledged, which provide citations to the PRC, the State CEQA Guidelines, Policy F-3, Exhibit A to this comment letter, and the Project’s DEIR. No response is necessary.
- C-61** The County disagrees with the commenter’s assertion that the mitigation identified to address the Project’s significant unavoidable impacts to VMT fails to meet CEQA’s standards for mitigation. A comprehensive review of potential trip reduction measures has been performed based on the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (December 2021; herein, “Handbook”). The results of this review are included in a Project-specific memorandum prepared by Urban Crossroads, entitled, “Majestic Phase II Vehicle Miles Traveled (VMT) Mitigation Assessment,” dated November 30, 2023, and included as *Technical Appendix L10* to this Final EIR. *Technical Appendix L10* is herein incorporated by reference pursuant to State CEQA Guidelines 15150, and is available for review at the Riverside County Planning Department during the County’s normal business hours (Urban Crossroads, 2023y).

The Handbook describes methods to quantify reductions in greenhouse gas emissions and reductions in VMT associated with transportation measures. To determine which transportation measures should be considered from the Handbook, project type, scale, and locational context are identified as key factors for determining a measure’s applicability to a given project. The Handbook contains a factsheet for each measure that describes the measure, locational context, scale of application, implementation requirements and other considerations that should be reviewed to determine a measure’s applicability. Provided below is a description of the factors considered for project type, scale, and locational context.



- **Project Type**: Project type is an important consideration when determining which measures are applicable for consideration. For example, measures associated with neighborhood design are not applicable to an office project, whereas trip reduction programs intended to reduce employee commute VMT would not be applicable to an apartment project. (Urban Crossroads, 2023y, p. 2)
- **Scale**: The Handbook identifies that measures can be applied at different scales or geographic levels; however, “some measures may only be applicable at the project-level, whereas others may be more appropriate within a broader planning context such as for a general plan or climate action plan.” The geographic levels considered in the Handbook include Project/Site and Plan/Community. Project/Site applies to measures that can reduce VMT at the scale of an individual development project or employer. Plan/Community refers to measures that reduce VMT at the scale of a specific plan, general plan or climate action plan. Transportation measures can be quantified at either the Project/Site scale or the Plan/Community scale, but never both. (Urban Crossroads, 2023y, p. 2)
- **Locational Context**: The Handbook describes that locational context is “used to identify trip reduction measures within the transportation sector that are appropriate in certain types of neighborhoods differentiated by transportation characteristics and level of development (e.g., urban, rural, suburban).” More specifically, rural, suburban, and urban are defined as follows: (Urban Crossroads, 2023y, p. 2)
 - **Rural**: An area characterized by little development. Compared to urban and suburban areas, rural areas have a lower density of residences, higher numbers of single-family residences, and higher numbers of vehicle-dependent land use patterns. Where applicable, the Handbook provides three land use distinctions within the rural locational context category – R_a, R_b, and R_c. R_a refers to rural areas within a master-planned community. These rural areas often include a broad offering of amenities and services, which may be accessed by walking or other alternative forms of transportation. R_b refers to rural areas adjacent to a commuter rail station with convenient rail service to a major employment center. As the name implies, these rural areas have greater access to commuter rail as an alternative mode of transportation. R_c refers to rural areas with transit service and that are near jobs/services. (Urban Crossroads, 2023y, p. 2)
 - **Suburban**: An area characterized by dispersed, low-density, single-use, automobile-dependent land use patterns, usually outside of the central city. Also known as a suburb. (Urban Crossroads, 2023y, p. 2)
 - **Urban**: An area located within the central city with higher density land uses than in the suburbs. Often characterized by multi-family housing, tall office buildings and dense retail. (Urban Crossroads, 2023y, p. 2)

Unincorporated Riverside County often is considered rural because it is characterized by open spaces, agricultural areas, and a lower population density compared to urban or suburban areas. Additional factors contributing to the perception of unincorporated Riverside County as rural include: (Urban Crossroads, 2023y, p. 2)



- Agriculture and Open Spaces: Much of unincorporated Riverside County consists of rural landscapes, including agricultural land, open spaces, and undeveloped areas. This contributes to a more rural character compared to densely populated urban or suburban areas. (Urban Crossroads, 2023y, p. 3)
- Lower Population Density: Rural areas typically have lower population density, with larger distances between homes and businesses. Unincorporated areas in Riverside County may have fewer residential developments and commercial establishments compared to urbanized cities. (Urban Crossroads, 2023y, p. 3)
- Nature and Wilderness: Some parts of unincorporated Riverside County may include natural reserves, parks, and wilderness areas. These features contribute to a rural ambiance and are often associated with less densely populated regions. (Urban Crossroads, 2023y, p. 3)

The Project is located within the Mead Valley area of unincorporated Riverside County that is characterized by open space, industrial uses located along the I-215 Freeway corridor, and low density residential development. The residential areas include both paved and unimproved roads that in many cases lack sidewalks, curbs, and gutters. The area at this time lacks a diverse mix of land uses, which tends to limit non-auto modes of transportation such as walking and biking. Additionally, high-quality transit options in the vicinity are extremely limited and most are not within a reasonable walking distance. It is for these reasons that the Project's locational context is determined to be characteristically rural as it is dominated by open space, lower density residential, and vehicle-dependent land use patterns. (Urban Crossroads, 2023y, p. 3)

As noted in the Handbook, measures related to Transportation “promote transit and alternative transportation, support use of alternatively fueled vehicles, or encourage land use planning practices that reduce vehicle trips and vehicle miles traveled (VMT). Measures within the transportation sector are separated into six subsectors: Land Use, Neighborhood Design, Parking or Road Pricing Management, Transit, Trip Reduction Programs, and Clean Vehicles and Fuels.” The measures listed within the Trip Reduction Programs subsector that are focused on reducing employee commute VMT are most applicable to the Project's industrial land uses. (Urban Crossroads, 2023y, p. 3)

Each factsheet within the Trip Reduction Programs subsector was reviewed to determine each measures applicability to the Project. Table F-3, *CAPCOA Handbook Trip Reduction Programs Subsector*, provides a summary of each of the measures that were reviewed by Urban Crossroads for applicability to the proposed Project (i.e., Measures T-5 through T-13 and T-23) along with a determination of each measure's applicability to the Project. As indicated in Table F-3, many of the measures in this subsector are not applicable in a rural context due to the limited availability of transit and other non-auto dependent travel modes. Measure T-11, *Provide Employer-Sponsored Vanpool*, is applicable in a rural context; however, as noted in the Handbook, “vanpool programs are more appropriate for the building occupant or tenant (i.e., employer) to implement and monitor than the building owner or developer.” The quantification below assumes that a potential future tenants implement this measure using default values supplied by the Handbook's calculation factsheet.



However, any VMT reductions are purely speculative, as the Project’s proposed warehouse buildings do not have any known tenants. (Urban Crossroads, 2023y, p. 3)

T-11: Provide Employer-Sponsored Vanpool: This measure would implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting, and already is included as a component of DEIR Mitigation Measure MM 4.18-2. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT. Calculation variables are shown in Table F-4, *VMT Reduction Calculation Variables*, which are used as inputs in calculating VMT reductions based on the following formula: (Urban Crossroads, 2023y, p. 4)

$$A = \frac{((1 - B) \times C) + \left(B \times \frac{D}{E}\right)}{((1 - B) \times C) + (B \times D)} \times -1$$

Based on the factors listed in Table F-4 and using the above formula, if the Project’s potential future tenant(s) implements Measure T-11, Provide Employer-Sponsored Vanpool, the Project can expect a 1.73% reduction to the Project’s VMT impact. As noted previously, the implementation results are not guaranteed as a potential future tenants currently are unknown, and the CAPCOA Handbook clearly states that “[v]anpool programs are more appropriate for the building occupant or tenant (i.e., employer) to implement and monitor than the building owner or developer.” Notwithstanding, Mitigation Measure MM 4.18-2 includes provisions intended to encourage future tenants of the Project’s warehouse buildings to establish a vanpool program or to otherwise encourage vanpooling.

While the Project would accommodate alternative transportation modes such as the sidewalks, bicycle lanes, and bicycle racks that already are included in the Project’s application materials, and while the Project would be subject to Mitigation Measure MM 4.18-2, only the potential vanpool



Table F-3 CAPCOA Handbook Trip Reduction Programs Subsector

Subsector	Measure	Scale of Application	Applicable Locational Context	Applicability to Project
Trip Reduction Programs	T-5 Implement Commute Trip Reduction Program (Voluntary) This measure will implement a voluntary commute trip reduction (CTR) program with employers.	Project/ Site	Urban, Suburban	Not Applicable in Rural Context.
	T-6 Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring) This measure will implement a mandatory CTR program with employers. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Project/ Site	Urban, Suburban	Not Applicable in Rural Context.
	T-7 Implement Commute Trip Reduction Marketing This measure will implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Project/ Site	Urban, Suburban	Not Applicable in Rural Context.
	T-8 Provide Ridesharing Program This measure will implement a ridesharing program and establish a permanent transportation management association with funding requirements for employers.	Project/ Site	Urban, Suburban	Not Applicable in Rural Context.
	T-9 Implement Subsidized or Discounted Transit Program This measure will provide subsidized or discounted, or free transit passes for employees and/or residents.	Project/ Site	Urban, Suburban	Not Applicable in Rural Context.
	T-10 Provide End-of-Trip Bicycle Facilities This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers.	Project/ Site	Urban, Suburban	Not Applicable in Rural Context.
	T-11 Provide Employer-Sponsored Vanpool This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting.	Project/ Site	Urban, Suburban, Rural	Reduction is not quantifiable nor enforceable due to a speculative building with an unknown employer.
	T-12 Price Workplace Parking This measure will price onsite parking at workplaces. Because free employee parking is a common benefit, charging employees to park onsite increases the cost of choosing to drive to work	Project/ Site	Urban, Suburban	Not Applicable in Rural Context.
	T-13 Implement Employee Parking Cash-Out This measure will require project employers to offer employee parking cash-out. Cash-out is when employers provide employees with a choice of forgoing their current subsidized/free parking for a cash payment equivalent to or greater than the cost of the parking space. This encourages employees to use other modes of travel instead of single occupancy vehicles.	Project/ Site	Urban, Suburban	Not Applicable in Rural Context.
	T-23 Provide Community-Based Travel Planning This measure will target residences in the plan/community with community-based travel planning (CBTP). CBTP is a residential-based approach to outreach that provides households with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles.	Plan/ Community	Urban, Suburban	Does not apply at the Project/Site scale. Not Applicable in Rural Context.

Source: Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, California Air Pollution Control Officers Association (CAPCOA), December 2021.

Notes:

1. Per CAPCOA Handbook, the combined maximum for each subsector or total across subsectors is calculated as:

$1 - ((1-A)*(1-B)*(1-C)*(1-D)...)$; where, A, B, C, and D... represent the percent reduction for individual measures or subsectors.

(Urban Crossroads, 2023y, Table A-1)



Table F-4 VMT Reduction Calculation Variables

ID	Variable	Value	Unit	Source
A	Percent reduction in GHG emissions from Project/Site employee commute VMT	3.4-20.4	%	calculated
User Inputs				
	None			
Constants, Assumptions, and Available Defaults				
B	Percent Employees that participate in vanpool program	2.7	%	SANDAG 2019
C	Average length of one-way vehicle commute trip in region	18.62	miles per trip	FHWA 2017
D	Average length of one-way vanpool commute trip	42	miles per trip	SANDAG 2019
E	Average vanpool occupancy (including driver)	6.25	occupants	SANDAG 2019

(Urban Crossroads, 2023y, Table 1)

program is quantifiable based on the CAPCOA Handbook. However, it cannot be assured that a vanpool program would be established by future tenants of the Project’s warehouse buildings, nor can it be assured that such a vanpool program, if implemented, would be effective in reducing the Project’s VMT impacts. Even if the vanpool program were successful, it only would reduce the Project’s total Work VMT by 1.73%, reducing the Project’s total Home-Based Work VMT from 18,519 miles to 18,199 miles and reducing the work VMT per employee to 14.6, which still would exceed the County’s threshold of 14.2 by 3.1%. (Urban Crossroads, 2023y, p. 4)

The Handbook states that project type, scale, and locational context are key factors that should be considered when determining the applicability of a measure to a given project. Furthermore, the Handbook identifies that most of the trip reduction measures available to an employment-related project are not applicable in this case due to the Project’s rural setting. The remaining mitigation measure, T-11, is applicable to the Project’s rural setting and results in an estimated 1.73% reduction to VMT. However, even with the implementation and inclusion of T-11 the Project would not be able to reduce its VMT impact to a level of less than significant. In addition, the T-11 implementation results are not guaranteed as a potential future tenants currently are unknown.

Accordingly, and based on the Handbook and the Project’s locational context, type, and scale, there are no additional feasible mitigation measures to reduce the Project’s VMT impacts to less-than-significant levels. Accordingly, no revision to the DEIR or its mitigation measures are warranted pursuant to this comment.

C-62 Footnotes to Comment C-59 are acknowledged, which provide citations to Exhibit A to this comment letter and to the Attorney General’s publication for best management practices for warehouse projects. No response is necessary.



C-63 The County acknowledges this comment, which generally describes CEQA requirements related to the identification of mitigation for significant environmental effects. However, as this comment is unrelated to the DEIR, the DEIR’s analysis of Project impacts, or the mitigation measures and alternatives identified to address such impacts, no response is necessary. Refer also to the Responses to Comments C-64 and C-66.

C-64 The County disagrees with the commenter’s assertion that the DEIR erred by deferring identification of specific VMT-reducing mitigation measures. Refer also to the detailed response to Comment C-61. As noted in the conclusion for Threshold b. presented in DEIR subsection 4.18.8:

“As the future building tenants are not known for the Project, the effectiveness of any potential commute trip reduction measure may be limited. In addition to specific tenancy considerations, locational context is also a major factor relevant to the potential application and effectiveness of Transportation Demand Management (TDM) measures. A project may only realize a quantifiable reduction in commute VMT under the most favorable circumstances and ideal local conditions when implementing trip reduction measures. In practical terms, ideal conditions are rarely realized due to variables such as locational context limitations (i.e., non-urban areas). Additionally, to achieve ideal conditions a project must achieve 100 percent employee participation, and maximum employee eligibility, which are not generally expected. This is even more difficult to presume since future building tenants are not known at this time. Although the Project would be subject to compliance with Mitigation Measure MM 4.18-2, which would reduce the Project’s VMT, the effectiveness of commute trip reduction measures such as those listed in Mitigation Measure MM 4.18-2 cannot be guaranteed to reduce Project VMT to a level of less than significant. No additional feasible mitigation measures are available to measurably reduce the Project’s VMT. Therefore, the Project’s VMT impacts are considered significant and unavoidable.” (DEIR at p. 4.18-37)

As noted therein, and as more fully discussed in response to Comment C-61, because the future tenants of the Project’s buildings are not known at this time, it would not be feasible to identify tenant-specific mitigation requirements to reduce VMT. While the DEIR made a good-faith effort in imposing mitigation, the DEIR clearly noted that the effectiveness of TDM measures cannot be assured because VMT reductions only may be achieved “under the most favorable circumstances and ideal local condition.” While implementation of Mitigation Measure MM 4.18-2 may result in some benefits in terms of reducing VMT, and with exception of a vanpool program, such reductions cannot be quantified at this time because it would be speculative to do so in the absence of tenant-specific considerations (see State CEQA Guidelines Section 15145). Additionally, even though VMT reductions from a vanpool program is quantifiable, implementation of such a program would fail to reduce the Project’s VMT impacts to below a level of significance. Accordingly, the DEIR properly concludes that due to the potential ineffectiveness of Mitigation Measure MM 4.18-2 and the inability to accurately calculate the resulting VMT reductions, the Project’s impacts due to VMT would remain significant and unavoidable. It further should be noted that this comment letter does not identify any mitigation measures that would measurably reduce the Project’s VMT, and the County is not aware of any mitigation measures that can effectively reduce the Project’s VMT impacts beyond what



already is required by Mitigation Measure MM 4.18-2. No revision to the DEIR is warranted pursuant to this comment.

- C-65** Footnotes to Comments C-61 and C-63 are acknowledged, which provide citations to the Project's DEIR, the PRC, the *Covington v. Great Basin Unified Air Pollution Control Dist.* legal decision, the State CEQA Guidelines, the *Sundstrom v. County of Mendocino* legal decision, the *Gentry v. City of Murrieta* legal decision, and the *Endangered Habitats League, Inc. v. County of Orange* legal decision. No response is necessary.
- C-66** The County disagrees with the commenter's assertion that the DEIR failed to include all feasible VMT-reducing mitigation measures for the reasons noted in the response to Comment C-64. Furthermore, it is noted that this comment letter does not identify any feasible VMT-reducing measures that would measurably reduce the Project's potential VMT impacts, and the County is not aware of any mitigation measures that can effectively reduce the Project's VMT impacts beyond what already is required by Mitigation Measure MM 4.18-2. No revision to the DEIR is warranted pursuant to this comment.
- C-67** This comment provides a summary of the commenter's prior assertions, all of which are addressed herein and in particular in the responses to Comments C-61, C-64, and C-65.
- C-68** The County acknowledges and appreciates the comments provided by this comment letter, but disagrees with the commenter's incorrect assertion that the DEIR was inadequate and must be revised and recirculated. For the reasons noted in the responses to Comments C-3 through C-67 and C-70 through C-76, the County finds that the analysis presented in the Project's DEIR fully complied with all applicable CEQA statutes and the State CEQA Guidelines, and that the DEIR fully disclosed and mitigated the Project's impacts to the maximum feasible extent. As such, and based on the fact that no substantive revisions to the Project's DEIR are required, none of the conditions listed in State CEQA Guidelines Section 15088.5(a) requiring recirculation of an EIR for public review prior to certification exist with respect to the proposed Project. As requested by the commenter, these comments will be included in the record of proceedings for the proposed Project. No further response is necessary.
- C-69** Footnote to Comments C-64 and C-66 are acknowledged, which provide citations to the *Endangered Habitats League, Inc. v. County of Orange* legal decision, the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, and the *Endangered Habitats League, Inc. v. County of Orange* legal decision. No response is necessary.
- C-70** The commenter is referred to the response to Comment C-14, which explains that the trip generation rates and land use selected for evaluation reflects the anticipated use for the Project site, and the use of other ITE land use categories would potentially underestimate the Project's passenger vehicle traffic. Because the trip generation used to evaluate the Project's potential transportation-related



impacts were based on the anticipated end users of the Project's proposed buildings, the County finds that the DEIR did not underestimate the Project's potential traffic-related impacts to the environment. No revision to the DEIR is warranted pursuant to this comment.

- C-71** The commenter is referred to the response to Comment C-14, which explains that the trip generation rates and land use selected for evaluation reflects the anticipated use for the Project site, and the use of other ITE land use categories would potentially underestimate the Project's truck traffic. Because the trip generation used to evaluate the Project's potential transportation-related impacts, including transportation-related GHG impacts, were based on the anticipated end users of the Project's proposed buildings, the County finds that the DEIR did not underestimate the Project's potential GHG-related impacts. No revision to the DEIR is warranted pursuant to this comment.
- C-72** The County disagrees with the commenter's assertion that the Project's Traffic Analysis technical reports underestimated the amount of traffic that would be associated with the Project. The trip generation rates and land use selected for evaluation represents the anticipated use for the Project site. Utilizing other rates may not be appropriate for the proposed Project due to the anticipated vehicle mix. For example, other land uses may generate additional passenger car trips, but may understate the anticipated truck trips for the Project site. The commenter also is referred to the response to Comment C-14. No revision to the DEIR is warranted pursuant to this comment.
- C-73** Footnote to Comment C-72 is acknowledged, which provides a link to the February 21, 2019 Agenda for the Western Riverside Council of Governments Technical Advisory Committee. No response is necessary.
- C-74** The County disagrees with the commenter's assertion that the Project could result in increased impacts to VMT and GHG emissions due to the trip lengths that were assumed in the Project's technical reports. As noted in DEIR *Technical Appendix B9*, the air quality analysis utilized an average trip length for light-heavy (15.3-miles), medium-heavy (14.2-miles) and heavy-heavy trucks (39.9-miles), which is based on SCAQMD's recommendations as outlined in their implementation of the Warehouse Actions and Investments to Reduce Emissions (WAIRE) adopted in 2021. The trip lengths for each building were derived by weighting the average trip lengths using traffic trip percentages taken from the Project's Traffic Analyses (DEIR *Technical Appendices L6 through L9*).
- C-75** This comment generally describes the California Attorney General's office's September 2022 guidance with respect to the calculation of truck trips and truck trip lengths associated with warehouse projects. Commenter is referred to the responses to Comments C-59 and C-74, which demonstrate that the analysis presented in the DEIR and associated technical studies made appropriate assumptions regarding the Project's truck trips and truck trip lengths.
- C-76** Commenter again asserts that the assumptions for the Project underestimated the Project's trip lengths. Commenter is referred to the responses to Comments C-59 and C-74, which demonstrate



that the analysis presented in the DEIR and associated technical studies made appropriate assumptions regarding the Project's truck trips and truck trip lengths.

- C-77** Footnotes to Comments C-74 and C-75 are acknowledged, which provide internet links to the Attorney General's Best Management Practices for warehouse projects, a SCAQMD PowerPoint presentation discussing SCAQMD comments and testimony on warehouse projects, and the SCAQMD's Warehouse Indirect Source Rule (Rule 2305). No response is necessary, beyond the responses presented in the responses to Comments C-74 and C-75
- C-78** The County acknowledges the credentials of Mr. Norman L. Marsh as presented in this resume. No response is necessary.



COMMENT LETTER D

October 13, 2023

Russell Brady
Contract Planner
Riverside County Planning Department
4080 Lemon St. 12th Floor
Riverside, CA 92502-1409

RE: Public comment on record for the Majestic Freeway Business Center Phase II, Environmental Impact Report, State Clearinghouse No. 2022080060

Dear Mr. Brady:

Thank you for the opportunity to provide comments on the Environmental Impact Report (EIR) on the Majestic Freeway Business Center Phase II Project (the Project). The Project would site over 1.2 million square feet of total warehouse space in unincorporated Mead Valley in four separate buildings. At least one of the warehouses (Buildings 14a/14b) will be sited less than 100 feet from residential homes.

D-1

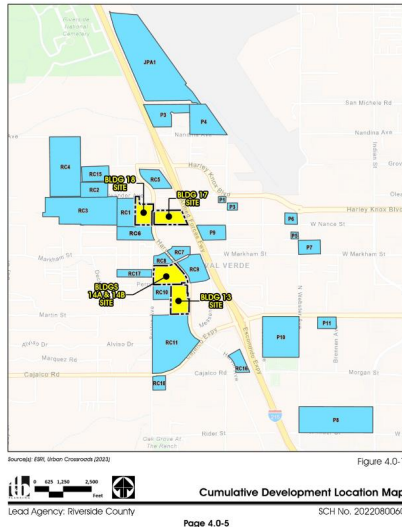
As stated in the EIR, CEQA requires an assessment of cumulative impacts. It accurately describes the two possible approaches on pages 4.0-1 and 4.0-2. It selected the 'summary of projections approach' which is ok if the existing planning documents include a full list of the existing cumulative impacts. The Table 4.0-1 Cumulative Projects List provides an exhibit of warehouses in close proximity to the project. However, it is woefully deficient in scope and is, in fact, demonstratively deceptive in its description of cumulative development in the area. This letter asks the County of Riverside to require a full cumulative impacts analysis and redo ALL sections of the document that rely on an arbitrarily near-scale list of projects that do not include the regional impacts of warehouse development along the 215/60 corridor that this project will contribute to.

D-2

Immediate Vicinity Project List is Incomplete

Figure 4.0-1 shows the EIR cumulative development location map. However, this map is insufficient to look at the cumulative impacts of the project within the spatial contexts described in the air quality context – which is defined as the South Coast Air Basin. It is also insufficient to identify the traffic impacts, which can reasonably be considered the average commuting distance for employees.

D-3



The draft EIR describes the Cumulative Impacts methodology in Section 4.0, lists the projects considered for cumulative impacts in Table 4-0-1. Upon review, Table 4.0-1 omits tens of millions of square feet of past, present, and probable future warehouses projects approved by the County of Riverside, March JPA, city of Moreno Valley, and city of Perris within the regional geographic area of impact for this project. This letter provides a broader list of suggested projects to include for both Immediate Vicinity Projects (within 2 miles) and Regional Projects (within 10 miles for watershed, biological resources, traffic, jobs, air quality).

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D-4
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I find the geographic scope of analysis listed in Table 4-1 to be inconsistent with the definitions of geographic vicinity listed in the draft EIR.

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D-5
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First, it is clear that the immediate vicinity project list is incomplete. Figure 1 shows the existing and planned warehouses within 4 km (~2.4 miles) of the project building 14a location. The existing footprint of warehouses is 102 warehouses totalling ~43M square feet, with an additional 22 warehouses of 13.4M square feet planned/approved. This estimate is based on the Warehouse CITY¹ tool v1.16 – an open data product based on county of Riverside assessor parcel information and CEQANET environmental documents. The list of immediate vicinity projects omits approximately 40 existing warehouses, mostly in the City of Moreno Valley and Perris on the eastern side of the 215 freeway that should be included.

¹ <https://radicalresearch.shinyapps.io/WarehouseCITY/>

↩ D-6

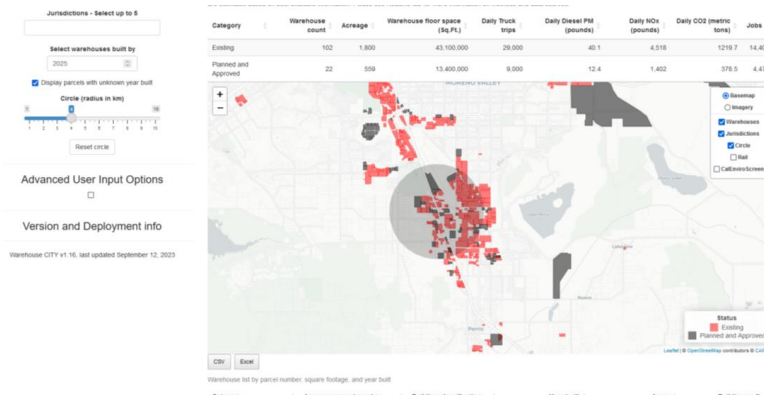


Figure 1 - Map of project area, surrounded by a 4-km buffer. Warehouse colors indicate whether a warehouse is existing or approved/planned. Area within the gray circle is the 4 km buffer surrounding Buildings 14a/b.

Specifically, the Figure 1 project areas should be analyzed to include the truck routes, freeway, and warehouses within 2-miles of the project site for cumulative impacts on aesthetics, air quality (air toxics HRA), and noise. Thus, I ask that these analyses explicitly model the air quality from the loading bays of the 102 warehouses in this list, the truck route arterial roads (Harley Knox, Harvill Avenue, Ramona/Cajalco Expressway, Indian Avenue, Perris Blvd and the 215 Freeway) – in addition to- the modeling of the 4 warehouses planned for this project. That is the ‘Immediate Vicinity’ cumulative impact of warehouses on local air quality. Moreover, I ask that the construction phase noise operations include the likely noise from construction of other ‘under construction projects’ including Oleander Business Park, Muranaka Warehouse Project, Patterson Commerce Center, First March Logistics Project, Duke Warehouse, Ramona Gateway, BCI IV Harvill industrial center, and Seaton and Cajalco Industrial Project.

Table 1 provides a list of warehouses to include in a thorough immediate vicinity cumulative impact analysis.

Table 1 – Warehouses and planned/approved warehouses within ~2.4 miles of the project.

Category	Assessor parcel number or description	Building classification	Acres	Building sq.ft.
Planned and Approved	Oleander Business Park	TBD	85	2037000
Existing	302050035	warehouse/dry storage	83	1995000
Existing	303040001	warehouse/dry storage	80	1924000
Existing	302080033	warehouse/dry storage	80	1911000
Existing	303030019	warehouse/dry storage	74	1767000
Existing	303050004	warehouse/mega	55	1324000
Existing	316211002	warehouse/mega	49	1178000

D-5
(CONT.)



Planned and Approved	Ramona Gateway	TBD	47	1124000
Existing	317100066	warehouse/mega	44	1056000
Existing	302030012	warehouse/dry storage	43	1025000
Existing	305020031	light industrial	42	1013000
Existing	314160032	light industrial	42	1007000
Planned and Approved	Rider and Patterson Business Center	TBD	37	897000
Existing	314180030	warehouse/mega	37	896000
Existing	302070020	warehouse/dry storage	36	857000
Existing	316180013	light industrial	35	838000
Existing	295310069	warehouse/dry storage	35	834000
Existing	314040038	warehouse/mega	35	830000
Existing	314170019	warehouse/mega	33	785000
Existing	317240001	warehouse/mega	32	758000
Existing	295310054	warehouse/dry storage	31	739000
Existing	302070031	light industrial	30	728000
Existing	294180052	warehouse/dry storage	30	726000
Existing	314310019	light industrial	27	642000
Planned and Approved	First March Logistics Project	TBD	26	618000
Existing	294180055	warehouse/mega	26	612000
Planned and Approved	Duke Warehouse	TBD	25	601000
Existing	294210060	warehouse/mega	23	560000
Existing	316211001	warehouse/mega	22	535000
Existing	314110075	light industrial	22	528000
Existing	314180022	light industrial	22	522000
Existing	314020025	warehouse/mega	21	512000
Existing	317230052	warehouse/mega	20	479000
Existing	295310081	light industrial	20	476000
Existing	316211018	warehouse/mega	20	468000
Existing	316170026	vacant commercial land	19	466000
Existing	303060022	warehouse/dry storage	19	455000
Existing	316180015	warehouse/dry storage	19	450000
Existing	314040004	warehouse/mega	19	450000
Existing	316211026	light industrial	18	442000
Existing	316180016	warehouse/dry storage	18	438000
Existing	316170025	vacant commercial land	18	429000
Planned and Approved	Majestic Freeway Business Park 14	TBD	18	420000
Planned and Approved	Harvill and Rider	TBD	17	412000

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(CONT.)





Planned and Approved	Majestic Freeway Business Park 13	TBD	17	408000
Existing	302050040	warehouse/mega	17	399000
Planned and Approved	Seaton and Cajalco Industrial Project	TBD	17	397000
Existing	295310056	warehouse/dry storage	16	393000
Planned and Approved	Patterson Commerce Center	TBD	15	369000
Planned and Approved	Perris Valley Commerce Center	TBD	15	357000
Planned and Approved	Muranaka Warehouse Project	TBD	15	354000
Planned and Approved	Ramona Indian Warehouse Project	TBD	14	340000
Planned and Approved	Majestic Freeway Business Park 17	TBD	14	337000
Existing	303020047	light industrial	14	333000
Planned and Approved	Majestic Freeway Business Park 18	TBD	14	326000
Existing	302090051	warehouse/dry storage	13	318000
Existing	317170050	warehouse/mega	13	312000
Existing	316211020	warehouse/dry storage	13	303000
Existing	317140054	light industrial	12	281000
Planned and Approved	Placentia Logistics Project	TBD	11	267000
Existing	317240015	light industrial	10	239000
Existing	314170004	light industrial	10	236000
Existing	316211034	light industrial	10	235000
Existing	314091005	light industrial	10	235000
Existing	317110079	warehouse/mega	10	230000
Existing	317170047	light industrial	9	226000
Existing	317090029	light industrial	9	224000
Existing	317230048	light industrial	9	224000
Existing	302080006	warehouse/dry storage	9	218000
Existing	302030001	warehouse/mega	9	218000
Existing	302030009	light industrial	9	217000
Existing	294220019	light industrial	9	215000
Existing	316200043	light industrial	9	213000
Planned and Approved	BCI IV Harvill Industrial Center	TBD	9	211000
Existing	314130029	light industrial	9	207000
Existing	295310058	warehouse/dry storage	8	196000
Existing	302020051	light industrial	8	191000

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(CONT.)



Planned and Approved	Ramona and Brennan Warehouse Project	TBD	7	177000
Planned and Approved	Operon HKI	TBD	7	177000
Existing	317140052	light industrial	7	167000
Existing	317160021	light industrial	6	145000
Existing	317110076	light industrial	6	137000
Existing	314110073	warehouse/mega	6	133000
Existing	294190080	light industrial	5	123000
Existing	317100067	warehouse/mega	5	117000
Existing	294210014	light industrial	5	116000
Existing	294190038	light industrial	5	113000
Planned and Approved	Phelan Warehouse	TBD	5	113000
Existing	294190050	light industrial	5	110000
Existing	302020030	warehouse/dry storage	5	109000
Existing	316211006	light industrial	5	109000
Existing	302020031	light industrial	5	109000
Planned and Approved	Westport Perris Industrial Project	TBD	5	109000
Existing	294180033	light industrial	5	108000
Existing	317140009	light industrial	4	106000
Existing	294180031	light industrial	4	106000
Existing	294190049	light industrial	4	106000
Existing	314091004	light industrial	4	104000
Existing	294180034	light industrial	4	104000
Existing	314091006	light industrial	4	103000
Existing	317110075	light industrial	4	103000
Existing	317110072	light industrial	4	102000
Existing	316211019	warehouse/dry storage	4	101000
Existing	302080034	warehouse/dry storage	4	99000
Existing	302020032	light industrial	4	99000
Planned and Approved	Markham Street Warehouse	TBD	4	98000
Existing	314100086	light industrial	4	96000
Existing	317240043	light industrial	4	89000
Existing	317110066	light industrial	4	88000
Existing	294220013	light industrial	4	88000
Existing	302090047	light industrial	4	86000
Existing	302060030	warehouse/dry storage	3	68000
Existing	302060026	warehouse/dry storage	2	44000
Existing	302060011	warehouse/dry storage	2	39000

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(CONT.)



Regional Impacts

In addition to immediate vicinity geographic impacts, multiple environmental resources drastically underestimated the regional impact of past, present, and probable future projects on the 215/60 Corridor area. For completeness, Table 3 shows the list of environmental resources that should be analyzed regionally.

Table 2 – Regional Analyses that should include all 10-mile warehouses and truck routes

Environmental Resource	Geographic area	List of Projects and Truck Routes
Air Quality (construction/mobile sources)	Regional	Table 4 List
Land Use and Planning	Regional	Table 4 List
Population and Housing	Regional	Table 4 List
Transportation	Regional	Table 4 List

Figure 2 helpfully identifies a 10 mile buffer region around the project boundary, along with an image of the hundreds of millions of square feet of existing and planned/approved warehouses.

Of note, the project EIR omits the largest warehouse complexes along the 215/60 corridor that will clearly have regional impacts and are not yet fully built. The existing regional warehouse footprint of warehouses is approximately 280 million square feet. The planned and approved warehouse footprint includes another 200 million plus square feet of land, nearly doubling the existing footprint.

Of most importance, two critical projects are going to have an extremely large impact on the region – the World Logistics Center (east Moreno Valley) and the Stoneridge Commerce Center (Nuevo, unincorporated Riverside County).

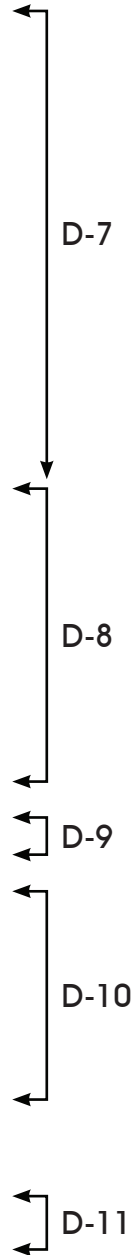
The World Logistics Center is breaking ground in 2023. It will be developed in two phases over approximately 12 years and will include 40 million square feet of warehouses and over 19,000 daily truck trips when fully built out. Its environmental impact report suggested it would generate 35,000 jobs².

The Stoneridge Commerce Center has been approved by Riverside County. It is over 9.5 million square feet of warehouses and was projected to generate over 10,000 jobs³ and nearly 4,000 truck trips.

These two very large projects are projected to generate 45,000+ jobs and 23,000 daily truck trips, most of which will travel on the 215/60 corridor. While these are two of the largest projects in the region – together they account for 109 million square feet of the total footprint – they are just slightly more than 52% of the planned and approved warehouses in the 215/60 corridor within 10 miles. Another 100 million square feet of footprint is also approved. I list the projects below, along their approximate footprint for review. Our region will be adding an enormous number of warehouses to a region that is already overwhelmed by truck traffic and pollution and does not have the existing local workforce or housing to support this continued growth in industrial projects.

² DEIR- <https://www.moval.org/cdd/pdfs/projects/wlc/wcl-deir0213.pdf> p.4.10-32.

³ DEIR- [y DUvTq0wy7zyk ATUd1e_vwhJKJznH0Y5OLgU21nc43u6Hte84WB6ia_vn9Rnu3c3NsFZDe9vF_31qm0 \(ca.gov\)](https://www.moval.org/cdd/pdfs/projects/wlc/wcl-deir0213.pdf) – p. S-63



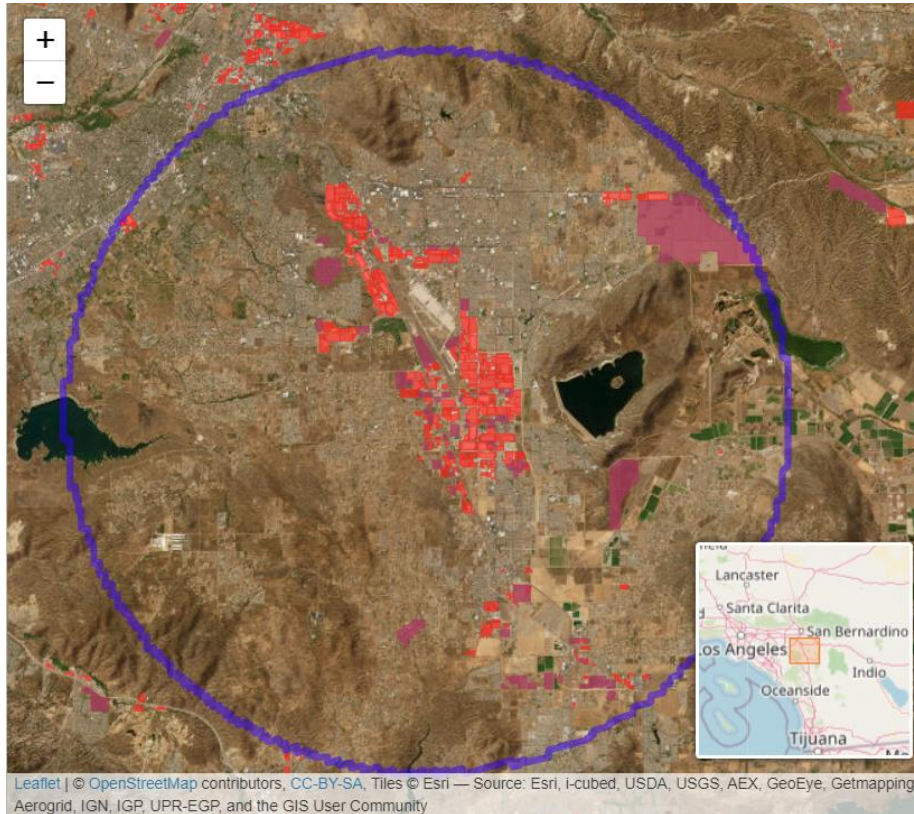


Figure 2 – 10-mile regional buffer region with warehouses (existing [red] and planned/approved [purple]) overlaid.

Table 2 provides a relatively comprehensive list of warehouses built since 2018 and planned/approved in the area along the 215/60 corridor. This is a reasonable list for a present and planned list of warehouses in the region to address for the regional environmental issues.

Table 2. List of warehouses and warehouse complexes in the region to include in Environmental Analyses.

Project Name or APN	Building classification	Year built	Acres	Existing or CEQA Stage	Jurisdiction
World Logistics Center	Warehouse complex	Future	2610	NOC	Moreno Valley

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(CONT.)



Stoneridge Commerce Center	Warehouse complex	Future	583	NOC	Unincorporated Riverside
Legacy Highlands Phase II	Warehouse Complex	Future	1414	NOP	Beaumont
Beaumont Pointe	Warehouse Complex	Future	259	Draft EIR	Beaumont
West Campus Upper Plateau	Warehouse Complex	Future	253	Draft EIR	March JPA
302050035	warehouse/dry storage	Unlisted	83	Existing	Perris
302080033	warehouse/dry storage	2021	80	Existing	Perris
316100060	warehouse/mega	2019	63	Existing	Moreno Valley
294640034	ct-warehouse/cold storage	2019	59	Existing	March JPA
303050004	warehouse/mega	2021	55	Existing	Perris
316211002	warehouse/mega	2018	49	Existing	Moreno Valley
263021003	warehouse/mega	2019	48	Existing	Riverside
302120024	warehouse/mega	2020	47	Existing	Perris
Heacock Commerce Center	Warehouse	Future	46	NOP	Moreno Valley
263020066	warehouse/dry storage	Unlisted	45	Existing	Riverside
294110011	light industrial	2018	44	Existing	March JPA
314180030	warehouse/mega	2019	37	Existing	Perris
Duke Warehouse	Warehouse	2023	36	DEIR	Perris
295310069	warehouse/dry storage	2019	35	Existing	Unincorporated Riverside
488350060	warehouse/mega	2021	33	Existing	Moreno Valley
312250059	light industrial	2018	32	Existing	Moreno Valley
317240001	warehouses/mega	2021	32	Existing	Unincorporated Riverside
312250049	light industrial	Unlisted	29	Existing	Moreno Valley
303130040	warehouses/mega	2020	29	Existing	Perris
First March Logistics Project	Warehouse	Future	28	NOP	Perris
294070038	warehouse/dry storage	2018	27	Existing	March JPA
314310019	light industrial	2019	27	Existing	Unincorporated Riverside
294180055	warehouse/mega	2021	26	Existing	Unincorporated Riverside
294180055	warehouse/mega	2021	26	Existing	Perris

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(CONT.)



302150030	warehouse/dry storage	Unlisted	25	Existing	Perris
316211001	warehouse/mega	2018	22	Existing	Moreno Valley
314110075	light industrial	Unlisted	22	Existing	Unincorporated Riverside
263070065	light industrial	Unlisted	20	Existing	Riverside
294640001	light industrial	Unlisted	19	Existing	March JPA
485230036	warehouse/dry storage	2018	19	Existing	Moreno Valley
316180015	warehouses/dry storage	2018	19	Existing	Moreno Valley
Compass Danbe Centerpointe	Warehouse	Future	18	approved NOC	Moreno Valley
263021001	light industrial	2019	18	Existing	Riverside
297170089	warehouse/dry storage	Unlisted	18	Existing	Moreno Valley
PAMA business Park	Warehouse	Future	17	approved NOC	Moreno Valley
305100066	warehouse/dry storage	2021	17	Existing	Unincorporated Riverside
302050040	warehouse/mega	2021	17	Existing	Perris
300170009	light industrial	2021	16	Existing	Perris
300250017	warehouse/mega	2019	16	Existing	Perris
Muranaka Warehouse Project	Warehouses	Future	15	MND	Unincorporated Riverside
316200038	light industrial	Unlisted	13	Existing	Moreno Valley
297170096	warehouse/mega	2021	12	Existing	Moreno Valley
297170096	warehouse/dry storage	2021	12	Existing	Moreno Valley
263050080	light industrial	Unlisted	11	Existing	Riverside
297170071	light industrial	Unlisted	11	Existing	Moreno Valley
316190053	warehouse/mega	2019	11	Existing	Moreno Valley
302100013	warehouse/dry storage	2020	11	Existing	Perris
302130042	warehouse/dry storage	2019	11	Existing	Perris
263320027	light industrial	Unlisted	10	Existing	Riverside
Meridian D1 Aviation Gateway	Warehouse/aviation	Future	10	pending EIR	March JPA
305030058	light industrial	Unlisted	10	Existing	Perris
297170093	warehouse/mega	2020	9	Existing	Moreno Valley
316100051	light industrial	2021	9	Existing	Moreno Valley

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(CONT.)



297170093	warehouse/mega	2020	9	Existing	Moreno Valley
316200043	light industrial	Unlisted	9	Existing	Moreno Valley
302080006	warehouse/dry storage	2020	9	Existing	Perris
Edgemont Commerce Center	Warehouse	Future	8	pending EIR	Moreno Valley
Moreno Valley Business Center	Warehouse	Future	8	approved NOC	Moreno Valley
297170086	light industrial	Unlisted	8	Existing	Moreno Valley
302120025	warehouse/dry storage	2020	8	Existing	Perris
263280065	light industrial	Unlisted	7	Existing	Riverside
263070068	light industrial	Unlisted	7	Existing	Riverside
291070036	warehouse/dry storage	Unlisted	6	Existing	Riverside
297232005	light industrial	Unlisted	6	Existing	March JPA
297230026	light industrial	Unlisted	6	Existing	March JPA
263060044	light industrial	2018	6	Existing	Riverside
263290072	light industrial	Unlisted	5	Existing	Riverside
291070038	light industrial	Unlisted	5	Existing	Riverside
294650001	warehouse/dry storage	2019	5	Existing	March JPA
291420008	light industrial	Unlisted	4	Existing	Riverside
Heacock and Krameria	Warehouse	Future	4	Plan check	Moreno Valley
291420023	warehouse/dry storage	Unlisted	2	Existing	Riverside
297270008	warehouse/dry storage	2019	2	Existing	March JPA
294070040	warehouse/dry storage	2019	1	Existing	March JPA
294070041	warehouse/dry storage	2019	1	Existing	March JPA
297270007	warehouse/dry storage	2019	1	Existing	March JPA
297270010	warehouse/dry storage	2019	1	Existing	March JPA

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(CONT.)

In total, the existing and approved acreage of warehouses built and approved in the last 5 years has been enormous in the region. As a result, regional analyses of warehouses, traffic, jobs, population, and air quality that are not current will drastically underestimate the regional impacts of warehouses on the 215/60 corridor. This table should be adopted and included in a comprehensive cumulative impacts analysis for the regional air quality, jobs, population, and transportation sections. Thus, the whole

D-12

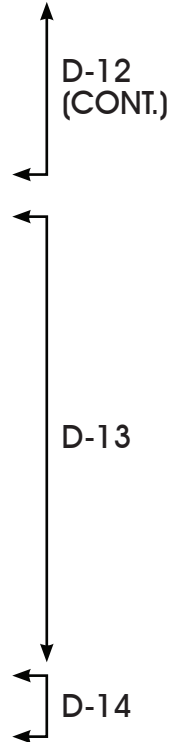


approach taken by the project applicant based on general planning documents drastically and intentionally undercounts and omits almost all of the harmful cumulative impacts in our region. It is important that cumulative impacts analysis be truly cumulative to understand that our region is under siege by warehouses degrading quality of life issues on scales that go beyond the immediate impact level.

I leave you with one last map showing the 15-mile regional buffer of warehouses within our region. It includes some of the other mega-projects just at or beyond the regional boundary defined in the Transportation analysis section. **Figure 3** shows the whole Inland Empire, a 15-mile buffer boundary around the project, and a few labeled mega-warehouse complexes that have been approved or are in planning stages ranging from NOP to draft EIR. Key complexes not mentioned yet include the Serrano Commerce Center, West Valley Logistics Center, Speedway Commerce Center, Airport Gateway, Bloomington Business Park, South Ontario Logistics Center, Merrill Commerce Center, and the Renaissance Ranch Commerce Center, and the South Perris Industrial Center.

I made these maps to provide a vision of what the future of our region looks like. The future is an unlivable wasteland of warehouse complexes – squeezing out the residents of the region to make room for the titans of eCommerce to make a few more \$\$\$\$. It would be awesome if our decision makers took a long hard look at our region and thought about how the quality of life looks in 10-20 years when all these warehouses will be fully built out. I don't think this looks like a place people will choose to come to unless they have no better options. I think better planning is possible, but it requires decision-makers to put quality of life issues over easy short-term profits and tax revenue.

To put this in proper perspective, it needs to be explicitly addressed in the EIR and these project lists are 100% consistent with the geographic scope listed in Section 4.0. Please add these projects and do a truly comprehensive analysis of the regional impacts of warehouse growth.



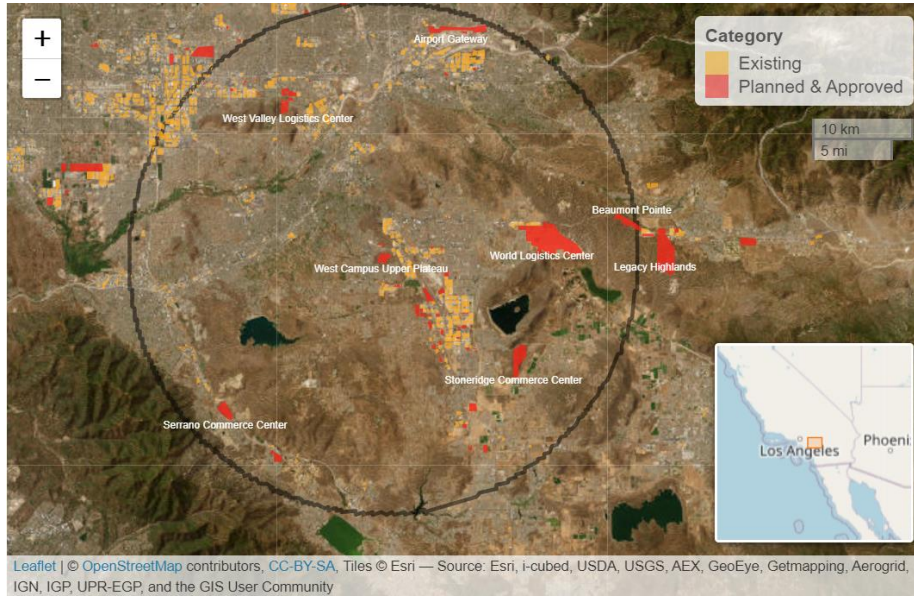


Figure 3 – Existing and planned/approved warehouse development in a 15-mile ring (black circle) around the West Campus Project.

In conclusion, your analysis of cumulative impacts is directly undercounting the impacts of this project within both the immediate and regional contexts. This growth in warehouses as the predominant land-use along the 215/60 corridor will undermine air quality, greenhouse gas emissions targets, harm biological resources, harm aesthetics, increase noise, lower job quality, and already causes absolutely hideous traffic. All of these impacts will be exacerbated by this project.

Please build something else instead of more warehouses.

Sincerely,

Mike McCarthy, PhD

Riverside Neighbors Opposing Warehouses



D-13
(CONT.)

D-15



Letter D Mike McCarthy/Riverside Neighbors Opposing Warehouses (RNOW)

- D-1** The County acknowledges and appreciates the individual comments provided by this comment letter; please refer to the individual responses to the concerns expressed by this letter, presented below. In addition, while this comment correctly notes that the Project would include more than 1.2 million square feet (s.f.) of building area, it should be noted that the Project includes a total of five (5) buildings across four development sites, not four buildings as referenced by this comment. This comment also incorrectly states the distances to sensitive receptors. While this comment is correct that sensitive receptors (identified as Receptors R1 and R15 on DEIR Figure 4.3-10) occur within 100 feet of proposed Building 18, this comment incorrectly identifies that there would be sensitive receptors located within 100 feet of Buildings 14A/14B. As shown on DEIR Figure 4.3-10, the nearest sensitive receptor to the Buildings 14A/14B site are Receptors R11 and R12, which are located 132 feet and 168, respectively, from the Buildings 14A/14B site.
- D-2** The County disagrees with the commenter's assertion that the list of cumulative projects presented in DEIR Table 4.0-1 omitted other cumulatively-considerable developments within the region. To ensure that the Project's Traffic Analysis technical reports (DEIR *Technical Appendices L6 through L9*) satisfied the County of Riverside's Guidelines, Urban Crossroads, Inc. prepared a Project traffic analysis scoping package for review by Riverside County and March Joint Project Authority (JPR) staff prior to the preparation of the reports. The scoping agreements provide an outline of the Project study area, trip generation, trip distribution, analysis methodology, and cumulative project list and map. The agreement is included in Appendix 1.1 of the traffic analysis reports. The scoping agreement expressly requested the County of Riverside provide the latest cumulative projects, which have been received by the County during the scoping process and included for evaluation in the traffic study. Consistent with other recent studies completed in the County, a 5-mile radius around the Project site was used for determination of approved and pending projects for cumulative analysis. This is consistent with traffic study guidelines for the Western Riverside Council of Governments (WRCOG), the County of Riverside, and the cities of Riverside and Moreno Valley. The 5-mile radius is intended to capture all of the regional intersections where the Project would contribute 50 or more peak hour trips. This also captures the areas where the Project would have more concentrated air quality and GHG impacts. Projects beyond the 5-mile radius are not anticipated to contribute a significant amount of traffic (defined as 50 or more peak hour trips per the County's traffic study guidelines) to the study area. The traffic study included cumulative development projects within 5 miles of the Project site that were known at the time of the Project Notice of Preparation (NOP). Smaller projects and projects located a greater distance from the Project are accounted for through the application of the ambient growth factor (2% per year, compounded annually), consistent with the County's traffic study guidelines. All development projects, including the existing surrounding warehouse developments, are included in the baseline traffic counts if the developments are built and operational at the time traffic counts were collected. As noted in the response to Comment D-5, and as shown on Figure 1 and Table 1 of this comment letter, while the commenter correctly identifies a variety of warehouse projects within the region, the screenshot provided also shows that of these warehouse developments, only 22 projects encompassing a total of 559 acres are "planned and



approved,” while the remaining 102 warehouses on approximately 1,800 acres already are “existing” warehouses. As noted, traffic volumes associated with existing warehouse developments within the region already were captured as part of the traffic counts that were conducted for the Project’s Traffic Analysis technical reports. Accordingly, the County finds that the DEIR and its technical appendices properly accounted for future known pending/approved development projects in the cumulative traffic analysis for future conditions, and no revision to the DEIR is warranted pursuant to this comment.

- D-3** The commenter is referred to the response to Comment D-2, which provides an explanation and justification for the list of cumulatively-considerable developments that were evaluated as part of the Project’s Traffic Analysis technical reports. Additionally, while the commenter is correct that the appropriate cumulative context for the evaluation of the Project’s cumulatively-considerable air quality impacts is the South Coast Air Basin (SCAB), it should be noted that the DEIR’s analysis of the Project’s potential cumulatively-considerable impacts to air quality was not based on a list of cumulative developments, but rather was based on guidance from the South Coast Air Quality Management District (SCAQMD). As recommended by SCAQMD, and as explained in DEIR subsection 4.0.2:

“...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is $HI > 1.0$ while the cumulative (facility-wide) is $HI > 3.0$. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.” (DEIR at p. 4.0-6)

Furthermore, the commenter is referred to the extensive discussion provided in DEIR subsections 4.3.1.G and 4.3.1.H, which provides substantial evidence demonstrating that air quality conditions within the SCAB region have improved substantially over the last 50 years for all criteria pollutants as well as cancer- and non-cancer-related health risks. The discussion in DEIR subsections 4.3.1.G and 4.3.1.H demonstrates that the air quality thresholds of significance promulgated by SCAQMD, which treat direct and cumulatively-considerable impacts the same, have in fact “worked” in that



these thresholds of significance have led to a substantial reduction in air quality pollutants and a substantial reduction in human health risks within the SCAB region.

Accordingly, the County finds that DEIR appropriately treated the Project's direct impacts to regional air quality as cumulatively-considerable impacts based on SCAQMD guidance. As such, the analysis of the Project's cumulatively-considerable impacts to regional air quality did not underestimate air quality emissions from cumulative developments. No revision to the DEIR is warranted pursuant to this comment.

- D-4** The County disagrees with the commenter's assertion that the DEIR omitted "tens of millions of square feet of past, present, and probable future warehouses projects approved by the County of Riverside, March JPA, city of Moreno Valley, and city of Perris within the regional geographic area of impact for this project." As explained in the response to Comment D-2, a large portion of the 43 million square feet of warehouse space referenced by this comment includes existing warehouse developments within the region, all of which generate traffic under existing conditions. Traffic from already constructed and operating warehouses within the region were accounted for as part of the traffic counts that were conducted as part of the Project's Traffic Analysis technical reports. The County finds that the DEIR properly accounted for all proposed developments, as well as all developments that have been approved but not yet constructed, and that may have a cumulatively-considerable contribution to the Project's environmental effects. Accordingly, no revision to the DEIR is warranted pursuant to this comment.
- D-5** The County disagrees with the commenter's assertion that the list of cumulative developments is incomplete because it omits existing operating warehouse developments within the region. As noted in the response to Comment D-2, and as shown in Figure 1 and Table 1 of this comment letter, while the commenter correctly identifies a variety of warehouse projects within the region, the screenshots provided also shows that of these warehouse developments, only 22 projects encompassing a total of 559 acres are "planned and approved," while the remaining 102 warehouses on approximately 1,800 acres already are "existing" warehouses. Traffic from existing warehouses in the region were accounted for as part of the traffic counts collected as part of the Project's Traffic Analysis technical reports, while cumulative development projects located within 5 miles of the Project site and that that have the potential to contribute 50 or more peak hour trips to intersections were included in the list of projects presented in DEIR Table 4.0-1. Any projects not specifically accounted for in the list of projects presented in DEIR Table 4.0-1 also already are accounted for by the ambient growth rates assumed by the Traffic Analysis technical reports (2% per year). Thus, the County finds that the DEIR's analysis of cumulatively-considerable impacts appropriately accounted for all cumulative developments with the potential to cumulatively contribute to the Project's impacts.
- D-6** Footnote to Comment D-5 is acknowledged, which provides an internet link to the Warehouse CITY tool v. 1.16. No response is necessary.



- D-7** For the reasons noted in the responses to Comments D-2 and D-5, the County finds that the DEIR did not underestimate traffic from cumulative developments, and thus did not underestimate the Project's potential cumulatively-considerable impacts to the environment. No revision to the DEIR is warranted pursuant to this comment.
- D-8** The commenter identifies two specific development projects (Stoneridge and World Logistics Center) that are alleged to have been omitted from the cumulative analysis of potential traffic-related impacts. Commenter is referred to the responses to Comments D-2 and D-5, which explain the methodology used to evaluate traffic from cumulatively-considerable developments. Both the Stoneridge and World Logistics Center are located more than five miles from the Project site, and as such were properly excluded from the cumulative study area in accordance with the County's *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020). Due to distance from these developments, any traffic that may affect intersections where the Project contributes more than 50 peak hour trips are accounted for by the ambient growth rates assumed by the Traffic Analysis technical reports (2% per year). Thus, the County finds that the DEIR properly excluded the Stoneridge and World Logistics Center developments from the list of cumulative projects presented in DEIR Table 4.0-1 and in the cumulative list of developments considered by the Project's Traffic Analysis technical reports.
- D-9** The commenter incorrectly states that the Stoneridge Commerce Center project has been approved by Riverside County. The Stoneridge Commerce Center EIR (SCH No. 2020040325) currently is in the process of being reviewed by Riverside County prior to being recirculating for an additional 45-day public review period, and no public hearings have been held for the proposed Stoneridge Commerce Center project. Additionally, this comment incorrectly states the amount of building area that would be allowed by the Stoneridge Center Commerce Center Specific Plan (as described by the Administrative Draft of the Recirculated Draft Program EIR), which would allow for a total of 8,541,366 of total building area (not "over 9.5 million" s.f. as referenced by this comment), consisting of 7,350,000 s.f. of light industrial (warehouse) building area, 1,069,398 s.f. of business park uses, and 121,968 s.f. of commercial retail uses. As noted in the Draft Recirculated EIR for the Stoneridge Commerce Center project, that project would generate a total of up to 9,162 jobs, not 10,000 jobs as noted by this comment. No further response is necessary.
- D-10** The commenter is referred to the responses to Comments D-2 and D-5, and the explanation provided in the response to Comment D-9. As noted, the World Logistics Center and Stoneridge projects both are located more than five miles from the Project site, and any traffic from these developments is accounted for by the 2% annual ambient growth rate assumed by the Project's Traffic Analysis technical reports.
- D-11** Footnotes to Comments D-8 and D-9 are acknowledged, which provide a link to the World Logistics Center EIR (SCH No. 2012021045) and the Draft Program EIR that was circulated for public review for the Stoneridge Commerce Center project. Refer to the responses to Comments D-3 through D-5,



D-7 through D-10, and D-12, which address the commenter's concerns related to traffic from cumulative developments.

- D-12** For the reasons noted in the responses to D-2, D-5, and D-9, the County disagrees with the commenter's assertion that the DEIR failed to account for traffic and associated impacts from cumulative developments, and finds that the DEIR properly evaluated cumulative developments in accordance with the County's *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020). Furthermore, the majority of the projects identified by this commenter represent existing warehouse developments, and traffic from existing developments already are accounted for by the traffic counts collected in support of the Project's Traffic Analysis technical reports.
- D-13** Comment describing the proliferation of warehouse development within western Riverside County in general is acknowledged, and the commenter's opposition to the proposed Project is noted. The concerns regarding the proposed Project as expressed by this comment letter will be considered by the Riverside County Planning Commission as part of their deliberations as to whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is necessary.
- D-14** For the reasons noted in the responses to D-2, D-5, and D-9, the County disagrees with the commenter's implication that DEIR Table 4.0-1 and the Project's Traffic Analysis technical reports omitted cumulative development projects within the cumulative study area depicted on DEIR Figure 4.0-1. As noted, the majority of the warehouse developments identified by this comment letter are existing developments, traffic for which are accounted for by the traffic counts collected in support of the Project's Traffic Analysis technical reports. The remaining developments are located too far from the Project site (i.e., more than 5 miles) to substantially contribute traffic to intersections where the Project is anticipated to generate 50 or more peak hour trips, and traffic from such developments already is accounted for by the ambient growth factor (2% per year) assumed in the Project's Traffic Analysis technical reports. Accordingly, the County finds that the DEIR properly included all cumulatively-considerable development projects within the list of cumulative developments presented in DEIR Table 4.0-1 and in the Project's Traffic Analysis technical reports.
- D-15** For the reasons noted in the responses to Comments D-2 through D-14, the County respectfully disagrees with the commenter's assertion that the Project's DEIR underestimated the potential cumulatively-considerable impacts of the proposed Project., and further finds that the DEIR included a complete and thorough analysis of the Project's potential impacts to the environment, including impacts related to biological resources, aesthetics, noise, and transportation-related issues. The commenter's opposition to the proposed Project is noted. The concerns regarding the proposed Project as expressed by this comment letter will be considered by the Riverside County Planning Commission as part of their deliberations as to whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is necessary.



COMMENT LETTER E

January 22, 2024

Advocates for the Environment

Russell Brady
Contract Planner
Riverside County Planning Department
P.O. Box 1409
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A non-profit public-interest law firm
and environmental advocacy organization



Via U.S. Mail and email to rbrady@rivco.org

re: Comments on Draft Environmental Impact Report for the Majestic Freeway Business Center
Phase II Project, SCH No. 2022080060

Dear Mr. Brady:

Advocates for the Environment submits the comments in this letter regarding the Draft Environmental Impact Report (DEIR) for the Majestic Freeway Business Center Phase II Project (Project). The Project Site is 70.37 acres located north of Cajalco Expressway, east and west of Harvill Avenue, in unincorporated Riverside County. The Project proposes to develop five industrial warehouse buildings totaling 1,219,222 square feet. We have reviewed the DEIR and submit comments regarding the sufficiency of the DEIR's Greenhouse-Gas (GHG) analysis under the California Environmental Quality Act (CEQA).

E-1

The County Should Require the Project to be Net-Zero

Given the current regulatory context and technological advancements, a net-zero significance threshold is feasible and extensively supportable. GHG emissions from buildings, including indirect emissions from offsite generation of electricity, direct emissions produced onsite, and from construction with cement and steel, amounted to 21% of global GHG emissions in 2019. (IPCC Sixth Assessment Report, Climate Change 2022, WGIII, Mitigation of Climate Change, p. 9-4.) This is a considerable portion of global GHG emissions. It is much more affordable to construct new building projects to be net-zero than to obtain the same level of GHG reductions by expensively retrofitting older buildings to comply with climate change regulations. Climate damages will keep increasing until we reach net zero GHG emissions, and there is a California state policy requiring the state to be net-zero by 2045. It therefore is economically unsound to construct new buildings that are not net-zero.

E-2

Environmental groups have achieved tremendous outcomes by litigation under CEQA. Two of the largest mixed-use development projects in the history of California, Newhall Ranch (now FivePoint Valencia), and Centennial (part of Tejon Ranch) decided to move forward as net-zero communities after losing CEQA lawsuits to environmental groups. The ability for these large projects

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to become net-zero indicates that it is achievable, even for large-scale developments. The Applicant for this Project should do the same.

We urge the County to adopt net-zero as the GHG significance threshold for this project. This threshold is well-supported by plans for the reduction of GHG emissions in California, and particularly the CARB Climate Change Scoping Plans. The CARB 2017 Scoping Plan states that “achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development.” (CARB 2017 Scoping Plan, p. 101.) Additionally, the CARB 2022 Scoping Plan reaffirms the necessity of a net zero target by expressing: “it is clear that California must transition away from fossil fuels to zero-emission technologies with all possible speed ... in order to meet our GHG and air quality targets.” (CARB 2022 Scoping Plan, p. 184.) CARB further encourages a net-zero threshold in its strategies for local actions in Appendix D to the 2022 Scoping Plan. (CARB 2022 Scoping Plan, Appendix D p. 24-26.)

Moving this Project forward as a net-zero project would not only be the right thing for the County to do, but also would also help protect the County and the Applicant from CEQA GHG litigation.

The EIR’s GHG Analysis Does Not Comply with CEQA

The County adopted two GHG significance thresholds based on the CEQA Guidelines Appendix G. (DEIR, p. 4.8-19.) The County used Riverside County’s 2019 Climate Action Plan (CAP) Update screening threshold of below 3,000 metric tons of carbon dioxide equivalent (MTCO2e) to analyze quantified GHG emissions under the first threshold. (DEIR, p. 4.8-21.) Based on the fact that the full Project operational emissions of 8,306.48 MTCO2e per year would exceed 3,000 MTCO2e and would conflict with the CAP if it were unable to achieve 100 points on the CAP Screening Tables, the County concluded the Project would have significant GHG emissions. (DEIR, p. 4.8-31.)

Prior to arriving at this conclusion, the DEIR analyzes each of the Project’s buildings on an individual basis, concluding that the GHG emissions for each building would, considered in isolation, be insignificant. This analysis violates CEQA because it piece-meals the project into sub-projects when it should be analyzing the Project as a whole. The inclusion of this invalid analysis in the DEIR is confusing and misleading, a violation of CEQA.

The EIR’s conclusion that the Project would have significant GHG impacts means that CEQA requires mitigation to a fair-share level, as for all cumulative impacts. (*Napa Citizens for Honest Gov’t v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342, 364.) Here, it means that the Project’s GHG impacts must be fully mitigated, down to zero.

Instead of requiring full mitigation of the Project’s impacts, the DEIR’s GHG Analysis offered Mitigation Measure 4.8-1, which would require compliance with the CAP Update Screening Tables.

E-2
(CONT.)

E-3

E-4

E-5

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(DEIR, p. 4.8-38 – 4.8-39.) The DEIR stated that “Project impacts due to GHG emissions would be reduced to below a level of significance” by compliance with achieving 100 points on the CAP Screening Tables, although the DEIR did not specify which aspects of the CAP Screening Table that the Project would meet to ensure that 100 points would be achieved. (DEIR, p. 4.8-39.) This failure to identify specific measures is an improper deferral of mitigation because it is attempting to reserve its decision of which mitigation measures to apply for a later time. There is also no showing that achieving 100 points on the CAP Screening Tables would in fact mitigate the Project’s GHG impacts to the level of significance, let alone the level required in this case: zero.

E-5
(CONT.)

The Project is Inconsistent with the CARB 2017 Scoping Plan

The DEIR’s second threshold for GHG emissions is whether the Project would “conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.” (DEIR, p. 4.8-31.) For the Project’s emissions to be considered insignificant under this threshold, the Project must be consistent with all such plans, but it is not.

According to the DEIR, the Project’s GHG emissions will be 8,306 MTCO_{2e}/year and will employ 1,243 employees at full build-out. (DEIR, p. 3-39.) The Project’s annual per-capita GHG emissions will thus be 8,306 / 1,243 = 6.7 MTCO_{2e}.

The CARB 2017 Scoping Plan sets out statewide goals for total GHG emissions targets of 6 MTCO_{2e}/capita by 2030, and 2 MTCO_{2e}/capita by 2050 (CARB Scoping Plan, p. 99). The Project will exceed both the 2030 and 2050 targets, so, under the second threshold, the Project’s GHG emissions will be significant. The DEIR’s conclusion to the contrary violates CEQA.

E-6

The EIR Fails to Show that the Required Mitigation will be Effective or Sufficient

As discussed above, for cumulative impacts such as GHG emissions, it is not sufficient to mitigate down to the level of significance; fair-share mitigation is required. In this case, that means mitigation down to zero. The DEIR does not provide substantial evidence supporting its conclusion that mitigation measure MM 4.8-1 will in fact mitigate the Project’s GHG impacts to the level of significance, let alone zero. In addition, MM 4.8-1 is improperly deferred, since it defers the decision about exactly how the mitigation will occur without specifying performance standards.

E-7

There are many feasible GHG mitigations that the County could require, such as solar panels and batteries, restrictions on the types of vehicles allowed on the Project Site, and the purchase of offsets for any remaining emissions.

Conclusion

Although the County identified the Project’s GHG impact as less-than-significant after mitigation, the single mitigation measure that was included in the DEIR was not enough to meet the

E-8

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Project's fair share of GHG reductions as required by CEQA. Please put me on the interest list to receive updates about the progress of this Project.

↑
E-8
(CONT.)
←

Sincerely,

Dean Wallraff, Attorney at Law
Executive Director, Advocates for the Environment

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Letter E Advocates for the Environment

- E-1** Commenter provides an accurate description of the Project evaluated in the DEIR. Please refer to the individual responses to the comments identified by this comment letter, provided below.
- E-2** Commenter asserts that the DEIR should have imposed a net-zero threshold in the analysis of the Project’s potential impacts due to Greenhouse Gas (GHG) emissions, and asserts that imposing a net-zero requirement would be feasible and is required to ensure Project consistency with the CARB 2017 and 2022 Scoping Plans. The County disagrees with the Commenter’s assertion that requiring net-zero emissions from the Project would be feasible, and further disagrees with the Commenter’s allegation that requiring net-zero emissions is necessary in order to ensure Project compliance with the 2017 or 2022 Scoping Plans.

With respect to Project-related emissions of GHGs, DEIR Tables 4.8-8 through 4.8-11 show that mobile source emissions associated with each of the Project’s buildings would account for between 64.2% and 76.4% of the Project’s estimated annual emissions of GHGs. Neither the Project Applicant nor Riverside County have the ability to regulate emissions from tailpipes, which instead are regulated at the State and federal levels. Thus, the only way to achieve net-zero emissions for the Project’s mobile sources would be to require that all of the Project’s heavy-duty trucks must consist of fully electric vehicles. However, such a requirement currently is not feasible. Firstly, there is not enough electrical grid power to sustainably charge these trucks. For example, one trucking company tried to electrify just 30 trucks at a terminal in Joliet, Illinois. Shortly after this plan began, local officials shut it down, commenting that it would draw more electricity than is needed to power the entire city.¹⁶ Even more relevant, a California company attempted to electrify 12 forklifts, which require significantly less power than trucks. Local power utilities told the California company that it was not possible.¹⁷ In a May 2023 report by Resources for the Future, titled *Medium- and Heavy-Duty Vehicle Electrification: Challenges, Policy Solutions, and Open Research Questions*, the report states that medium- and heavy-duty electric vehicles (“MHDEVs”) charging (which may exceed several MWs of demand for large fleets) could destabilize electricity distribution systems. Additionally, due to logistical and operational barriers, MHDEVs must be comparable to diesel vehicles in model options, range, recharge time, payloads, and maintenance.¹⁸ However, MHDEVs generally have ranges below 200 miles, versus more than 1,000 miles for diesel vehicles.¹⁹ Additionally recharge times are substantially longer than diesel refueling. For example, a clean diesel truck can spend 15 minutes fueling anywhere in the country and then travel about 1,200 miles before fueling again.²⁰ In contrast, today’s long-haul battery electric trucks have a range of about 150-330

¹⁶ <https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates>

¹⁷ <https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates>

¹⁸ *Id.*

¹⁹ *Id.*

²⁰ *Id.*



miles and can take up to 10 hours to charge.²¹ Moreover, fleets without a charging depot will need to rely on public charging stations. In addition to the barriers described above, the simple fact is that zero-emission trucks are currently too cost prohibitive for most fleet owners. A new, clean-diesel long-haul tractor typically costs in the range of \$180,000 to \$200,000.²² Meanwhile, a comparable battery-electric tractor – with a quarter of the range and thus requiring frequent and long hours of charging – costs upwards of \$480,000.²³ This \$300,000 upcharge is cost prohibitive for the overwhelming majority of truck carries as more than 95% of trucking companies are small businesses operating ten (10) trucks or fewer.²⁴ Not only do the trucks themselves pose a financial burden, so does the installation of a charging station, which can exceed \$100,000.²⁵ As stated previously, many small trucking businesses will thus be required to use public charging stations, in which the infrastructure for such charging is not widely available.²⁶ Finally, if the above challenges were not enough, there is a significant constraint in sourcing enough raw minerals needed to produce the lithium-ion batteries used in these zero-emission trucks. For example, tens of millions of tons of cobalt, graphite, lithium, and nickel will need to be produced.²⁷ It is estimated that it could take up to 35 years to acquire all the minerals needed to generate enough truck batteries for current levels of global production.²⁸ Additionally, expanding capacity and sourcing this amount of material creates massive environmental effects, that in some respects could exceed the emissions of current clean-diesel trucks.²⁹ Accordingly, the County finds that it would not be feasible to require the Project to achieve net-zero GHG emissions associated with the Project’s mobile source emissions, nor would such a requirement be necessary in order to demonstrate that the Project’s GHG impacts would be less than significant.

DEIR Tables 4.8-8 through 4.8-11 also show that the second largest source of the Project’s estimated GHG emissions would occur as a result of the Project’s energy consumption. The Project’s buildings are not anticipated to utilize natural gas; thus, the only source of GHG emissions associated with the Project’s energy demands would be from electricity. Electricity would be provided to the Project by Southern California Edison (SCE). Neither the Project Applicant nor Riverside County have the ability to affect SCE’s energy portfolio, as renewable energy requirements for public utilities are regulated at the State and federal levels. Furthermore, SCE already is committed to increasing its reliance on renewable sources of energy production, as required pursuant to Senate Bill 350 (SB 350), the Clean Energy and Pollution Reduction Act of 2015. Pursuant to SB 350, SCE is required to

²¹ *Id.*

²² *Id.*

²³ *Id.*

²⁴ *Id.*

²⁵ https://media.rff.org/documents/Report_23-03_v3.pdf

²⁶ <https://www.ccjdigital.com/alternative-power/battery-electric/article/15545697/charging-forward-with-electric-truck-charging-stations>

²⁷ <https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates>

²⁸ *Id.*

²⁹ *Id.*



increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 45% by 2027. Additionally, and as required by the Riverside County Climate Action Plan (CAP) Update, the County would condition the Project to require that 20% of the Project's overall energy demand must be obtained from renewable energy production on site. It would not be feasible for the Project to achieve 100% of its energy demands through renewable energy production on site, as the roofs of the proposed buildings would not be adequately sized to accommodate sufficient numbers of solar panels to achieve 100% renewable energy production on site. Moreover, a requirement to achieve 100% renewable production on site is not needed to reduce the Project's GHG emissions to below a level of significance, as the Project would be required to comply with the CAP Update, and as noted in more detail below, compliance with the CAP Update demonstrates that the Project's GHG impacts would be less than significant because the CAP Update demonstrates the County's ability to achieve the Statewide GHG reduction targets established by SB 350. Accordingly, the County finds that it would not be feasible to require that 100% of the Project's electricity demand must be met through renewable energy sources, nor would such a requirement be necessary in order to demonstrate that the Project's GHG impacts would be less than significant.

This Comment also makes reference to the Newhall Ranch and Centennial developments that opted to require net-zero emissions of GHGs. It should be noted that both the Newhall Ranch and Centennial developments are mixed-use residential communities that do not include any light industrial land uses. Thus, the fact that these developments were able to achieve net-zero GHG emissions does not provide substantial evidence that the proposed Project also could achieve net-zero GHG emissions, as the proposed Project consists entirely of light industrial uses that generate heavy-duty truck trips with fixed origins and destinations and with tailpipe emissions that only can be regulated at the State and federal levels.

For the reasons noted above, it would not be feasible to require the Project to achieve net-zero GHG emissions.

In addition, the County finds that the Commenter is incorrect in asserting that development projects must achieve net-zero GHG emissions in order to demonstrate consistency with the CARB 2017 or 2022 Scoping Plans. The CARB 2017 and 2022 Scoping Plans do not identify any such requirement. Rather, the 2022 Scoping Plan states the following under the discussion of Local Climate Action Planning and Permitting:

“Once adopted, the GHG emissions reductions plans detailed in CAPs can provide local governments with a valuable tool for coordinated climate planning in their community. When a local CAP complies with CEQA requirements, individual projects that comply with the CAP are allowed to streamline the project-specific GHG analysis [see Cal. Code of Regs., tit. 14, § 15183.5]. Effectively, local governments that adopt a CEQA-compliant CAP enable project developers to use this streamlined approach. This saves time and resources and provides more



consistent expectations for how GHG reduction measures are applied across projects in the jurisdiction.” (CARB, 2022, p. 268).

Thus, the CARB 2022 Scoping Plan does not assert that all local governments must achieve net-zero GHG emissions; rather, the CARB 2022 Scoping Plan recommends that local jurisdictions adopt a Climate Action Plan to demonstrate compliance with the State’s GHG reduction targets. The Riverside County CAP Update is considered a qualified GHG reduction plan in accordance with State CEQA Guidelines Section 15183.5 and addresses GHG emissions within the County through 2030, while also demonstrating that the CAP Update would help the County achieve the State’s goal to reduce GHG emissions by 80 percent below 1990 levels by 2050. Furthermore, the analysis of Threshold b. in DEIR Subsection 4.8, *Greenhouse Gas Emissions*, provides an analysis of Project consistency with the CARB 2017 Scoping Plan and 2022 Scoping Plan, and demonstrates that the Project would be consistent with both the 2017 Scoping Plan and the 2022 Scoping Plan. Therefore, Riverside County finds that the analysis in the DEIR adequately demonstrates that the proposed Project would be consistent with or otherwise would not conflict with the 2017 Scoping Plan and 2022 Scoping Plan. As this Comment does not identify any deficiencies in the DEIR’s analysis of Project consistency with the 2017 or 2022 Scoping Plan, aside from the erroneous assertion that the 2017 and 2022 Scoping Plans require development projects to achieve net-zero GHG emissions, no revision to the DEIR is warranted pursuant to this comment.

- E-3** This Comment accurately describes the DEIR’s conclusion that the Project’s GHG emissions impacts would be significant prior to mitigation requiring compliance with the CAP Update. No response is necessary.

- E-4** This Comment alleges that the DEIR violated CEQA by including an analysis of the GHG emissions associated with each of the Project’s Plot Plans individually, which the Commenter wrongly asserts represents piecemealing under CEQA. First, the DEIR did not rely on the analysis of individual Plot Plan applications in evaluating the Project’s significance due to GHGs. Rather, the DEIR was prepared in a manner that would enable Riverside County to approve one or more of the Project’s Plot Plan applications separate from one or more of the Project’s other plot plans, a scenario that also is described in EIR Section 6.0 under the discussion of the Partial Approval Alternative (PAA). The Commenter is referred to the discussion of “Full Project Buildout” included under the analysis of Threshold a. in DEIR Subsection 4.8, *Greenhouse Gas Emissions*, which includes an analysis of impacts associated with full buildout of the proposed Project (i.e., full buildout of the Project’s four Plot Plan applications). DEIR Table 4.8-12 provided a summary of the GHG emissions from buildout of the Project as a whole, based on the data presented in DEIR Tables 4.8-8 through 4.8-11 for each of the Project’s individual Plot Plans. The analysis clearly concluded that “...emissions from all four of the Project’s Plot Plans combined would exceed the County of Riverside’s numeric threshold of 3,000 MTCO_{2e}/yr,” and therefore, the DEIR identified a potentially significant impact (see DEIR at pp. 4.8-30 and 4.8-31). Thus, the DEIR did not provide a piecemealed analysis of the Project’s potential impacts due to GHG emissions. The DEIR also imposed Mitigation Measure MM 4.8-1, requiring all of the Project’s Plot Plans to demonstrate compliance with the Riverside County CAP



Update. As discussed in further detail in the response to Comments E-2 and E-6, compliance with the County's CAP Update, which is considered a qualified GHG reduction plan in accordance with State CEQA Guidelines Section 15183.5, provides substantial evidence that the Project's GHG emissions would be less than significant. Accordingly, as the analysis presented in DEIR Subsection 4.8 did not comprise a piecemealed analysis and provided an analysis of the Project's impacts due to GHG emissions following buildout of the Project's four Plot Plan applications, no revision to the DEIR is warranted pursuant to this comment.

E-5 The Commenter erroneously alleges that the Project must be required to achieve net-zero emissions because the DEIR identified a significant impact due to GHG emissions prior to mitigation, and also asserts that the DEIR provided deferred mitigation for the Project's GHG impacts because the DEIR did not identify specific measures to achieve 100 points pursuant to the County's CAP Update Screening Tables. First, and as noted in Mitigation Measure MM 4.8-1, conceptual feasible measures for each of the Project's Plot Plan applications that could achieve the required 100 points were identified in Table 3-8 of the Project's Greenhouse Gas Analysis technical reports (appended to the DEIR as *Technical Appendices G1 through G4*). Furthermore, the majority of the measures listed in the CAP Update screening tables relate to site-specific design measures that cannot be known at the Plot Plan level of detail. For example, the measures listed under Reduction Measure R2-EE10 relate to design features such as insulation and windows that will not be known until applications are filed in the future for building permits. As part of the County's review of the implementing building permits, the County would require the applicant to provide a list of feasible measures from the CAP Update screening tables that would achieve the minimum 100 points pursuant to the CAP Update screening tables, and building plans required as part of building permit applications would be required to depict the selected CAP Update screening table measures needed to achieve the required 100 points. Pursuant to Mitigation Measure MM 4.8-1, no building permits would be issued by Riverside County unless it can be demonstrated that the building permits would achieve the required 100 points. The County further finds that the mitigation identified in the DEIR provided performance-based standards and did not represent "deferred mitigation" under CEQA. No revisions to the DEIR are warranted pursuant to this comment.

E-6 The Commenter alleges that the Project would be inconsistent with the CARB 2017 Scoping Plan because the Project's per-capita GHG emissions would exceed the Scoping Plan target of six Metric Tons of Carbon Dioxide Equivalents (MTCO_{2e}) per capita by 2023 and two MTCO_{2e} per capita by 2050, and incorrectly asserts that the Project would exceed both the 2030 and 2050 Statewide GHG reduction targets. First, it should be noted that the 2017 Scoping Plan recommendation pertains to Statewide targets for per capita CO_{2e} emissions, and is not a requirement that must be achieved on a project-by-project basis. Specifically, page 99 of the 2017 Scoping Plan states that, "CARB **recommends statewide** targets of no more than six metric tons CO_{2e} per capita by 2030 and no more than two metric tons CO_{2e} per capita by 2050" (*emphasis added*). In addition, the CARB 2022 Scoping Plan, which is the current Scoping Plan in effect, does not identify any target emissions on a per-capita basis. Furthermore, the Project would fully comply with the CAP Update with implementation of DEIR Mitigation Measure MM 4.8-1. As noted in Section 15183.5(b) of the State



CEQA Guidelines, “[p]ublic agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document...Pursuant to [State CEQA Guidelines] sections 15064(h)(3) and 15130(d), a lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.” As noted in the responses to Comments E-2 and E-4, the Riverside County CAP Update is considered a qualified GHG reduction plan in accordance with State CEQA Guidelines Section 15183.5 and addresses GHG emissions within the County through 2030, while also demonstrating that the CAP Update would help the County achieve the State’s goal to reduce GHG emissions by 80 percent below 1990 levels by 2050. DEIR Mitigation Measure MM 4.8-1 requires all future building permits associated with the Project to achieve a minimum of 100 points pursuant to the CAP Update Screening Tables, which the DEIR concludes would ensure full Project consistency with the CAP Update. In accordance with Sections 15064(h)(3) and 15130(d) of the State CEQA Guidelines, the County finds that with implementation of mitigation requiring compliance with the CAP Update, the Project’s incremental contribution to global emissions of GHGs would not be cumulatively considerable. Because the Project’s mitigated GHG emissions would be less than significant, the Project would not inhibit the State’s ability to achieve a per-capita level of GHG emissions of six MTCO_{2e} by 2030 or a per-capital level of GHG emissions of two MTCO_{2e} by 2050. As such, the County finds that the Project would not conflict with the CARB 2017 or 2022 Scoping Plans, and no revisions to the DEIR are warranted pursuant to this Comment.

- E-7** The Commenter asserts that fair-share mitigation requiring net-zero emissions is required, again alleges that Mitigation Measure MM 4.8-1 represents deferred mitigation under CEQA, and recommends the inclusion of feasible GHG mitigation measures, such as solar panels and the purchase of carbon offsets. First, the County finds that Mitigation Measure MM 4.8-1 does not represent deferred mitigation under CEQA for the reasons noted in the response to Comment E-5. Additionally, the Project is not required to achieve net-zero emissions for the reasons noted in the responses to Comments E-2, E-5, and E-6. Furthermore, Mitigation Measure MM 4.8-1 already imposes mitigation requiring compliance with the CAP Update, which the DEIR concludes would reduce the Project’s GHG impacts to below a level of significance. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, “[m]itigation measures are not required for effects which are not found to be significant.” Thus, because Mitigation Measure MM 4.8-1 is sufficient to reduce the Project’s GHG impacts to less-than-significant levels, additional mitigation measures, such as the Commenter’s recommendations for restrictions on the types of vehicles allowed on site and the purchase of carbon credit offsets, are not required for the proposed Project pursuant to CEQA and the State CEQA Guidelines. Moreover, it should be noted that the Project would be conditioned to require that 20% of the Project’s energy demands must be met through renewable energy production on site as required by CAP Update Measure R2-CE1, which for the Project would require solar panels to be installed on each of the Project’s buildings (as also shown on the Project’s Plot Plan application materials). Accordingly, the County finds that the DEIR’s analysis of impacts due to GHGs adequately demonstrates that the Project’s impacts would be reduced to less-than-significant levels



with implementation of Mitigation Measure MM 4.8-1. No revision to the DEIR is warranted pursuant to this comment.

- E-8** The Commenter again asserts that Mitigation Measure MM 4.8-1 is insufficient to meet the Project's fair share of GHG reductions as required by CEQA, and requests to be added to all notification lists regarding the Project. For the reasons noted in the responses to Comments E-2 through E-7, the County finds that the DEIR's conclusion that the Project's GHG emissions would be reduced to less-than-significant levels with implementation of Mitigation Measure MM 4.8-1 is supported by substantial evidence, and no revisions to the DEIR are warranted pursuant to this comment letter. As requested, the County will include the Commenter on all future public notice distributions associated with the proposed Project.



F.3 ADDITIONS, CORRECTIONS, AND REVISIONS TO THE DEIR

Substantive changes made to the text, tables, and/or exhibits of the DEIR in response to public comments on the DEIR are itemized in Table F-5, *Errata Table of Additions, Corrections, and Revisions*. Additions are shown in Table F-5 as underline text and deletions are shown as ~~stricken~~ text. No corrections or additions made to the DEIR are considered substantial new information requiring recirculation or additional environmental review under State CEQA Guidelines § 15088.5.

Table F-5 Errata Table of Additions, Corrections, and Revisions

Revised DEIR Page(s)	Section(s)	Additions, Corrections, and Revisions
4.3-65 and Table S-1	4.3.7	<p>The following minor Regulatory Requirement (included as Regulatory Requirement RR 4.3-5 in this Final EIR; refer also to FEIR Table S-1) was identified to ensure that high-cube cold storage uses within the Project’s buildings shall be prohibited unless it can be demonstrated that 100% of the Transport Refrigeration Units (TRUs) associated with the cold storage use consist of zero-emission vehicles, consistent with the analysis presented in the DEIR:</p> <ul style="list-style-type: none"> • <u>High-Cube Cold Storage Warehouse uses shall be prohibited in all of the Project’s buildings unless the Project Applicant can demonstrate, through sales/lease agreements or through other means, that 100% of the Transport Refrigeration Units (TRUs) associated with the High-Cube Cold Storage Warehouse uses will consist of zero-emission vehicles (e.g., electric TRUs, hydrogen-powered TRUs, etc.). As a component of the County’s future review of implementing building permit applications for tenant improvements, the County shall review the building plans for compliance with this requirement by either ensuring that no refrigerated storage space is accommodated by the plans, or by ensuring that all TRUs will consist of zero-emission vehicles.</u>
4.20-31, 4.20-32, and 4.20-34	4.20.4 and 4.20.5	<p>The following revisions were made to DEIR Subsection 4.20, <i>Utilities and Service Systems</i>, to clarify that the Project’s warehouse buildings would not be served with natural gas.</p> <p>Specifically, DEIR pages 4.20-31 and 4.20-32 were revised as follows:</p> <p><u>The Project’s proposed warehouse buildings would not be served with natural gas; therefore, the Project would not result in any significant environmental effects associated with the installation of infrastructure for natural gas. are are no anticipated capacity restrictions which could limit the ability of the SoCal Gas Company to provide service to the proposed Project. Points of connection to SoCal Gas Company main lines would be resolved as the proposed Project and other projects planned for the area commence their utility design and interconnection plans. It is anticipated that construction of any off-site natural gas utility connections would occur within existing disturbed public rights-of-way. As such, the construction of these utility connections is evaluated under the appropriate subject headings within this EIR, and no new impacts would occur specifically related to natural gas service that have not already been addressed.</u></p> <p>Due to long range planning efforts by the energy purveyors, Project implementation is not anticipated to result in the need for the construction or expansion of off-site gas generation</p>



Table F-5 Errata Table of Additions, Corrections, and Revisions

Revised DEIR Page(s)	Section(s)	Additions, Corrections, and Revisions
		<p>facilities, although some new distribution lines would be necessary (as discussed above). Any future need for regional energy-related to cumulative growth in the service areas of SoCal Gas would be determined by the service agencies as part of their long range growth projections. Accordingly, provision of gas service to the proposed Project site would not result in any significant environmental impacts not already addressed under relevant sections of this EIR.</p> <p>In addition, DEIR page 4.20-34 has been revised as follows:</p> <p>Cumulative impacts associated with 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 are inherent to the Project’s construction phase and have been evaluated throughout the appropriate issue areas in this EIR.</p>
N/A	(New) Technical Appendix L10	<p>In order to evaluate and address comments related to the Project’s VMT impacts and the mitigation measures identified to address such impacts as provided by the DEIR, Urban Crossroads conducted a review the California Air Pollution Control Officers Association (CAPCOA) <i>Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity</i> (December 2021). The results of this analysis are presented in a technical memorandum entitled, “Majestic Phase II Vehicle Miles Traveled (VMT) Mitigation Assessment,” and dated November 30, 2023. As this technical memorandum is relied upon in the responses to comments on the DEIR presented above in subsection F.2.2, this technical memorandum has been added to this Final EIR as <i>Technical Appendix L10</i>. Aside from the addition of this technical memorandum to Final EIR Section 7.0, <i>References</i>, no revisions to the text or tables within the DEIR have been revised based on the analysis presented in <i>Technical Appendix L10</i>, as this technical memorandum only was relied upon in responding to public comments on the DEIR and did not affect the analysis or conclusions reached by the DEIR with respect to the Project’s significant and unavoidable impacts due to VMT, nor did it affect the mitigation measures identified by the DEIR.</p>

F.4 NO RECIRCULATION OF DRAFT PROGRAM EIR REQUIRED

State CEQA Guidelines § 15088.5 describes the conditions under which a Draft EIR that was circulated for public review is required to be re-circulated for additional public review and comment. State CEQA Guidelines § 15088.5 states that new information added to a Draft EIR is not significant unless the Draft EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;



2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
3. A feasible project alternative or mitigation measure considerably different from the others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it; and/or
4. The DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Based on the comment letters received by the County of Riverside and the responses thereto (presented in Subsection F.2, above) and the minor revisions made to the DEIR (presented in Subsection F.3, above), there were no public comments that resulted in the identification of any new significant environmental effect or a substantial increase in the severity of an environmental effects beyond what was disclosed in the DEIR. The public comments also did not result in or require revisions to the text or graphics contained in the DEIR, beyond the minor revision to add a Regulatory Requirement prohibiting high-cube cold storage uses within the Project's buildings unless it can be demonstrated that 100% of the Transport Refrigeration Units (TRUs) associated with the cold storage use consists of zero-emission vehicles, consistent with the analysis presented in the DEIR (refer to Table F-5). Additionally, the DEIR was fundamentally and basically adequate, and all conclusions within the DEIR were supported by evidence provided within the DEIR or the administrative record for the proposed Project. Furthermore, public comment letters on the DEIR did not identify any alternatives to the proposed Project considerably different from those analyzed in the DEIR that would substantially lessen the significant environmental impacts of the proposed Project while still attaining the Project's basic objectives. Based on the foregoing, recirculation of the DEIR is not warranted according to the guidance set forth in Section 15088.5 of the State CEQA Guidelines.



S.0 EXECUTIVE SUMMARY

S.1 INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code Section 21000, *et seq.* requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project’s potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

This Draft Environmental Impact Report (EIR), having California State Clearinghouse (SCH) No. 2022080060, was prepared in accordance with CEQA Guidelines Article 9, §§ 15120-15132 to evaluate the potential environmental impacts associated with planning, constructing, and operating the proposed Project, which herein consists of applications for four (4) separate plot plans: Plot Plan No. 220003 (PPT 220003; herein, “Building 18”), Plot Plan No. 220008 (PPT 220008, herein, “Building 13”), Plot Plan No. 220009 (PPT 220009; herein, “Building 17”), and Plot Plan No. 220015 (PPT 220015; herein, “Buildings 14A/14B”), which are collectively referred to herein as the “Project” or “proposed Project.” This EIR does not recommend approval or denial of the proposed Project; rather, this EIR is a source of factual information regarding potential impacts that the Project may cause to the physical environment. The Draft EIR will be available for public review for a minimum period of 45 days. After consideration of public comment, the County of Riverside will consider certifying the Final EIR and adopting required findings.

This Executive Summary complies with CEQA Guidelines Section 15123, “Summary.” This EIR includes a description of the proposed Project and evaluates the physical environmental effects that could result from Project implementation. The County of Riverside determined that the scope of this EIR should cover 21 subject areas. The scope includes all of the subject areas listed in Appendix G to the CEQA Guidelines and in consideration of public comment received by the County in response to this EIR’s Notice of Preparation (NOP) and during a publicly-noticed Scoping Session, which occurred on August 29, 2022. The NOP, and written comments received by the County in response to the NOP, are attached to this EIR as *Technical Appendix A*. In consideration of public comment on the NOP, the 21 environmental subject areas that could be reasonably and significantly affected by planning, constructing, and/or operating the proposed Project are analyzed herein, including:

- | | |
|---------------------------------------|-----------------------------------|
| 1. Aesthetics | 12. Mineral Resources |
| 2. Agriculture and Forestry Resources | 13. Noise |
| 3. Air Quality | 14. Paleontological Resources |
| 4. Biological Resources | 15. Population and Housing |
| 5. Cultural Resources | 16. Public Services |
| 6. Energy | 17. Recreation |
| 7. Geology and Soils | 18. Transportation |
| 8. Greenhouse Gas Emissions | 19. Tribal Cultural Resources |
| 9. Hazards and Hazardous Materials | 20. Utilities and Service Systems |



- 10. Hydrology and Water Quality
- 11. Land Use and Planning

- 21. Wildfire

Refer to EIR Section 4.0, Environmental Analysis, for a full account and analysis of the subject matters listed above. For each of the aforementioned subject areas, this EIR describes: 1) the physical conditions that existed at the approximate time this EIR’s NOP was filed with the California State Clearinghouse (August 3, 2022); 2) discloses the type and magnitude of potential environmental impacts resulting from Project planning, construction, and operation; and 3) if warranted, recommends feasible mitigation measures that would reduce or avoid significant adverse environmental impacts that the proposed Project may cause. A summary of the proposed Project’s significant environmental impacts and the mitigation measures imposed by the County of Riverside on the Project to lessen or avoid those impacts is included in this Executive Summary as Table S-1, *Summary of Impacts, Mitigation Measures, and Conclusions*. The County of Riverside applies mitigation measures that it determines: 1) are feasible and practical for project applicants to implement; 2) are feasible and practical for the County of Riverside to monitor and enforce; 3) are legal for the County to impose; 4) have an essential nexus to the Project’s impacts; and 5) would result in a benefit to the physical environment. CEQA does not require the Lead Agency to impose mitigation measures that are duplicative of mandatory regulatory requirements.

This EIR also discusses alternatives to the proposed Project. Alternatives are described that would attain most of the Project’s objectives while avoiding or substantially lessening the proposed Project’s significant adverse environmental effects. A full discussion of Project alternatives is found in Section 6.0, *Alternatives*.

S.2 PROJECT SYNOPSIS

S.2.1 LOCATION AND REGIONAL SETTING

The 70.37-acre Project site is located within unincorporated western Riverside County, California. EIR Figure 2-1, *Regional Map*, depicts the Project site’s location within the regional vicinity. As shown, Riverside County abuts San Bernardino County to the north; Orange County to the west; and San Diego and Imperial Counties to the south. As depicted in EIR Figure 2-2, *Vicinity Map*, the Project site is located within the Mead Valley Area Plan (MVAP) portion of unincorporated Riverside County. More specifically, the Building 13 site (PPT220008) comprises approximately 19.03 acres located west of Harvill Avenue between Perry Street and Martin Street, and encompasses Assessor’s Parcel Numbers (APNs) 314-130-(015, 023, 024, 026, 027). The site proposed for development with Buildings 14A and 14B (PPT220015) comprises approximately 21.04 acres located west of Harvill Avenue, south of Commerce Center Drive, east of Seaton Avenue, and north of Perry Street, and encompasses APNs 314-270-(009, 010, 011, 012, 013 and 014) and 314-280-(001, 002, 003 and 004). The Building 17 site (PPT220009) comprises approximately 16.06 acres located at the northeast corner of Harvill Avenue and America’s Tire Drive, and encompasses APNs 314-010-(082 and 084). The Building 18 site (PPT220003) comprises 14.24 acres located west of Harvill Avenue and south of Old Oleander Avenue, and encompasses APNs 314-040-(013, 014, 015, 021, 023, 025, 026, 028, 031). The overall 70.37-acre Project site is located in Sections 1 and 2, Township 4 South, Range 4 West, San Bernardino Baseline and Meridian. (RCIT, n.d.)



S.2.2 PROJECT OBJECTIVES

The underlying purpose and goal of the proposed Project is to accomplish the reuse of underutilized property with an economically viable, employment-generating use that is compatible with the surrounding area. This underlying goal aligns with various aspects of the SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; also referred to as "Connect SoCal"), particularly the facilitation of goods movement industries and the generation of local employment opportunities that can reduce the need for long commutes to and from work. The following objectives are intended to achieve these underlying purposes:

- A. To diversify the mix of uses in the Mead Valley community of Riverside County to support the growing goods movement supply chain.
- B. To develop supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways.
- C. To expand economic development, facilitate job creation, and increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain.
- D. To develop Class A light industrial buildings in the Mead Valley community of unincorporated Riverside County that are designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region.
- E. To attract new employment-generating businesses in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment.
- F. To develop uses that have architectural design and operational characteristics that are compatible with other existing and planned developments in the local area.
- G. To develop a property that has access to available infrastructure, including roads and utilities.

S.2.3 PROJECT SUMMARY DESCRIPTION

The Project as evaluated herein consists of applications for four separate plot plans: Plot Plan No. 220003 (PPT 220003; herein, "Building 18"), Plot Plan No. 220008 (PPT 220008, herein, "Building 13"), Plot Plan No. 220009 (PPT 220009; herein, "Building 17"), and Plot Plan No. 220015 (PPT 220015; herein, "Buildings 14A/14B"). Collectively, approval of these plot plan applications would allow for the development of five warehouse buildings with up to 1,219,222 square feet (s.f.) of building area on four separate sites comprising a total of 70.37 acres. However, it should be noted that the analysis throughout this EIR assumes that the Project's buildings would contain up to 1,280,183 s.f. (an increase of approximately 5%) in order to account for any minor changes to the building area as part of final design. Building 18 is proposed on a 14.24-acre



property located west of Harvill Avenue and south of Old Oleander Avenue, and would include a total of 317,760 s.f. of building area (inclusive of 100,624 s.f. of mezzanine space); however, for purposes of analysis herein, it is assumed that Building 18 would comprise up to 333,648 s.f. of building area. Building 13 is proposed on a 19.03-acre property located west of Harvill Avenue between Perry Street and Martin Street, and would include a total of 307,616 s.f. of building area; however, for purposes of analysis herein, it is assumed that Building 13 would comprise up to 322,997 s.f. of building area. Building 17 is proposed on a 16.06-acre property located at the northeast corner of Harvill Avenue and America's Tire Drive, and would include a total of 256,148 s.f. of building area; however, for purposes of analysis herein, it is assumed that Building 17 would comprise up to 268,955 s.f. of building area. Buildings 14A and 14B are proposed on a 21.04-acre property located west of Harvill Avenue, south of Commerce Center Drive, east of Seaton Avenue, and north of Perry Street. Building 14A is proposed in the western portion of the site, and would include a total of 200,624 s.f. of building area. Building 14B is proposed in the eastern portion of the site, and would include a total of 137,074 s.f. of building area. For purposes of analysis herein, it is assumed that Building 14A would contain up to 210,655 s.f. of building area and Building 14B would contain up to 143,928 s.f. of building area.

Specifically, the Project Applicant is requesting the following governmental approvals from Riverside County to implement the Project (refer to Chapter 3.0, *Project Description*, for a complete description of the Project's construction and operational characteristics):

- **Plot Plan No. 220003 (PPT 220003; "Building 18")** is proposed on a 14.24-acre property located west of Harvill Avenue and south of Old Oleander Avenue. Building 18 would include a total of 317,760 s.f. of building area (inclusive of 100,624 s.f. of mezzanine space), although the analysis throughout this EIR assumes Building 18 would contain a total of 333,648 s.f. of building area. A total of 51 truck trailer parking stalls are proposed to the west of the building, while a total of 229 parking spaces are proposed for passenger vehicles to the east and north of the proposed building. Access to the Building 18 site would be accommodated by a shared access driveway along Harvill Avenue, a second driveway along Harvill Avenue, a driveway along Peregrine Way, and a shared driveway extending from Old Oleander Avenue.
- **Plot Plan No. 220008 (PPT 220008; "Building 13")** is proposed on a 19.03-acre property located west of Harvill Avenue between Perry Street and Martin Street. Building 13 would include a total of 307,616 s.f. of building area, although the analysis throughout this EIR assumes Building 13 would contain a total of 322,997 s.f. of building area. Building 13 would have a total of 53 docking doors along the western façade of the building. A total of 70 truck trailer parking stalls are proposed to the west of the building, while a total of 241 parking spaces are proposed for passenger vehicles to the south, east, and north of the proposed building. Access to the Building 13 site would be accommodated by two driveways along Martin Street, one driveway along Harvill Avenue, and one driveway along Perry Street.
- **Plot Plan No. 220009 (PPT 220009; "Building 17")** is proposed on a 16.06-acre property located at the northeast corner of Harvill Avenue and America's Tire Drive. Building 17 would include a total of 256,148 s.f. of building area, although the analysis throughout this EIR assumes Building 17 would



contain a total of 268,955 s.f. of building area. Building 17 would have a total of 39 docking doors along the southern façade of the building. A total of 44 truck trailer parking stalls are proposed to the south of the building, while a total of 217 parking spaces are proposed for passenger vehicles to the west, north, and east of the proposed building. Access to the Building 17 site would be accommodated by one driveway along Harvill Avenue and three driveways along America’s Tire Drive.

- **Plot Plan No. 220015 (PPT 220015; “Buildings 14A and 14B”)** is proposed on a 21.04-acre property located west of Harvill Avenue, south of Commerce Center Drive, east of Seaton Avenue, and north of Perry Street. Building 14A is proposed in the western portion of the site, and would include a total of 200,624 s.f. of building area, although the analysis throughout this EIR assumes Building 14A would contain a total of 210,655 s.f. of building area. Building 14A would have a total of 27 dock doors along the eastern façade of the building, a total of 34 truck trailer parking spaces to the east of the building, and a total of 135 parking spaces for passenger vehicles to the west and north of the building. Building 14B is proposed in the eastern portion of the site, and would include a total of 137,074 s.f. of building area, although the analysis throughout this EIR assumes Building 14B would contain a total of 143,928 s.f. of building area. Building 14B would have a total of 21 docking doors along the eastern façade of the building, and a total of 104 parking spaces for passenger vehicles located to the north and south of the building. Access to the property would be accommodated by a shared driveway along Perry Street, one driveway along Perry Street (Building 14B access only), one driveway along Harvill Avenue (Building 14B access only), a shared driveway along Commerce Center Drive, and a second driveway along Commerce Center Drive (Building 14A access only).

S.3 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

CEQA Guidelines § 15123(b)(2) requires that areas of controversy known to the Lead Agency (Riverside County) be identified in the Executive Summary. Substantive issues raised in response to the NOP are summarized in Table 1-1 in EIR Section 1.0. The purpose of this table is to present the primary environmental issues of concern raised by public agencies and the general public during the NOP review period. The table is not intended to list every comment received by the County during the NOP review period. Regardless of whether or not a comment is listed in the table, all applicable comments received in responses to the NOP are addressed in this EIR. Based on comments received during the NOP review period, Project impacts to the environment under the issues of air quality, cultural resources, greenhouse gas emissions, and tribal cultural resources were identified as potential areas of concern.

S.4 PROJECT ALTERNATIVES

S.4.1 NO DEVELOPMENT ALTERNATIVE (NDA)

The No Development Alternative (NDA) considers no development on the Project site beyond what occurs on the site under existing conditions. Under this Alternative, the approximately ±70.37-acre site would remain vacant and undeveloped for the foreseeable future. The Project site would be subject to routine maintenance (i.e., discing) for weed abatement. This alternative was selected by the Lead Agency to compare the



environmental effects of the proposed Project with an alternative that would leave the Project site in its existing condition.

S.4.2 PARTIAL APPROVAL ALTERNATIVE (PAA)

The Partial Approval Alternative (PAA) considers a scenario where one or more of the Project's Plot Plan applications are not approved, in which case portions of the Project site would remain vacant and undeveloped. Under the PAA, it is assumed that at least one of the Project's Plot Plan applications would be approved, which would allow for a minimum of 268,955 s.f. of light industrial warehouse development on site with implementation of Plot Plan No. 220009 for proposed Building 17, only. The maximum amount of building area that could be allowed under the PAA would be 1,011,228 s.f. of light industrial building area, which assumes approval and implementation of Plot Plan Nos. 220003, 220008, and 220015 for Buildings 18, 13, and 14A/14B, respectively. This alternative was selected to allow the Lead Agency (Riverside County) to consider the potential environmental effects of the Project assuming one or more of the Project's Plot Plan applications are not approved, as implementation of fewer than four plot plans would reduce all of the Project's significant environmental effects with exception of potential sedimentation impacts that would increase if one or more of the Project's plot plan sites are left undeveloped.

S.4.3 SMALL BUILDING ALTERNATIVE (SBA)

The Small Building Alternative (SBA) considers a scenario where the total building area is restricted to a maximum of 178,000 s.f. across the Project's four Plot Plan sites. Specifically, as part of this alternative, the Building 13 site would be developed with up to 44,910 s.f. of warehouse uses, the Buildings 14A/14B site would be developed with a single building containing up to 49,302 s.f. of building area, the Building 17 site would be developed with up to 37,396 s.f. of warehouse uses, and the Building 18 site would be developed with up to 46,391 s.f. of warehouse uses. The areas of each site not covered by a building would contain truck trailer and passenger vehicle parking areas, drive aisles, landscaping, and other features to support building operations. No portions of the sites would be left vacant and all infrastructure improvements on and off-site would be identical to the proposed Project. Pursuant to the County's *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020), general light industrial developments with less than 179,000 s.f. of building area are presumed to result in a less-than-significant transportation impact due to VMT. Thus, this alternative was selected to allow the Lead Agency (Riverside County) to consider a design for the Project site that would avoid the Project's significant and unavoidable impacts due to VMT.

S.5 EIR PROCESS

As a first step in the CEQA compliance process, Riverside County determined that the proposed Project likely would result in significant environmental effects, and distributed a Notice of Preparation (NOP) for public review on August 3, 2021. An Initial Study was not prepared for the Project, and thus this EIR evaluates all of the environmental subjects listed in Appendix G to the CEQA Guidelines, as set forth in the County's standard Environmental Assessment Checklist form. This EIR has been prepared as a Project EIR pursuant to CEQA Guidelines § 15161. As described by CEQA Guidelines § 15161, a Project EIR is the most common type of EIR that: 1) examines the environmental impacts of a specific development project; 2) should focus



primarily on the changes in the environment that would result from the development of the project; and 3) shall examine all phases of the project, including planning, construction, and operation.

This EIR represents the independent judgment of Riverside County (as the Lead Agency) and evaluates the physical environmental effects that could result from constructing and operating the proposed Project. Acting as Lead Agency, the County of Riverside will consider the following issues regarding the proposed Project: a) evaluation of this EIR to determine if the physical environmental impacts are adequately disclosed; b) assessment of the adequacy and feasibility of identified mitigation measures and the potential addition, modification to, or deletion of mitigation measures, standard conditions of approval, or Project design features; c) consideration of alternatives to the Project that would reduce or eliminate significant environmental effects of the Project; and, if necessary, d) consideration of Project benefits that override the Project's unavoidable and unmitigable significant effects on the environment.

Before taking action to approve the Project, the County of Riverside (serving as the Lead Agency) has the obligation to: (1) ensure this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision making process; (3) make a statement that this EIR reflects Riverside County's independent judgment; (4) ensure that all significant effects on the environment are avoided 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 EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines §§ 15090-15093).

S.6 SUMMARY OF IMPACTS, MITIGATION MEASURES AND CONCLUSIONS

S.6.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

An Initial Study was not prepared for the proposed Project because the County determined that an EIR clearly was required. As such, this EIR evaluates all of the environmental topics identified in Appendix G to the CEQA Guidelines and in the County's standard Environmental Assessment Checklist form. There were no issues found to be not significant as a result of the Project's NOP process.

S.6.2 IMPACTS OF THE PROPOSED PROJECT

Table S-1, *Summary of Impacts, Mitigation Measures, and Conclusions*, provides a summary of the proposed Project's environmental impacts, as required by CEQA Guidelines § 15123(a). Also presented are the mitigation measures recommended by Riverside County to further avoid adverse environmental impacts or to reduce their level of significance. After the application of all feasible mitigation measures, the Project would result in significant and unavoidable environmental effects, as summarized below.

- Transportation: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Buildout of the Overall Project would exceed the County's adopted Vehicle Miles Traveled (VMT) threshold by 4.9%, buildout of the Building 13 site would exceed the County's adopted VMT threshold by 3.7%, buildout of the Buildings 14A and 14B site would exceed the County's adopted VMT threshold by 3.9%, buildout of the Building 17 site would exceed the County's adopted VMT threshold by 5.6%,



and buildout of the Building 18 site would exceed the County's adopted VMT threshold by 7.8%. As the future building tenants are not known for the Project, the effectiveness of any potential commute trip reduction measure may be limited. Although the Project would be subject to compliance with Mitigation Measure MM 4.18-2, which would serve to reduce the Project's VMT, the effectiveness of commute trip reduction measures such as those listed in Mitigation Measure MM 4.18-2 cannot be guaranteed to reduce Project VMT to a level of less than significant. No additional feasible mitigation measures are available to measurably reduce the Project's VMT. Therefore, the Project's VMT impacts are considered significant and unavoidable.



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
<p>No. 655 would be less than significant.</p> <p><u>Thresholds e and f:</u> During long-term operations, mandatory compliance with Riverside County Ordinance Nos. 655 and 915, would ensure that Project-related lighting and glare would not adversely affect day or nighttime views in the area, and also would ensure the Project does not expose residential property to unacceptable light levels. However, lighting would be required during nighttime construction-related concrete pouring activities, which has the potential to adversely affect nearby residential properties. Accordingly, the use of nighttime lighting during construction represents a significant impact of the Project for which mitigation would be required. Implementation of Mitigation Measure MM 4.1-1 would ensure that nighttime lighting plans are prepared and implemented during Project nighttime construction activities. The Director of the Building and Safety Department would review the nighttime lighting plan to verify that all lighting elements are directed away from nearby sensitive residential receptors. Accordingly, implementation of the required mitigation would reduce the Project's nighttime lighting impacts to less-than-significant levels.</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>in Riverside County installs lighting in a way that does not jeopardize the health, safety, or general welfare of Riverside County residents and degrade their quality of life.</p>			
<p>4.2 Agriculture and Forestry Resources</p>					
<p><u>Threshold a:</u> The Project is classified as containing only "Farmland of Local Importance," and the Project site does not contain any areas mapped as containing "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance" (Farmland) to non-agricultural use. Additionally, based on the results of a Project-specific LESA Analysis (<i>EIR Technical Appendix O</i>), the Project's LE score is 31.7 and the SA score is 13.5. Thus, because the SA score is not greater than or equal to 20, the Project site is</p>	<p>No Impact</p>	<p>RR 4.2-1 In the event that new agricultural uses become established on agriculturally-zoned lands (as defined by Riverside County Ordinance No. 625) prior to Project occupancy, the provisions of Ordinance No. 625 shall apply. Ordinance No. 625 requires that when lands are developed adjacent to properties zoned primarily for agricultural purposes (that support agricultural operations that have been in place for at least three years and not considered a nuisance operation at the time the operation began), future land buyers must be notified of any agricultural operations that are on-going in the area, and mandate that such agricultural uses shall not be the subject of nuisance complaints.</p>	<p>Project Applicant</p>	<p>Riverside County Planning Department</p>	<p>In the event new agricultural uses become established within 300 feet of the Project site and that support agricultural operations that have been in place for at least three years and not considered a nuisance operation at</p>



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
<p>public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.</p>		<ul style="list-style-type: none"> • Construction contractors shall use compliant low-VOC cleaning solvents to clean paint application equipment. • Construction contractors shall keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions. • Construction contractors shall use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency. <p>b. Option B: The County shall require that architectural coatings for each of the Project’s proposed buildings shall be phased such that there is no overlap of the architectural coatings phase for each building.</p> <p>RR 4.3-1 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, “Fugitive Dust” by implementing the following dust control measures during construction activities, such as earth-moving activities, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, Riverside County shall verify that the following notes are included on the grading plan. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by Riverside County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.</p> <ul style="list-style-type: none"> • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (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 at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the midmorning, afternoon, and after work is done for the day. • The contractor shall ensure that traffic speeds on unpaved roads 	<p>Project Applicant, Construction Contractors</p>	<p>SCAQMD, Riverside County Building & Safety Department</p>	<p>As specified by Rule 403</p>



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
		<p>and Project site areas are reduced to 15 mph or less.</p> <p>RR 4.3-2 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, Architectural Coatings, by requiring that all architectural coatings must consist of low VOCs (i.e., VOCs of less than 50 grams per liter [g/L]) unless otherwise specified in the SCAQMD Table of Standards.</p> <p>RR 4.3-3 The Project is required to comply with applicable SCAQMD rules for construction activities on the Project site. In addition to the SCAQMD requirements listed above, additional SCAQMD rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 431.2 (Low Sulfur Fuel) and Rule 1186 / 1186.1 (Street Sweepers).</p> <p>RR 4.3-4 The Project is required to comply with the provisions of SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.</p> <p>RR 4.3-5 <u>High-Cube Cold Storage Warehouse uses shall be prohibited in all of the Project's buildings unless the Project Applicant can demonstrate, through sales/lease agreements or through other means, that 100% of the Transport Refrigeration Units (TRUs) associated with the High-Cube Cold Storage Warehouse uses will consist of zero-emission vehicles (e.g., electric TRUs, hydrogen-powered TRUs, etc.). As a component of the County's future review of implementing building permit applications for tenant improvements, the County shall review the building plans for compliance with this requirement by either ensuring that no refrigerated storage space is accommodated by the plans, or by ensuring that all TRUs will consist of zero-emission vehicles.</u></p>	<p>Project Applicant, Construction Contractors</p> <p>Project Applicant, Construction Contractors</p> <p>Project Applicant, Construction Contractors</p> <p><u>Project Applicant, Future Tenants/Owners</u></p>	<p>SCAQMD, Riverside County Building & Safety Department</p> <p>SCAQMD, Riverside County Building & Safety Department</p> <p>SCAQMD, Riverside County Building & Safety Department</p> <p><u>Riverside County Building & Safety Department and Riverside County Planning Department</u></p>	<p>As specified by Rule 1113</p> <p>As specified by Rules 431.2 and 1186.1</p> <p>As specified by Rule 402</p> <p><u>Prior to approval of building permits for tenant improvements and during the life of the proposed Project</u></p>
4.4 Biological Resources					
Threshold a: The Project would not conflict with the SKR HCP, and impacts would be less than significant. Implementation of proposed Building 13 would result in permanent impacts to 0.16-acre	Less than Significant with Mitigation Incorporated	MM 4.4-1 Prior to issuance of grading permits or other permits authorizing ground disturbance (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging) for Plot Plan No. 220008 (Building 13), the Project Applicant shall	Project Applicant, Project Biologist	Riverside County Environmental Programs Department, Corps,	Prior to issuance of grading permits or other permits authorizing ground



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
<p>of MSHCP riverine areas, which represents a potential conflict with Section 6.1.2 of the MSHCP, and impacts would therefore be significant. There is a potential for the site to become occupied with burrowing owls prior to construction activities, resulting in a potentially significant impact for which mitigation, in the form of pre-construction burrowing owl surveys, would be required. Implementation of Mitigation Measures MM 4.4-1 and MM 4.4-2 would ensure that the Project would be fully consistent with all applicable MSHCP requirements, and impacts would be reduced to below a level of significance.</p> <p><u>Thresholds b and c:</u> The Project has the potential to result in impacts to the burrowing owl in the absence of pre-construction surveys and relocation of individuals from the Project site (if necessary); thus, Project impacts to burrowing owl would be significant and mitigation would be required. Implementation of Mitigation Measure MM 4.4-2 would ensure that appropriate pre-construction burrowing owl surveys are conducted prior to ground disturbing activities, in accordance with MSHCP Objective 6 for the burrowing owl, which would reduce impacts to below a level of significance. In addition, in the event that Project construction activities occur during the nesting season for birds (February 1 to August 31), Mitigation Measure MM 4.4-3 would ensure pre-construction nesting surveys are conducted prior to commencement of construction activities, and further requires appropriate avoidance of any active nests that may be identified. Implementation of the required mitigation would ensure that Project impacts to sensitive wildlife species are reduced to below a level of significance.</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>provide evidence to Riverside County demonstrating that permanent impacts to 0.16-acre of U.S. Army Corps of Engineers (Corps)/Regional Water Quality Control Board (RWQCB) jurisdiction and impacts to 0.16-acre of California Department of Fish and Wildlife (CDFW)/Multiple Species Habitat Conservation Plan (MSHCP) Riverine jurisdiction have been mitigated at a minimum 12:1 mitigation-to-impact ratio through the purchase of rehabilitation, 0.16-acre of reestablishment mitigation credits and 0.16-acre of , and/or establishment rehabilitation mitigation credits from the Riverpark Mitigation Bank. If mitigation is not available at the Riverpark Mitigation Bank, mitigation credits shall be purchased through the Inland Empire Resource Conservation District (IERCD), and shall consist of 0.16-acre of re-establishment credits and 0.16 acre of rehabilitation credits. However, if at least 0.16 acre of re-establishment credits are not available, then additional rehabilitation credits above the 0.16 acre shall be purchased at an additional 1:1 ratio. For example, if re-establishment credits were not available, then mitigation would consist of 0.48-acre of rehabilitation credits (3:1 ratio). If some reestablishment credits were available, but less than the 0.16-acre minimum, then the balance would be transferred to rehabilitation credits at a 2:1 ratio. In summary, mitigation through IERCD would range from 0.32 acre to 0.48 acre depending on credit availability. If mitigation is not available at Riverpark or through IERCD, then mitigation would consist of the purchase of mitigation credits from another approved mitigation bank or in-lieu fee program acceptable to the CDFW and USFWS. The mitigation credits would be purchased following the same structure described above for IERCD.</p> <p>MM 4.4-2 In accordance with MSHCP Objective 6, as part of issuance of grading permits or other permits authorizing ground disturbance (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging) for Plot Plan Nos. 220003, 220008, 220009, or 220015, the County shall condition the permit(s) to require the Project Applicant to retain a qualified biologist to perform a burrowing owl survey at all potentially suitable habitat sites within the Project’s limits of disturbance within 30 days of the commencement of any ground-disturbing activities at the Project site, as discussed below.</p>	<p>Project Applicant; Project Biologist</p>	<p>RWQCB, and CDFW</p> <p>Riverside County Planning Department, Regional Conservation Authority, CDFW, and RWQCB</p>	<p>disturbance (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging)</p> <p>Within 30 days prior to the commencement of any ground-disturbing activities and upon completion of the pre-construction surveys</p>



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
		<p>County Archaeologist shall be immediately notified. A meeting shall be convened between the developer, the Archaeological Monitor (as required by Mitigation Measure MM 4.5-1), the Native American tribal representative (or other appropriate ethnic/cultural group representative) required pursuant to Mitigation Measure MM 4.5-2, and the County Archaeologist to discuss the significance of the find. Potentially significant cultural resources could consist of, but are not limited to: stone, bone, fossils, wood, or shell artifacts or features, including structural remains, historic dumpsites, hearths, and middens. Midden features are characterized by darkened soil and could conceal material remains, including worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials and special attention should always be paid to uncharacteristic soil color changes. Any previously undiscovered resources found during construction shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance under all applicable regulatory criteria. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to whether the identified resource comprises a unique historic resource as defined under § 15064.5 of the State CEQA Guidelines, and as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the identified 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.</p> <p>MM 4.5-7 Curation: Any archaeological artifacts recovered as a result of mitigation, excluding items covered by the provisions of applicable Treatment Plans or Agreements, shall be donated to the Western Science Center in Hemet or as directed by the County Archaeologist, where they would be afforded long-term preservation. The Developer/Applicant is responsible for all costs and fees associated with curation of the artifacts.</p> <p>MM 4.5-8 Final Phase IV Report: The results of the mitigation monitoring program shall be incorporated into a final report and submitted to the Riverside County Planning Department for review</p>	<p>Project Developer/Applicant, Archaeological Monitor</p>	<p>Native American Monitor</p> <p>Riverside County Planning Department, County Archaeologist, Native American Monitor, Cultural Resources Repository</p>	<p>Following discovery of previously-undiscovered archaeological artifacts</p> <p>Following completion of the mitigation monitoring program</p>



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
		<p>and approval. Upon approval by the Lead Agency, the final report, including any associated DPR 523 Forms, shall be submitted to the Developer/land Owner, the EIC, and the monitoring tribe(s), if any.</p> <p>RR 4.5-1 Unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code Section 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).</p> <p>RR 4.5-2 <u>Human Remains</u>: In the event that human remains are encountered during ground-disturbing construction activities on site or within the Project's off-site improvement areas, compliance with California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq. shall be required. State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. The County Coroner shall determine that no investigation of the cause of death is required, and determine if the remains are of Native American origin. In the event that the remains are determined to be of Native American origin, the Native American Heritage Commission (NAHC) shall be contacted 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 concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. If the NAHC is unable to identify a Most Likely Descendant, or if the Most Likely Descendant failed to make a recommendation within 48 hours after being notified by the NAHC, or the Project Applicant rejects the recommendation of the Most Likely Descendant, the Project Applicant shall rebury the Native American human remains and</p>	<p>Archaeological Monitor</p> <p>Project Applicant, Project Archaeologist</p> <p>Project Developer/ Applicant, Archaeological Monitor, Construction Contractors</p>	<p>County Archaeologist, EIC</p> <p>County Archaeologist, Riverside County Planning Department</p> <p>Riverside County Planning Department, County Archaeologist, County Coroner, NAHC, Most Likely Descendant</p>	<p>In the event Native American human remains or associated grave goods are discovered</p> <p>Upon the discovery of any human remains</p>



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
<p>plan for renewable energy or energy efficiency, and impacts would be less than significant.</p>		<p>RR 4.6-2 Prior to issuance of building permits, and in accordance with measure R2-CE1 of the County's Climate Action Plan (CAP) Update, future implementing building permits that involve more than 75 new dwelling units of residential development or one or more new buildings totaling more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development shall be required to offset the energy demand through renewable energy production. Renewable energy production shall be onsite generation of at least 20% of energy demand for commercial, office, industrial or manufacturing development, meet or exceed 20% of energy demand for multi-family residential development, and meet or exceed 30% of energy demand for single-family residential development.</p>	<p>Project Applicant</p>	<p>Riverside County Planning Department</p>	<p>Prior to issuance of building permits</p>
<p>4.7 Geology and Soils</p>					
<p><u>Thresholds a. and c:</u> The potential for surface fault rupture to occur at the site is considered low. Impacts due to rupture of a known earthquake would therefore be less than significant. However, the Project site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. A significant impact could occur if the Project did not comply with the site-specific recommendations of the Project's geotechnical investigations or the geotechnical investigations required as part of future grading permits. Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project implements the recommendations of the Project's geotechnical investigations, or the geotechnical investigations required as part of future grading and building permits, which in turn would ensure measures are implemented to address potential impacts due to the exposure of people or structures to adverse effects, including loss, injury, or death as a result of strong seismic ground shaking. Implementation of the required mitigation would ensure that impacts are reduced</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>MM 4.7-1 Prior to issuance of grading or building permits, the Riverside County Building and Safety Department shall verify that all of the recommendations given in the Project's geotechnical studies, prepared by Southern California Geotechnical and included as Technical Appendices F1 through F4 to the Project's EIR, are incorporated into the construction and grading plans. Alternatively, the Project shall comply with the findings and recommendations of any geotechnical studies that may be required in association with future grading and/or building permits. The recommendations include but are not limited to specifications for seismic design considerations (i.e., recommendations relating to faulting/seismicity, seismic design parameters, and liquefaction), geotechnical design considerations (i.e., recommendations relating to general considerations, settlement, expansion, soluble sulfates, corrosion potential, shrinkage/subsidence, and grading/foundation design), site grading recommendations (i.e., recommendations relating to site stripping, treatment of existing soils for building pads, treatment of existing soils for retaining walls/site walls, treatment of soils for parking/drive areas, fill placement, imported structural fill, and utility trench backfill), construction considerations (i.e., recommendations relating to excavation considerations, expansive soils, moisture-sensitive subgrade soils, and groundwater), foundation design and construction (i.e., recommendations relating to foundation design parameters, foundation construction, estimated</p>	<p>Project Applicant, Construction Contractors</p>	<p>Riverside County Building and Safety Department</p>	<p>Prior to issuance of grading or building permits</p>



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
<p>any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency evacuation plans in effect in the local area. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.</p> <p><u>Threshold d:</u> There are no existing or planned schools within one-quarter mile of the Project site. The nearest school is the Val Verde High School, which is located approximately 0.7-mile southeast of the Project site and east of I-215. Additionally, a church that provides religious and educational services is located approximately 0.3-mile southwest of the Building 13 site. Accordingly, the Project would not emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and impacts would be less than significant.</p> <p><u>Threshold e:</u> Based on the results of the Project’s Phase I ESAs (Technical Appendices H1 through H5), the Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Accordingly, no impact would occur.</p> <p><u>Thresholds f., g., and h.:</u> As indicated under the analysis of Thresholds f., g., and h., the Project was reviewed by the RCALUC, which found that the Project would be fully consistent with the March ARB ALUCP, subject to certain ALUC standard conditions of approval (refer to subsection 4.9.7). As such, and assuming mandatory compliance with the standard ALUC conditions of approval, the Project would result in</p>	<p>Less-than-Significant Impact</p> <p>No Impact</p> <p>Less-than-Significant Impact</p>	<p>Commission (RCALUC) pursuant to their consistency determination letters dated August 11, 2022 (for Buildings 13, 14A/B, and 17) and September 14, 2022 (Building 18). Refer to Technical Appendix N to the Project’s EIR for copies of the ALUC consistency determination letters. Conditions of approval imposed on the Project by the RCALUC include the following:</p> <ul style="list-style-type: none"> Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. The following uses/activities are not included in the proposed Project and shall be prohibited at the Project 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 Department of Defense (DoD) or Federal Aviation Administration (FAA)-approved navigational signal light or visual approach slope indicator.; (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb or circling climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport; (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area (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, amphitheaters, concert halls and drive-in theaters.); and (f) Other hazards to flight. 		<p>Department, RCALUC</p>	<p>operations</p>



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
<p>less-than-significant impacts due to a conflict with the MARB ALUCP.</p> <p><u>Threshold i:</u> There are no private airstrips in the Project vicinity. The nearest private airport facility is Perris Valley Airport, located approximately 5.4 miles southeast of the Project site. However, according to the Riverside County ALUCP policy document, the Project site is not located within the AIA for the Perris Valley Airport, and also is not identified as being located within any of the Compatibility Zones for the Perris Valley Airport. As such, the Project would not result in a safety hazard for people residing or working in the Project area associated with private airports or heliports, and no impact would occur.</p>	<p>No Impact</p>	<ul style="list-style-type: none"> The following notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice: <i>“This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. See Business and Professions Code Section 11010(b)(13)(A).”</i> 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 basins, 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 described above, 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 			



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
		<p>information of the person or entity responsible to monitor the stormwater basin.</p> <ul style="list-style-type: none"> • March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc. • The project has been evaluated to construct 1,219,222 square feet of manufacturing building space, which includes 1,139,222 square feet of manufacturing area, and 80,000 square feet of office 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. • The Project does not propose rooftop solar panels at this time. However, if the Project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base. • The Federal Aviation Administration has conducted aeronautical studies of the proposed Project (Aeronautical Study Nos. 2022-AWP-12606-OE, 2022-AWP-12607-OE, 2022-AWP-12609-OE, and 2022-AWP-14627-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the Project. • The proposed structures shall not exceed the prescribed heights as identified in the aeronautical studies. • The maximum height and top point elevation specified above 			



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
		<p>shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission. The specific coordinates, frequencies, and power shall not be amended without further review by the Federal Aviation Administration</p> <ul style="list-style-type: none"> Temporary construction equipment used during actual construction of the structure(s) shall not exceed the prescribed heights as identified in the aeronautical studies unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the Project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the Project is abandoned or a decision is made not to construct the applicable structures(s). 			
4.10 Hydrology and Water Quality					
<p><u>Thresholds a., b., and i.:</u> The Project would be served potable water by the EMWD, and does not include any proposed groundwater wells on site; thus, Project impacts to groundwater supplies would be less than significant. Additionally, the total amount of runoff from the site would not change with Project development, and as such Project-related runoff would be conveyed to downstream facilities where groundwater recharge would continue to occur. Additionally, water quality impacts during construction, including potential impacts due to a conflict with the Basin Plan and the West San Jacinto GMP, would be less than significant. In addition, with implementation of the proposed Project, all runoff generated on site would be appropriately treated by the Project's bioretention basins prior to</p>	<p>Less-than-Significant Impact</p>	<p>RR 4.10-1 The Project Applicant is required to comply with the provisions of the Project's NPDES permit, and the Project's SWPPP. Compliance with the NPDES permit and the SWPPP would identify and implement an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharge to surface water from storm water and non-stormwater discharges during construction activities.</p>	<p>Project Applicant, Construction Contractors</p>	<p>Riverside County Building & Safety Department, Santa Ana RWQCB</p>	<p>During Project construction activities</p>



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<p>the region or the residents of the State. Accordingly, with implementation of the proposed Project there would be no impact to known mineral resources.</p> <p><u>Threshold b:</u> The Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and no impact would occur.</p> <p><u>Threshold c:</u> The Project would not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and no impact would occur.</p> <p><u>Threshold d:</u> The Project would not expose people or property to hazards from proposed, existing, or abandoned quarries or mines, and no impact would occur.</p>	<p>No Impact</p> <p>No Impact</p> <p>No Impact</p>				
4.13 Noise					
<p><u>Threshold a:</u> The nearest airport to the Project site is the MARB, with the nearest runway located approximately 0.75-mile northeast of the Building 17 site. The MARB ALUCP identifies the Project site is within Compatibility Zone C2, which indicates that the Project site is located outside of the 60 dBA CNEL noise contour for the MARB. Industrial uses are considered “Normally Acceptable” at noise levels up to 75 dBA CNEL. Therefore, because the Project would be exposed to airport-related noise levels below 60 dBA CNEL, the Project would not expose people residing or working in the Project area to excessive noise levels, and impacts due to airport-related noise would be less than significant.</p> <p><u>Threshold b:</u> The nearest private airstrip to the Project site is the Perris Valley Airport, located</p>	<p>Less-than-Significant Impact</p> <p>Less-than-Significant Impact</p>	<p>RR 4.13-1 All construction activities and haul truck deliveries shall adhere to Section 2.i of Riverside County Ordinance No. 847, which prohibits construction activities that make loud noise from occurring between 6:00 p.m. and 6:00 a.m. during the months of June through September, and between 6:00 p.m. and 7:00 a.m. during the months of October through May, and on Sundays and federal holidays. Exceptions to these time restrictions may be granted pursuant to Section 7 of Ordinance No. 847 (e.g., if needed to accommodate nighttime concrete pouring activities).</p>	<p>Project Applicant, Construction Contractors</p>	<p>Riverside County Building & Safety Department</p>	<p>During Project construction activities</p>



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<p>approximately 5.8 miles southeast of the Building 13 site. Due to the distance between the Project site and the Perris Valley Airport, as well as the limited operations that occur at the Perris Valley Airport, the Project would not expose people residing or working in the area to excessive private airport-related noise. Accordingly, impacts would be less than significant.</p> <p><u>Threshold c:</u> Construction activities associated with the Project's Plot Plans (including construction of all four of the Project's Plot Plans simultaneously) would not expose nearby sensitive receptors to daytime construction-related noise levels exceeding the 80 dBA Leq residential noise level threshold and would not expose nearby sensitive receptors to nighttime construction-related noise levels exceeding the 70 dBA Leq residential noise level threshold; thus, construction-related noise associated with the Project would be less than significant. Additionally, stationary noise generated on site during long-term operation of the Project (including full buildout of Buildings 13, 14A/14B, 17, and 18) would not expose nearby sensitive receptors to noise levels exceeding the County's daytime or nighttime operational thresholds of significance; thus, stationary noise generated during long-term operational activities associated with the Project would be less than significant. Additionally, noise generated by Project-related traffic under long-term operating conditions (including traffic from full buildout of Buildings 13, 14A/14B, 17, and 18) would not expose any nearby sensitive receptors to noise levels exceeding the County's thresholds of significance. Therefore, the Project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of the County's</p>	<p>Less-than-Significant Impact</p>				



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
<p>threshold of significance or applicable thresholds of significance of other agencies, and impacts would be less than significant.</p> <p>Threshold d: Construction activities associated with the Project would not expose any nearby sensitive receptors or buildings to groundborne vibration noise levels exceeding the identified threshold of significance of 0.3 PPV (in/sec), even if all four of the Project’s Plot Plans were to be constructed simultaneously. Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. Additionally, because all roadways that would carry Project-related truck traffic are regularly maintained by Riverside County so as to prevent discontinuous pavement (e.g., potholes), truck traffic associated with the Project’s long-term operations would not generate substantial amounts of groundborne vibration. Therefore, construction and long-term operation of the proposed Project would not result in the generation of excessive ground-borne vibration or ground-borne noise levels, and impacts would be less than significant.</p>	<p>Less-than-Significant Impact</p>				
<p>4.14 Paleontological Resources</p>					
<p>Threshold a: The Project would not impact any known paleontological resources or unique geological features. However, the Pleistocene sediments in the Project area have a high potential to contain significant, nonrenewable fossil remains, and Riverside County classifies a majority of the Project area as having a “High B” sensitivity rating for paleontological resources. Therefore, while surface grading impacting previously disturbed soils would not likely reach any fossiliferous sediments, excavations into the native soils have a strong potential to encounter paleontological resources. This is evaluated as a</p>	<p>Less-than-Significant Impact with Mitigation Incorporated</p>	<p>MM 4.14-1 Prior to the issuance of grading permits, the Project Applicant shall retain a qualified paleontologist approved by the County to create and implement a Project-specific plan for monitoring site grading/earth-moving activities (Project Paleontologist). The Project Paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the Project Paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a grading permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of</p>	<p>Project Applicant, Project Paleontologist</p>	<p>County Geologist, Riverside County Planning Department</p>	<p>Prior to the issuance of grading permits and during grading and ground-disturbing activities</p>



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
<p>potentially significant impact on both a direct and cumulatively-considerable basis. Implementation of Mitigation Measure MM 4.14-1 would ensure that the Project’s PRIMP is implemented as part of future site grading activities. Implementation of the Project’s PRIMP would ensure that paleontological resources, if uncovered during site grading activities, are appropriately treated, and would reduce the Project’s direct and cumulatively-considerable impacts to paleontological resources to less-than-significant levels.</p>		<p>Vertebrate Paleontology standards, is as follows:</p> <ul style="list-style-type: none"> • Prior to issuance of grading permits, a qualified vertebrate paleontologist (“Project Paleontologist”) shall review the Project grading plans and geotechnical report data, with particular regard to location and depth of earth moving and the rock unit(s) being encountered. The review is for the purpose of assessing potential for fossil remains being encountered by earth moving. If previously undisturbed strata with potential for containing fossil remains will be encountered by earth moving, the following measures shall be implemented. <ul style="list-style-type: none"> • <u>Museum Storage Agreement.</u> The Western Science Center (WSC), Natural History Museum of Los Angeles County (LACM), San Diego Natural History Museum (SDNHM), San Bernardino County Museum (SBCM), or Riverside Municipal Museum (RMM) shall be the designated museum repository for any vertebrate, invertebrate, and plant fossil remains and associated specimen data and corresponding geologic and geographic site data that might be recovered from the site as a result of the PRIMP. Prior to any earth moving at the Project site, the Project Paleontologist shall develop a formal agreement with the museum regarding final disposition and permanent storage and maintenance of the fossil collection and associated data. The agreement shall cover, but not necessarily be limited to, museum requirements regarding: 1) level of treatment of the collection; 2) storage and maintenance fees, if any; 3) purchase of specimen storage cabinets and drawers, as well as specimen trays, vials, specimen data cards, and other curatorial supplies, if required. • <u>Discovery Clause/Treatment Plan.</u> As part of the PRIMP, the Project Paleontologist shall develop a discovery clause/treatment plan (DC/TP) to allow for the additional tasks (recovery, geologic mapping, fossiliferous rock sample processing, specimen preparation, identification, curation, cataloging, data entry, specimen storage, and maintenance by museum) and manpower required to treat a large or productive fossil occurrence that cannot be treated without diverting the monitor from routine monitoring. The DC/TP shall also include 			



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
		<p>approved procedures and lines of communication to be followed by specific individuals if fossil remains are uncovered by earth moving, particularly when a paleontologic monitor is not present at the site. Names and telephone numbers of contact personnel shall be included in the lines of communication. The preparation of the required PRIMPs for future grading permits would ensure compliance with these requirements.</p> <ul style="list-style-type: none"> • <u>Pre-Construction Meeting</u>. The Project Paleontologist or field supervisor, as well as a paleontologic construction monitor, shall attend a preconstruction meeting to explain the PRIMP to construction contractor and the developer's construction workers. The presentation shall summarize mitigation procedures to be employed by PRIMP personnel and shall detail procedures and lines of communication to be followed by specific Project personnel when fossil remains are found at the site. <p>The Project Paleontologist or field supervisor shall inform the construction contractor and the developer's construction workers of the following items:</p> <ol style="list-style-type: none"> 1. Routine mitigation measures (primarily monitoring and test screening) to be employed by a monitor during earth moving. 2. The potential for fossil remains being uncovered by earth moving in particular areas of the site and the need to implement specific actions and additional mitigation measures when a fossil occurrence is uncovered by earth moving. 3. Functions and responsibilities of the monitor when fossil remains are uncovered by earth moving and can be recovered without diverting the monitor from monitoring (temporarily divert earth moving around fossil site until remains evaluated, recovered, and earth moving allowed to proceed through site by monitor; if approved by construction contractor, enlist assistance of earth-moving equipment and operator to expedite recovery of remains, obviate need for additional personnel, and reduce any potential construction delay). 			



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
		<p>4. Functions and responsibilities of the monitor when a fossil occurrence is uncovered by earth moving and is sufficiently large or productive that it cannot be recovered without diverting the monitor from monitoring.</p> <p>4a) Flag the site.</p> <p>4b) Advise construction contractor to avoid fossil site until further notice.</p> <p>4c) Call the Project Paleontologist or field supervisor to site.</p> <p>5. Functions and responsibilities of the Project Paleontologist or field supervisor when notified by the monitor that a large or productive fossil occurrence has been uncovered by earth moving and cannot be recovered without diverting the monitor from monitoring. Evaluate occurrence to determine if recovery is warranted.</p> <p>5a) If recovery is warranted, notify construction contractor and the Project developer of necessity for implementing additional mitigation measures specified in DC/TP initiating increased level of monitoring, if not already in effect, in immediate vicinity of fossil site and assigning additional personnel to PRIMP.</p> <p>5b) Within 24 hours, mobilize recovery crew to recover occurrence; supervise recovery of occurrence and its transport to laboratory facility or to location elsewhere at site approved by construction contractor for initial/field processing of a fossiliferous rock sample or to laboratory facility for preparation of a fossil specimen.</p> <p>5c) If warranted and approved by construction contractor, enlist assistance of the earth-moving equipment and operator to expedite recovery of occurrence.</p> <p>5d) To obviate need for additional personnel and reduce any potential construction delay, after recovery of occurrence, have construction contractor allow earth moving to proceed through fossil site.</p> <p>5e) Notify Project developer of recovery (or of</p>			



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		<p>decision not to recover fossil occurrence, if appropriate) and of authorization for earth moving to proceed through fossil site.</p> <p>6. Responsibilities of the construction contractor and earth-moving equipment operators if fossil remains are uncovered by earth moving, particularly if a monitor is not present at the site when the remains are encountered.</p> <p>6a) Avoid disturbance of fossil site by earth moving.</p> <p>6b) Notify monitor, the Project Paleontologist or the field supervisor and Project developer of the fossil occurrence.</p> <p>6c) Avoidance of fossil site by earth-moving activities.</p> <p>6d) Assist with equipment and operator to expedite recovery of occurrence.</p> <p>If warranted, the Project Paleontologist or field supervisor and a monitor shall give a similar presentation to the earth-moving equipment operators at one of their earliest safety meetings. The operators shall be instructed on recognizing fossil remains in the field, informed of their responsibilities if they observe fossil remains when the monitor is not present at the site (avoid disturbance of occurrence by earth moving; have construction contractor call monitor to fossil site; expedite recovery of occurrence, if requested), and advised that unauthorized collecting of fossil remains is illegal.</p> <ul style="list-style-type: none"> • <u>Monitoring Earth Moving.</u> Earth moving shall be monitored by a paleontologic monitor only in those areas of the site where earth moving will disturb soils greater than 4 feet deep (monitoring will not be conducted in areas in which soils will be buried, but not disturbed) and where paleontological resources have the potential to occur. Monitoring shall not be implemented until earth moving has reached a depth of 4 feet below current grade. Monitoring shall consist of visually inspecting freshly exposed rock and debris for larger fossil remains and periodically dry test screening a small (25 pound) sample of rock and debris with a 20-mesh box screen for smaller vertebrate fossil remains. Monitoring shall be conducted on a full-time basis. However, if too few or no fossil remains are uncovered by earth moving in areas underlain by a 			



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		<p>particular rock unit, monitoring can be reduced, generally, to half or quarter time or suspended once 50% of earth moving in the area underlain by the rock unit has been completed. Alternatively, if sufficient fossil remains are uncovered by earth moving, monitoring may be increased in areas underlain by the fossil-bearing rock unit, at least in the immediate vicinity of the fossil site.</p> <ul style="list-style-type: none"> • <u>Large-Specimen Evaluation and Recovery Option.</u> <ol style="list-style-type: none"> 1. If a large fossil specimen is found as a result of monitoring earth moving and the specimen can be recovered without significantly diverting the monitor from monitoring, earth moving shall be temporarily diverted around the fossil site and the specimen shall be evaluated, and, if warranted, excavated, covered with a protective plaster-impregnated burlap jacket, if required, and recovered. <p>If necessary, earth-moving equipment and an operator shall be enlisted to expedite recovery of the specimen and obviate the need for additional personnel, and the construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the specimen. A temporary field number shall be assigned to the specimen; the field number, a preliminary field identification, and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded and the fossil site location plotted on a map of the site.</p> <p>At the end of the day the monitor or (following his next site inspection) the field supervisor shall transport the fossil remains and associated data to a laboratory facility for further treatment. If</p> 			



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		<p>appropriate, samples of fossil wood will be submitted for carbon-14 dating analysis.</p> <p>2. If a fossil specimen is found and is sufficiently large that it cannot be recovered without significantly diverting the monitor from monitoring, the fossil site shall be flagged with colored survey ribbon to temporarily divert earth moving around the site, the construction contractor shall be advised to avoid the site until further notice, and the Project Paleontologist or field supervisor shall be called to the site. The grading contractor will notify the Project developer and Project Paleontologist of the occurrence and of the avoidance of the site. The Project Paleontologist or field supervisor in turn shall evaluate the specimen to determine if recovery is warranted.</p> <p>2a) If specimen recovery is not warranted, no further action will be taken to preserve the fossil site or remains, and the construction contractor will be allowed to have earth moving proceed through the site immediately.</p> <p>2b) If specimen recovery is warranted, the Project Paleontologist or field supervisor shall notify the construction contractor and Project developer of the necessity for implementing additional mitigation measures specified in the DC/TP, initiating full-time monitoring, if not already in effect, at least in the immediate vicinity of the site in areas underlain by the fossil-bearing rock unit, and assigning additional personnel to the PRIMP. Within 24 hours a recovery crew shall be mobilized to recover the specimen. The size of the crew shall reflect the size of the specimen and the need to recover the specimen as quickly as possible.</p> <p>The specimen shall be excavated with hand tools, covered with a protective plaster-impregnated</p>			



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		<p>burlap jacket, and recovered. If necessary and approved by the construction contractor, earth-moving equipment and an operator shall be enlisted to expedite recovery of the specimen, reduce any potential construction delay, and obviate the need for additional personnel. The construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the specimen.</p> <p>A temporary field number shall be assigned to the specimen; the field number, a preliminary field identification, and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded and the fossil site location plotted on a map of the site. The field supervisor and, if necessary, a crew member shall transport the fossil specimen and associated site data to a laboratory facility for further treatment.</p> <ul style="list-style-type: none"> • <u>Small-Specimen Sample Evaluation, Recovery, and Processing.</u> If a sufficient number of smaller vertebrate fossil remains are found at one (1) site as a result of test screening by the paleontological monitor, the fossil site shall be flagged with colored survey ribbon to temporarily divert earth moving around the site. The construction contractor shall be advised to avoid the site until further notice, and if requested by the monitor to expedite recovery of a fossiliferous rock sample reduce any potential construction delay and obviate the need for additional personnel, the construction contractor shall have earth-moving equipment and an operator acquire a rock sample from the fossil site and transport the sample, if possible, to a nearby temporary location at the site approved by the construction contractor. <p>If a sample is recovered, the construction contractor shall be allowed to have earth moving proceed through the fossil site</p>			



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		<p>immediately after recovery of the sample. The Project Paleontologist or field supervisor shall be called to the fossil/storage site to determine if the fossil site/sample is sufficiently productive to warrant recovery of a large sample of fossiliferous rock to process for additional small remains.</p> <ol style="list-style-type: none"> 1. If the site/sample is determined too unproductive or the remains too poorly preserved or insufficiently diagnostic, no further action will be taken to preserve the fossil site/sample or remains, and the construction contractor will be allowed to have earth moving proceed through the fossil/storage site immediately. 2. If sample recovery is warranted, the Project Paleontologist or field supervisor shall notify the construction contractor and Project developer of the necessity for implementing additional mitigation measures specified in the DC/TP and assigning additional personnel to the PRIMP. <p>2a) Within 24 hours, a recovery crew shall be mobilized to recover the sample. The size of the crew shall reflect the need to recover the sample as quickly as possible. The field supervisor shall record the size and supervise recovery of the sample. Up to 3 tons of fossiliferous rock shall be recovered. The sample shall be excavated with hand tools for recovery. If necessary and if approved by the construction contractor, earth-moving equipment and an operator shall be enlisted to expedite transportation of the sample to the processing facility site, obviate the need for additional personnel, and reduce any potential construction delay and the construction contractor will be allowed to have earth moving proceed through the fossil site immediately after recovery of the sample.</p> <p>2b) A temporary field number shall be assigned to the sample; the field number and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in</p>			



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		<p>the monitor’s daily monitoring log; and the field number recorded and the fossil site location plotted on a map of the site. The field supervisor and, if necessary, a crew member will transport the sample to a location elsewhere at the site approved by the construction contractor or to an offsite location for initial/field processing (wet screening) of the sample. The total weight of all samples from each fossil-bearing rock unit at the site shall not exceed 3 tons.</p> <p>2c) If warranted, the field supervisor shall setup a field processing facility for wet screening the sample at a site location approved by the construction contractor. Wet screening shall consist of sieving rock through a 20- (and/or finer) mesh box screen immersed in a tub of water to remove the smaller (clay and silt) particles from the larger (sand and rock) particles and small fossil remains, and could result in a reduction in sample weight/volume in excess of 90%. If necessary, rock shall be soaked in an environmentally safe dispersant (citrus oil) prior to screening to improve the separation of the clay particles from the rest of the sample during screening. The monitor shall conduct wet screening if screening can be accomplished without diverting the monitor from monitoring. If it is not possible to have the monitor perform the wet screening, a field technician shall be assigned to the task. Following the next site inspection, the field supervisor will transport the concentrate (larger particles and small fossil remains) generated by initial processing to a laboratory facility for final/laboratory processing.</p> <p>2d) If the fossil remains in the concentrate are sufficiently fossilized (dense), an environmentally safe heavy liquid (sodium polytungstate), if appropriate, shall be used by the senior vertebrate paleontologist to separate the remains from the remaining sand and rock particles. When added to a beaker filled with heavy liquid, the concentrate will separate, the particles floating to the surface, and the remains sinking to the bottom, from</p>			



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		<p>where they are retrieved. This technique can result in a further sample weight/volume reduction in excess of 90% (less than 1% of original sample size). The final concentrate shall be examined under a microscope and fossil specimens recovered from any remaining sand and rock particles. If the fossil bone in the original concentrate is not sufficiently dense for use of the heavy-liquid separation technique, the entire sample of concentrate shall be sorted under a microscope for fossil remains. Recovered fossil remains shall then be treated as outlined herein.</p> <p>2e) During the final processing of a sample, the senior vertebrate paleontologist shall continually evaluate the results of field and laboratory processing. If the sample is insufficiently productive or the fossil remains are too poorly preserved, the senior vertebrate paleontologist shall have the option of discontinuing further laboratory processing of the sample, having field processing of the remainder of the sample suspended, and disposing of the remainder of the sample and unprocessed concentrate. Similarly, processing shall be discontinued if, after preliminary identification of some specimens, the remains are determined insufficiently diagnostic or diverse taxonomically, or the species represented are the same as those in another sample from the fossil-bearing rock unit. If appropriate, small splits from one or more samples shall be submitted for palynological analysis.</p> <ul style="list-style-type: none"> • <u>Fossil Treatment.</u> Final treatment of all fossil specimens recovered from the site as a result of the PRIMP shall be conducted at a laboratory facility. Larger vertebrate fossil specimens shall be removed from their protective jackets, prepared to the point of identification using hand tools, and hardened or stabilized with a penetrating solution by a preparator. All recovered fossil specimens shall be identified to the lowest taxonomic level possible by knowledgeable vertebrate and invertebrate paleontologists and, if required, other knowledgeable paleontologists (i.e., paleobotanists, micropaleontologists, palynologists). The specimens shall then 			



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
		<p>be curated (assigned and labeled with museum specimen data and corresponding site numbers, placed in specimen trays and, if appropriate, vials with completed specimen data cards), catalogued (specimen and site numbers and specimen data and corresponding geologic and geographic site data, respectively, archived [entered into appropriate catalogs and computerized databases]), and accessioned into the museum fossil collection, where they will be permanently stored, maintained, and, along with associated data, made available for future study by qualified investigators. With the possible exception of those tasks (curation, cataloging) that might be conducted by museum staff, all treatment of the fossil specimens shall be conducted by a laboratory technician. Fossil specimen preparation, identification, curation, and cataloging are now required before a fossil collection will be accepted by most museum repositories, including the WSC, LACM, SDNHM, SBCM, and RMM. Moreover, the scientific importance of a fossil specimen cannot be evaluated until the specimen has been identified to the lowest taxonomic level possible, and specimen identification often is not possible without prior preparation.</p> <ul style="list-style-type: none"> • <u>Final Report.</u> A final technical report of findings shall be prepared by the Project Paleontologist and shall describe the site's stratigraphy, summarize field and laboratory methods employed during the PRIMP, include a taxonomic list and an inventory of catalogued fossil specimens recovered as a result of the PRIMP, evaluate the scientific importance of the specimens, and discuss the relationship of the fossil assemblage from any newly recorded fossil site at the project site to relevant fossil assemblages from fossil sites in other areas. The report shall be submitted to the contractor and County Geologist. Submission of the final report will signify completion of the PRIMP and will ensure Project compliance with Public Resources Code Section 21081.6 (mitigation monitoring, reporting, and compliance). <p>All reports shall be signed by the Project Paleontologist and all other professionals responsible for the report's content (e.g., Project Geologist), as appropriate. One original signed copy of the report(s)</p>			



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<p>would be less than significant.</p> <p><u>Threshold c:</u> The Project site is designated for development with urban uses by the General Plan and MVAP. Although the Project would result in the generation of more employees than anticipated by the General Plan, Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment. Thus, by accommodating more employment opportunities on site than was anticipated by the General Plan, the Project would assist the County in improving its jobs-housing balance. Furthermore, the projected increase in employees would not be considered “substantial,” as the Project site already is targeted for employment-generating land uses. As such, the Project would not directly induce substantial unplanned population growth in the area, and impacts would be less than significant. The Project also would not indirectly induce substantial unplanned population growth due to infrastructure improvements, as all proposed infrastructure improvements would be sized to serve only the proposed Project; thus, indirect population growth impacts would be less than significant.</p>	<p>Less-than-Significant Impact</p>				
4.16 Public Services					
<p><u>Threshold a:</u> Although the Project would contribute to a need for new or expanded fire protection facilities, it is not possible to identify environmental impacts that may be associated with such new or expanded library facilities until a specific proposal and design for such facilities are prepared by the RCFD. Accordingly, impacts due to the construction of new or expanded fire protection facilities are too speculative for evaluation in this EIR (CEQA Guidelines §</p>	<p>Less-than-Significant Impact</p>	<p>RR 4.16-1 The Project is required to comply with the following applicable Mitigation Measures identified by Riverside County EIR No. 441 related to public services:</p> <ul style="list-style-type: none"> EIR No. 441 Mitigation Measure 4.15.2A: The County shall require as a part of the development review process, proponents of new businesses, recreational, and commercial land uses such as shopping centers, health clubs, large hotels over 200 rooms, convention centers, and commercial recreational activities be required to provide on-site security. 	<p>As specified by EIR No. 441</p>	<p>As specified by EIR No. 441</p>	<p>As specified by EIR No. 441</p>



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<p>mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded school facilities. Any mitigation measures required for new or expanded school facilities could be funded, in part, from property taxes and/or through payment of school impact fees. Furthermore, the payment of mandatory school impact fees pursuant to Riverside County Ordinance No. 575 would ensure that the Project would result in less-than-significant direct and cumulatively-considerable impacts on the ability of the VVUSD to provide for school services.</p> <p><u>Threshold d:</u> The Project would not directly generate a resident population, and thus would not directly impact library services in the local area. Although the Project may indirectly result in new residents within the local area, and thus could result in an incremental demand for increased library facilities, it is not possible to identify environmental impacts that may be associated with such new or expanded library facilities until a specific proposal and design for such facilities are prepared by Riverside County. Accordingly, impacts due to the construction of new or expanded library facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Environmental effects of such library facilities and associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded library facilities. However, the Project would be required to contribute DIF fees, which would be used in part to provide for library space and/or new book volumes. Accordingly, with payment of DIF fees, Project impacts to library services and facilities are evaluated as less than significant on both a direct and cumulatively-considerable basis.</p>	<p>Less-than-Significant Impact</p>	<p>construction or expansion.</p> <p>RR 4.16-7 The Project would be required to adhere to Riverside County Ordinance No. 659, which requires payment of a DIF fee to assist the County in providing for health facilities. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment purchases and health facility construction.</p>	<p>As set forth by Ordinance No. 659</p>	<p>As set forth by Ordinance No. 659</p>	<p>As set forth by Ordinance No. 659</p>



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
<p>significant levels.</p> <p>Threshold g: The Project would accommodate community trail segments along the Project's frontages with Harvill Avenue, Seaton Avenue, and Old Oleander Avenue. Impacts associated with the construction of these trail segments are inherent to the Project's construction phase, and have been evaluated throughout this EIR under the appropriate subject heading (e.g., biological resources, etc.). There would be no impacts to the environment specifically related to the construction of this community trail that have not already been evaluated and mitigated for throughout this EIR. Accordingly, impacts would be less than significant.</p>	Less-than-Significant Impact				
4.19 Tribal Cultural Resources					
<p>Threshold a: The Project has the potential to result in significant impacts to previously-undiscovered Tribal Cultural Resources, and could result in significant impacts to previously-identified Tribal Cultural Resources within the Project site in the absence of protective measures. As such, Project impacts to Tribal Cultural Resources represent a potentially significant impact for which mitigation would be required.</p>	Less than Significant with Mitigation Incorporated	Mitigation Measures MM 4.5-1 through MM 4.5-8 and RR 4.5-1 and RR 4.5-2 shall apply.	As specified for Mitigation Measures MM 4.5-1 through MM 4.5-8 and RR 4.5-1 and RR 4.5-2	As specified for Mitigation Measures MM 4.5-1 through MM 4.5-8 and RR 4.5-1 and RR 4.5-2	As specified for Mitigation Measures MM 4.5-1 through MM 4.5-8 and RR 4.5-1 and RR 4.5-2
4.20 Utilities and Service Systems					
<p>Threshold a: Although the Project would require construction of new or expanded water, wastewater conveyance, and stormwater drainage systems, impacts associated with the construction of such facilities have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the</p>	Less-than-Significant Impact	<p>RR 4.20-1 The Project is required to comply with the provisions of the California IWMA of 1989 (AB 939) which mandates a reduction of disposed waste throughout California.</p> <p>RR 4.20-2 The Project is required to comply with the provisions of the California Solid Waste Reuse and Recycling Act (AB 1327) which developed a model ordinance for adoption of recyclable materials in development projects. AB 1327 requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before</p>	As set forth by AB 939 As set forth by AB 1327	As set forth by AB 939 As set forth by AB 1327	As set forth by AB 939 As set forth by AB 1327



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
<p>sewer improvements that have not already been addressed in pertinent sections of this EIR. As such, with the mitigation measures specified in this EIR, Project impacts due to proposed sewer improvements would be less than significant.</p> <p><u>Threshold d.</u>: The Project’s wastewater generation would represent approximately 2.3% of the current available daily treatment capacity at the Moreno Valley RWRf. Accordingly, the Project would not result in or require the expansion of the existing facilities at the Moreno Valley RWRf, and impacts would therefore be less than significant.</p> <p><u>Threshold e.</u>: Regional solid waste facilities would have adequate capacity to handle solid waste generated by the Project’s construction and operational phases. 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. Accordingly, impacts would be less than significant.</p> <p><u>Threshold f.</u>: With mandatory compliance to AB 939, AB 341, and RCDWR’s programs and policies, the Project would not result in a significant impact due to noncompliance with regulations related to solid waste. A less-than-significant impact would occur.</p> <p><u>Threshold g.</u>: Impacts associated with the construction or expansion of utility facilities would be less than significant or otherwise mitigated to the maximum feasible extent by this EIR. No additional mitigation would be required.</p>	<p>Less-than-Significant Impact</p> <p>Less-than-Significant Impact</p> <p>Less-than-Significant Impact</p> <p>Less-than-Significant Impact</p>	<ul style="list-style-type: none"> Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, State, and local regulations and ordinances, any hazardous waste generated in association with the Project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. 			
4.21 Wildfire					
<p>Threshold a: The Project site and surrounding areas are not identified as evacuation routes, and</p>	<p>Less-than-Significant Impact</p>	<p>Significant impacts would not occur; therefore, mitigation measures are not required.</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>



Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
<p>would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, and no impact would occur.</p> <p><u>Threshold d:</u> Under existing and proposed conditions, the Project site exhibits little topographic variation, and development on site as proposed would not involve any uses containing natural vegetation or other features subject to wildland fire hazards. Thus, improvements proposed as part of the Project would not result in an increase in wildfire hazard-related risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Areas surrounding the Project site also are not classified as having a susceptibility to wildfire hazards, indicating that the chance of wildfires affecting these areas is low. Therefore, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and no impact would occur.</p>	<p>Less-than-Significant Impact</p>				



1.0 INTRODUCTION

1.1 PURPOSES OF CEQA AND LEGAL AUTHORITY FOR THIS EIR

This Environmental Impact Report (EIR) has been prepared in compliance with the California Environmental Quality Act (Public Resources Code Section 2100 et. seq. [“CEQA”]), as amended, and the CEQA State Guidelines (Title 14 California Code of Regulations (CCR) Section 15000 et. seq.) (“CEQA Guidelines”), as amended. As stated by CEQA Guidelines Section 15002(a), the basic purposes of CEQA are to:

- Inform governmental decision makers and the public about the potential significant environmental effects of proposed government actions (including the discretionary approval of land entitlement applications submitted by private parties);
- Identify the ways that environmental damage can be avoided or significantly reduced;
- Prevent significant avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if a project will be approved involving significant environmental effects.

The public agency with the principal responsibility for carrying out or approving a project or the first public agency to make a discretionary decision to proceed with a proposed project should ordinarily act as the “Lead Agency” pursuant to CEQA Guidelines §§ 15050-15051. Riverside County is the Lead Agency for the proposed Project evaluated in this EIR.

Under CEQA, if a Lead Agency determines that there is substantial evidence in light of the whole record that a project may have a significant effect on the environment, the agency must prepare an Environmental Impact Report (EIR) (CEQA Guidelines § 15064(a)(1)). The purpose of an EIR is to inform public agency decision-makers and the public of the potentially significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (CEQA Guidelines § 15121(a)).

This EIR is an informational document that represents the independent judgment of Riverside County (as the Lead Agency) for use by the Riverside County decision-makers, responsible and trustee agencies, and members of the general public to evaluate the physical environmental effects that could result from constructing and operating the proposed Project. Riverside County has reviewed and, as necessary, directed revisions to all submitted drafts, technical studies, and reports supporting this EIR for consistency with County policies and requirements to ensure that this EIR reflects its own independent judgment. Governmental approvals requested from Riverside County by the Project Applicant include:

1. Approval of Plot Plan No. 220003 (PPT 220003)
2. Approval of Plot Plan No. 220008 (PPT 220008)



3. Approval of Plot Plan No. 220009 (PPT 220009)
4. Approval of Plot Plan No. 220015 (PPT 220015)

Other related discretionary and administrative actions that are required to construct and operate the Project described in this EIR are listed in Section 3.0, *Project Description*. This document complies with all criteria, standards, and procedures of CEQA §§ 21000 *et seq.* and CEQA Guidelines §§ 15000 *et seq.*

As a first step in the CEQA-compliance process, Riverside County determined that implementation of the Project has the potential to result in significant environmental effects, and a Project EIR, as defined by CEQA Guidelines § 15161, is required. As stated in CEQA Guidelines § 15161, a Project EIR should “...focus primarily on the changes in the environment that would result from the development project” and “...examine all phases of the project including planning, construction, and operation.” This EIR represents the independent judgment of Riverside County (as the Lead Agency) and evaluates the physical environmental effects that could result from constructing and operating the proposed Project. Acting as Lead Agency, Riverside County will consider the following issues regarding the proposed Project: a) evaluation of this EIR to determine if the physical environmental impacts are adequately disclosed; b) assessment of the adequacy and feasibility of identified mitigation measures and the potential addition, modification to, or deletion of mitigation measures, standard conditions of approval, or Project design features; c) consideration of alternatives to the Project that would reduce or eliminate significant environmental effects of the Project; and, if necessary, d) consideration of Project benefits that override the Project’s unavoidable and unmitigable significant effects on the environment.

Accordingly, and in conformance with CEQA Guidelines § 15121(a), the purposes of this EIR are to: (1) disclose information by informing public agency decision makers and the public generally of the significant environmental effects associated with all phases of the Project, (2) identify possible ways to minimize or avoid those significant effects, and (3) to describe a reasonable range of alternatives to the Project that would feasibly attain most of the basic Project objectives but would avoid or substantially lessen its significant environmental effects.

Before taking action to approve the Project, Riverside County (serving as the Lead Agency) has the obligation to: (1) ensure this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision making process; (3) make a statement that this EIR reflects Riverside County’s independent judgment; (4) ensure that all significant effects on the environment are avoided 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 EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines §§ 15090-15093).

During public hearings, the Riverside County Planning Commission will approve, approve with modifications, or deny approval of the Project’s applications for PPT 220003, PPT 220008, PPT 220009, and/or PPT 220015, and will certify or decline to certify this EIR. It should be noted that during public hearings for the Project, the Planning Commission also may opt to decline approval of one or more of the Project’s plot plan applications, while also approving one or more of the Project’s other plot plan applications. The decision of



the Planning Commission is considered final and no further action is required unless, within ten (10) calendar days from the date of the Planning Commission's decision, either an appeal is filed by a member of the public or a member of the Board of Supervisors submits a request to the planning director that the decision be set for public hearing before the Board of Supervisors. In such a case, a subsequent public hearing(s) will be held before the Riverside County Board of Supervisors. As part of their review of the Project, if appealed, the Board of Supervisors would review and consider the minutes of the Planning Commission, the Project's staff report, and any comments made by members of the public. At the conclusion of the public hearing for the appeal, the Board of Supervisors will sustain, modify, reject, or overrule the decision of the Planning Commission with respect to PPT 220003, PPT 220008, PPT 220009, and/or PPT 220015

This EIR and all supporting technical appendices are available for review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501, during the County's regular business hours, can be requested in electronic form by contacting the County Planning Department, or can be accessed from the Planning Department's main web page (<https://planning.rctlma.org/>) under the "CEQA Environmental Noticing" heading.

1.2 SUMMARY OF THE PROJECT EVALUATED BY THIS EIR

Riverside County is the Lead Agency for the proposed Project, under whose authority this EIR has been prepared. For purposes of this EIR, the term "Project" refers to the Project's discretionary applications and the discretionary actions required to implement the Majestic Freeway Business Center Phase II Project, as proposed, and all of the activities associated with its implementation including planning, construction, and ongoing operations.

The Project site comprises four separate sites comprising approximately 70.37 acres in size, generally located east and west of Harvill Avenue, south of Old Oleander Avenue, and north of Martin Street in the Mead Valley Area Plan (MVAP) portion of unincorporated Riverside County. The Project as evaluated herein consists of applications for four (4) separate plot plans: Plot Plan No. 220003 (PPT 220003; herein, "Building 18"), Plot Plan No. 220008 (PPT 220008, herein, "Building 13"), Plot Plan No. 220009 (PPT 220009; herein, "Building 17"), and Plot Plan No. 220015 (PPT 220015; herein, "Buildings 14A/14B") to allow for the development of up to 1,219,222 square feet (s.f.) of light industrial warehouse space on the 70.37-acre Project site. However, and in order to account for any minor changes to the building area as part of final design, the analysis throughout this EIR assumes that the Project's buildings would comprise up to 1,280,183 s.f. of building area.

Specifically, the Project Applicant is requesting the following governmental approvals from Riverside County to implement the Project (refer to Chapter 3.0, *Project Description*, for a complete description of the Project's construction and operational characteristics):

- **Plot Plan No. 220003 (PPT 220003; "Building 18")** is proposed on a 14.24-acre property located west of Harvill Avenue and south of Old Oleander Avenue, and would include a total of 317,760 s.f. of building area (inclusive of 100,624 s.f. of mezzanine space); however, for purposes of analysis herein, it is assumed that Building 18 would comprise up to 333,648 s.f. in order to account for any minor changes to the building area as part of final design. Building 18 would have a total of 39 docking



doors along the western façade of the building. A total of 51 truck trailer parking stalls are proposed to the west of the building, while a total of 229 parking spaces are proposed for passenger vehicles to the east and north of the proposed building. Access to the Building 18 site would be accommodated by a shared access driveways along Harvill Avenue, a second driveway along Harvill Avenue, a driveway along Peregrine Way, and a shared driveway extending from Old Oleander Avenue.

- **Plot Plan No. 220008 (PPT 220008; “Building 13”)** is proposed on a 19.03-acre property located west of Harvill Avenue between Perry Street and Martin Street, and would include a total of 307,616 s.f. of building area; however, for purposes of analysis herein, it is assumed that Building 13 would comprise up to 322,997 s.f. in order to account for any minor changes to the building area as part of final design. Building 13 would have a total of 53 docking doors along the western façade of the building. A total of 70 truck trailer parking stalls are proposed to the west of the building, while a total of 241 parking spaces are proposed for passenger vehicles to the south, east, and north of the proposed building. Access to the Building 13 site would be accommodated by two driveways along Martin Street, one driveway along Harvill Avenue, and one driveway along Perry Street.
- **Plot Plan No. 220009 (PPT 220009; “Building 17”)** is proposed on a 16.06-acre property located at the northeast corner of Harvill Avenue and America’s Tire Drive, and would include a total of 256,148 s.f. of building area; however, for purposes of analysis herein, it is assumed that Building 17 would comprise up to 268,955 s.f. in order to account for any minor changes to the building area as part of final design. Building 17 would have a total of 39 docking doors along the southern façade of the building. A total of 44 truck trailer parking stalls are proposed to the south of the building, while a total of 217 parking spaces are proposed for passenger vehicles to the west, north, and east of the proposed building. Access to the Building 17 site would be accommodated by one driveway along Harvill Avenue and three driveways along America’s Tire Drive.
- **Plot Plan No. 220015 (PPT 220015; “Buildings 14A and 14B”)** is proposed on a 21.04-acre property located west of Harvill Avenue, south of Commerce Center Drive, east of Seaton Avenue, and north of Perry Street. Building 14A is proposed in the western portion of the site, and would include a total of 200,624 s.f. of building area. Building 14A would have a total of 27 dock doors along the eastern façade of the building, a total of 34 truck trailer parking spaces to the east of the building, and a total of 135 parking spaces for passenger vehicles to the west and north of the building. Building 14B is proposed in the eastern portion of the site, and would include a total of 137,074 s.f. of building area. Building 14B would have a total of 21 docking doors along the eastern façade of the building, and a total of 104 parking spaces for passenger vehicles located to the north and south of the building. Access to the property would be accommodated by a shared driveway along Perry Street, one driveway along Perry Street (Building 14B access only), one driveway along Harvill Avenue (Building 14B access only), a shared driveway along Commerce Center Drive, and a second driveway along Commerce Center Drive (Building 14A access only). However, for purposes of analysis throughout this EIR, and in order to account for any minor changes to the building area as part of final design, it is assumed that Building 14A would contain up to 210,655 s.f. of building area and Building 14B would contain up to 143,928 s.f. of building area.



1.3 CEQA PROCESS OVERVIEW

The California Environmental Quality Act (CEQA) (Public Resources Code, Sections 21000- 21177) requires that all public agencies within the State of California, having land use approval over project activities that have the potential to affect the quality of the environment, shall regulate such activities so that impacts to the environment can be prevented to the extent feasible. Such activity is reviewed and monitored through the CEQA process, as provided in the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387). CEQA distinguishes varied levels of documentation and public review based on a project’s anticipated level of effect on the environment.

When it is determined through preliminary review that a project may likely have one or more significant effects upon the environment, then an Environmental Impact Report (“EIR”) must be prepared. The “scope” of the EIR may be determined through preparation of an Initial Study and a public scoping process. The EIR should consider both the potential project-specific (direct and indirect) and cumulative environmental impacts that could result from implementation of the proposed project.

Pursuant to CEQA Guidelines § 15121, the EIR is primarily an informational document intended to inform the public agency decision-makers and the general public of the potentially significant effects of a proposed project. The EIR should disclose all known potentially significant impacts; identify feasible means to minimize or mitigate those effects; and consider a number of feasible alternatives to the project that might further reduce significant impacts while still attaining the project objectives. The decision-makers must consider the information in an EIR before taking action on a proposed project. The EIR may constitute substantial evidence in the record to support the agency’s action on the project.

The EIR is prepared by or under the direction of the Lead Agency, which for the proposed Project is Riverside County. Riverside County is the public agency that has the primary responsibility for approving or carrying out the Project. Further, Responsible and Trustee Agencies, which are public agencies that have a level of discretionary approval over some component of the proposed Project, may rely upon the EIR prepared by the Riverside County.

An EIR is prepared in two key stages. First, a Draft EIR is prepared and distributed for public and agency review. Once comments on the Draft EIR are received, responses to those comments and any additional relevant project information are prepared and compiled in a Final EIR. Both of these documents (i.e., the Draft EIR and the Final EIR), along with any related technical appendices, represent the complete record of the EIR. Throughout this document, the terms Final EIR or Draft EIR may be used interchangeably since both are part of the ultimate EIR record; however, “Draft EIR” may be used specifically when referring to information provided in the volume made available for the CEQA-required 45-day public review period.

In accordance with CEQA Guidelines § 15087, this Draft EIR will be made available for review by the public and public agencies for a minimum period of 45 days to provide comments “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated” (CEQA Guidelines § 152049(a)). Responses to written comments



received during the public review period will be included in the Final EIR. During the decision-making process, the Project and its design features, objectives, merits, environmental consequences, and socioeconomic factors, among other information contained in the Project’s administrative record, will be considered by Riverside County decision-makers. If the Final EIR is certified and the Project approved, Riverside County and other public agencies with permitting authority over all or portions of the Project would be able to rely on the Final EIR as part of their permitting processes to evaluate the environmental effects of the Project as they pertain to the approval or denial of applicable permits.

1.4 EIR SCOPE, FORMAT, AND CONTENT

1.4.1 EIR SCOPE

Pursuant to the procedural requirements of CEQA, on August 3, 2022, the County filed a Notice of Preparation (NOP) with the California Office of Planning and Research (State Clearinghouse) and the Riverside County Clerk to indicate that an EIR would be prepared to evaluate the Project’s potential to impact the environment. The NOP also was distributed to surrounding property owners, responsible and trustee agencies, and other interested parties for a 30-day public review period that commenced on August 3, 2022, and concluded on September 2, 2022. The NOP was distributed for public review to solicit responses to help the County identify the full scope and range of potential environmental concerns associated with the Project so that these issues could be fully examined in this EIR. Comments on the NOP were received from the following interested parties:

- Native American Heritage Commission (NAHC)
- South Coast Air Quality Management District (SCAQMD)
- Southwest Regional Council of Carpenters (SWRCC)
- Center for Community Action and Environmental Justice (CCA EJ)
- Judy Deertrack

In addition, a publicly-noticed EIR Scoping Meeting was held at the Riverside County Administrative Center, located at 4080 Lemon Street, Riverside, California, 92501 on August 29, 2022, with public participation available by Zoom login due to coronavirus pandemic precautions. The Scoping Meeting provided members of the general public an additional opportunity to comment on the scope of environmental issues to be addressed in this EIR.

An Initial Study was not prepared for the proposed Project because the County determined that an EIR was clearly required. As such, this EIR evaluates all of the environmental topics identified in Appendix G to the CEQA Guidelines and in the County’s standard Environmental Assessment Checklist form. Based on Appendix G and the County’s Environmental Assessment Checklist form, and in consideration of all comments received by Riverside County on the NOP and during the EIR Scoping Meeting, Section 4.0 of this EIR evaluates the Project’s potential to cause adverse effects to the following environmental issue areas:

- Aesthetics
- Agriculture and Forestry Resources
- Mineral Resources
- Noise



- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Paleontological Resources
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The Project’s potential to result in growth-inducing impacts are discussed in Section 5.0, *Other CEQA Considerations*, of this EIR. The NOP, public review distribution list, and written comments received by the County during the NOP public review period are provided in *Technical Appendix A* to this EIR. Please refer to Table 1-1, *Summary of NOP Comments*, for summarized comments received during NOP public review period.

Table 1-1 Summary of NOP Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
Native American Heritage Commission (NAHC)	August 4, 2022	<ul style="list-style-type: none"> • Recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project as early as possible to avoid any possible human remains and to best protect possible cultural resources. • Notes AB 52 requirements, SB 18 provisions, and recommendations for the preparation of cultural resources assessments. 	EIR Subsections 4.5 (Cultural Resources) and 4.19 (Tribal Cultural Resources)
South Coast Air Quality Management District (SCAQMD)	August 10, 2022	<ul style="list-style-type: none"> • Requests an analysis of air quality impacts based on SCAQMD guidance and SCAQMD’s Regional Thresholds and Localized Significance Thresholds for both construction and long-term operation • Requests an evaluation of health risk effects associated with the Project’s diesel trucks • Recommends mitigation measures and other features be identified per the California Air Resources Board <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> and the 	EIR Subsections 4.3 (Air Quality) and 6.0 (Alternatives)



Table 1-1 Summary of NOP Comments

Commenter	Date	Comment(s)	Location in EIR Where Comment(s) Addressed
		<p>SCAQMD CEQA Air Quality Handbook</p> <ul style="list-style-type: none"> Identify feasible mitigation measures to address Project-related air quality impacts Identify alternatives to reduce or avoid air quality impacts Evaluate Project consistency with SCAQMD Rule 2305 (Warehouse Indirect Source Rule) 	
Southwest Regional Council of Carpenters (SWRCC)		<ul style="list-style-type: none"> Requests any and all records and notices associated with the Project 	N/A
Center for Community Action and Environmental Justice (CCA EJ)	September 2, 2022	<ul style="list-style-type: none"> Indicates concerns about air quality effects on the local community, which is identified as a disadvantaged community pursuant to CalEnviroScreen Requests full study of the Project’s potential environmental effects and the identification of full mitigation measures to reduce such impacts 	EIR Section 4.0 (Environmental Analysis) and EIR Subsection 4.3 (Air Quality)
Judy Deertrack	September 1, 2022 and September 2, 2022	<ul style="list-style-type: none"> Identifies recommendations for a full and complete Project-level evaluation of potential impacts to the environment pursuant to the requirements of CEQA, and requests the inclusion of enforceable mitigation measures to address the Project’s potentially significant effects Requests an evaluation of potential impacts to environmental justice communities, including air quality impacts Requests a Project-specific analysis of potential greenhouse gas (GHG) impacts and the identification of Project-level mitigation measures to reduce GHG emissions 	EIR Section 4.0 (Environmental Analysis) and EIR Subsections 4.3 (Air Quality) and 4.8 (Greenhouse Gas Emissions)

1.4.2 CONTENT AND ORGANIZATION OF THIS EIR

This EIR contains all of the information required to be included in an EIR as specified by the CEQA Statutes and Guidelines (California Public Resources Code, Section 21000 et. seq. and California Code of Regulations (CCR), Title 14, Chapter 5). This EIR is organized in the following manner:



- **Section S.0, Executive Summary**, provides an overview of the EIR document and CEQA process. The Project and its objectives are described, and the location and regional setting of the Project site is documented. In addition, the Executive Summary discloses potential areas of controversy related to the Project, including those issues identified by other agencies and the public, and identifies potential alternatives to the proposed Project that would reduce or avoid significant impacts, as required by CEQA. Finally, the Executive Summary provides a summary of the Project’s impacts, mitigation measures, and conclusions, in a table that forms the basis of the EIR’s Mitigation, Monitoring, and Reporting Program (MMRP).
- **Section 1.0, Introduction**, provides introductory information about the CEQA process and the responsibilities of Riverside County, serving as the Lead Agency for this EIR; a brief description of the Project; the purpose of this EIR; applications proposed by the Project Applicant that would require discretionary Riverside County approvals; permits and approvals required by other agencies; and an overview of the EIR format.
- **Section 2.0, Environmental Setting**, describes the environmental setting, including an overview of the regional and local setting, as well as descriptions of the Project site’s physical conditions and surrounding context. The existing setting is defined as the condition of the Project site and surrounding area at the approximate date this EIR’s NOP was released for public review on August 3, 2022. The setting discussion also addresses the relevant regional planning documents that apply to the Project site and vicinity.
- **Section 3.0, Project Description**, serves as the EIR’s Project Description for purposes of CEQA and contains a level of specificity commensurate with the level of detail proposed by the Project, including the summary requirements pursuant to CEQA Guidelines § 15123. This section provides a detailed description of the Project, including its purpose and main objectives; design features; landscaping; site drainage; utilities; grading and construction characteristics; and operational characteristics expected over the Project’s lifetime. In addition, the discretionary actions required of Riverside County and other government agencies to implement the Project are discussed.
- **Section 4.0, Environmental Analysis**, provides an analysis of the potential direct, indirect, and cumulative impacts that may occur from implementing the proposed Project. The topics analyzed in this section include the topics summarized above under subsection 1.4.1. A conclusion concerning significance is reached for each discussion, and mitigation measures are presented as warranted. The environmental changes identified in Section 4.0 and throughout this EIR are referred to as “effects” or “impacts” interchangeably. The CEQA Guidelines also describe the terms “effects” and “impacts” as being synonymous (CEQA Guidelines § 15358).

In the environmental analysis subsections of Section 4.0, the existing conditions are disclosed that are pertinent to the subject area being analyzed, accompanied by a specific analysis of physical impacts that may be caused by implementing the proposed Project. Impacts are evaluated on a direct, indirect, and cumulative basis. Direct impacts are those that would occur directly as a result of the proposed



Project. Indirect impacts represent secondary effects that would result from Project implementation. Cumulative effects are defined in CEQA Guidelines § 15355 as “...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.”

The analyses in Section 4.0 are based in part upon technical reports that are appended to this EIR. Information also is drawn from other sources of analytical materials that directly or indirectly relate to the proposed Project and are cited in Section 7.0, *References*. Where the analysis demonstrates that a physical adverse environmental effect may or would occur without undue speculation, feasible mitigation measures are recommended to reduce or avoid the significant effect. Mitigation measures must be fully enforceable, have an essential nexus to a legitimate governmental interest, and be “roughly proportional” to the impacts of the Project. The discussion then indicates whether the identified mitigation measures would reduce impacts to below a level of significance. In most cases, implementation of the mitigation measures would reduce the adverse environmental impacts to below a level of significance. If mitigation measures are not available or feasible to reduce an identified impact to below a level of significance, the environmental effect is identified as a significant and unavoidable adverse impact, for which a Statement of Overriding Considerations (SOC) would need to be adopted by Riverside County pursuant to CEQA Guidelines § 15093.

- **Section 5.0, Other CEQA Considerations**, includes specific topics that are required by CEQA. These include a summary of the Project’s significant and unavoidable environmental effects, a discussion of the significant and irreversible environmental changes that would occur should the Project be implemented, as well as potential growth-inducing impacts of the proposed Project. Section 5.0 also includes a discussion of the potential environmental effects that were found not to be significant during the preparation of this EIR.
- **Section 6.0, Project Alternatives**, describes and evaluates alternatives to the proposed Project that could reduce or avoid the Project’s adverse environmental effects. CEQA does not require an EIR to consider every conceivable alternative to the Project but rather to consider a reasonable range of alternatives that will foster informed decision making and public participation. A range of three (3) alternatives is presented in Section 6.0.
- **Section 7.0, References**, cites all reference sources used in preparing this EIR and lists the agencies and persons that were consulted during preparation of this EIR. Section 7.0 also lists the persons who authored or participated in preparing this EIR.

CEQA requires that an EIR contain, at a minimum, certain specified content. Table 1-2, *Location of CEQA Required Topics*, provides a quick reference in locating the CEQA-required sections within this document.

1.4.3 INCORPORATION BY REFERENCE

CEQA Guidelines § 15147 states that the “information contained in an EIR shall include summarized... information sufficient to permit full assessment of significant environmental impacts by reviewing agencies



and members of the public,” and that the “placement of highly technical and specialized analysis and data in the body of an EIR shall be avoided.” CEQA Guidelines § 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 EIR. Where this EIR incorporates a document by reference, the document is identified in the body of the EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this EIR.

Table 1-2 Location of CEQA Required Topics

CEQA Required Topic	CEQA Guidelines Reference	Location in this EIR
Table of Contents	§ 15122	Table of Contents
Summary	§ 15123	Section S.0
Project Description	§ 15124	Section 3.0
Environmental Setting	§ 15125	Section 2.0
Consideration and Discussion of Environmental Impacts	§ 15126	Section 4.0
Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	§ 15126.2(b)	Section 4.0 & Subsection 5.1
Significant Irreversible Environmental Impacts Which Would be Involved in the Proposed Action Should it be Implemented	§ 15126.2(c)	Subsection 5.2
Growth-Inducing Impacts of the Proposed Project	§ 15126.2(d)	Subsection 5.3
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects	§ 15126.4	Section 4.0 & Table S-1
Consideration and Discussion of Alternatives to the Proposed Project	§ 15126.6	Section 6.0
Effects Not Found to be Significant	§ 15128	Subsection 5.4
Organizations and Persons Consulted	§ 15129	Section 7.0 & Technical Appendices
Discussion of Cumulative Impacts	§ 15130	Section 4.0
Energy Conservation	Appendices F and G	Subsection 4.6

The detailed technical studies, reports, and supporting documentation that were used in preparing this EIR are bound separately as Technical Appendices. The Technical Appendices are available for review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501, during the County’s regular business hours or can be requested in electronic form by contacting the County’s Planning Department. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are as follows:

- A. Notice of Preparation (NOP) and Written Comments on the NOP
- B1. Air Quality Impact Analysis (Overall Project)
- B2. Air Quality Impact Analysis (Building 13)
- B3. Air Quality Impact Analysis (Buildings 14A/14B)
- B4. Air Quality Impact Analysis (Building 17)
- B5. Air Quality Impact Analysis (Building 18)



- B6. Health Risk Assessment (Building 13)
- B7. Health Risk Assessment (Buildings 14A/14B)
- B8. Health Risk Assessment (Building 17)
- B9. Health Risk Assessment (Building 18)
- B10. Health Risk Assessment (Overall Project)
- C1. Biological Technical Report (Building 13)
- C2. Biological Technical Report (Buildings 14A/14B)
- C3. Biological Technical Report (Building 17)
- C4. Biological Technical Report (Building 18)
- D. Historical/Archaeological Resources Survey Report
- E1. Energy Analysis Report (Building 13)
- E2. Energy Analysis Report (Buildings 14A/14B)
- E3. Energy Analysis Report (Building 17)
- E4. Energy Analysis Report (Building 18)
- E5. Energy Analysis Report (Overall Project)
- F1. Geotechnical Report (Building 13)
- F2. Geotechnical Report (Buildings 14A/14B)
- F3. Geotechnical Report (Building 17)
- F4. Geotechnical Report (Building 18)
- G1. Greenhouse Gas Analysis (Building 13)
- G2. Greenhouse Gas Analysis (Buildings 14A/14B)
- G3. Greenhouse Gas Analysis (Building 17)
- G4. Greenhouse Gas Analysis (Building 18)
- G5. Greenhouse Gas Analysis (Overall Project)
- H1. Phase I Environmental Site Assessment (Building 13)
- H2. Phase I Environmental Site Assessment (Building 14A)
- H3. Phase I Environmental Site Assessment (Building 14B)
- H4. Phase I Environmental Site Assessment (Building 17)
- H5. Phase I Environmental Site Assessment (Building 18)
- I1. Hydrology Study (Building 13)
- I2. Hydrology Study (Buildings 14A/14B)
- I3. Hydrology Study (Building 17)
- I4. Hydrology Study (Building 18)
- I5. Preliminary Water Quality Management Plan (Building 13)
- I6. Preliminary Water Quality Management Plan (Buildings 14A/14B)
- I7. Preliminary Water Quality Management Plan (Building 17)
- I8. Preliminary Water Quality Management Plan (Building 18)
- J1. Noise Impact Analysis (Building 13)
- J2. Noise Impact Analysis (Buildings 14A/14B)
- J3. Noise Impact Analysis (Building 17)
- J4. Noise Impact Analysis (Building 18)
- J5. Noise Impact Analysis (Overall Project)



- K. Paleontological Resources Assessment
- L1. Vehicle Miles Traveled Analysis (Overall Project)
- L2. Vehicle Miles Traveled Analysis (Building 13)
- L3. Vehicle Miles Traveled Analysis (Buildings 14A/14B)
- L4. Vehicle Miles Traveled Analysis (Building 17)
- L5. Vehicle Miles Traveled Analysis (Building 18)
- L6. Traffic Analysis (Building 13)
- L7. Traffic Analysis (Buildings 14A/14B)
- L8. Traffic Analysis (Building 17)
- L9. Traffic Analysis (Building 18)
- L10. Vehicle Miles Traveled Mitigation Assessment
- M. Water Supply Assessment
- N. Airport Land Use Commission Consistency Determination Letters

Other reference sources that are incorporated into this EIR by reference are listed in Section 7.0, *References*, of this EIR. In most cases, documents or websites not included in the EIR's Technical Appendices are cited by a link to the online location where the document/website can be viewed by the public. All references relied upon by this EIR are included as part of Riverside County's Administrative Record pertaining to the proposed Project, and may be requested in digital format from the Riverside County Planning Department.

1.5 RESPONSIBLE AND TRUSTEE AGENCIES

The California Public Resources Code (Section 21104) requires that all EIRs be reviewed by responsible and trustee agencies (see also CEQA Guidelines Sections 15082 and 15086(a)). As defined by CEQA Guidelines § 15381, "the term 'Responsible Agency' includes all public agencies other than the Lead Agency which have discretionary approval power over the project." A Trustee Agency is defined in CEQA Guidelines Section 15386 as "a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California." The Project would require approval by the following agencies:

- The Santa Ana Regional Water Quality Control Board (RWQCB) is a Trustee Agency responsible for issuance of a Construction Activity General Construction Permit and National Pollutant Discharge Elimination System (NPDES) Permit to ensure that on-site water flows do not result in siltation, other erosional effects, or degradation of surface or subsurface water quality. The Santa Ana RWQCB also would be responsible for issuing Waste Discharge Requirements (WDRs) for Project impacts to Santa Ana RWQCB jurisdictional areas pursuant to Section 401 of the Clean Water Act (CWA).
- The California Department of Fish and Wildlife (CDFW) is a Trustee Agency for issuance of a 1602 Streambed Alteration Agreement (SAA).
- The United States (U.S.) Army Corps of Engineers (ACOE) is a Responsible Agency for issuance of a Section 404 Permit pursuant to the CWA.



- The South Coast Air Quality Management District (SCAQMD) is a Responsible Agency for issuance of permits and approvals associated with operation of stationary equipment, if any equipment is proposed that requires permitting.
- The Eastern Municipal Water District (EMWD) is a Responsible Agency for approval of the Project's proposed water and sewer connections and improvements.
- The Western Riverside County Regional Conservation Authority (RCA) is a Responsible Agency for approval of the Determination of Biologically Equivalent or Superior Mitigation (DBESP) for Plot Plan No. 220008 (Building 13) pursuant to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

1.6 AREAS OF CONTROVERSY

Substantive issues raised in response to the NOP were previously summarized in Table 1-1. The purpose of this table is to present the primary environmental issues of concern raised by public agencies and the general public during the NOP review period. The table is not intended to list every comment received by the County during the NOP review period. Regardless of whether or not a comment is listed in the table, all applicable comments received in responses to the NOP are addressed in this EIR. Based on comments received during the NOP review period, concerns were raised regarding potential impacts to cultural resources, tribal cultural resources, air quality, and greenhouse gas emissions. No other areas of controversy were identified as part of the NOP process, beyond comments regarding the Project's potential environmental effects.

1.7 ISSUES TO BE RESOLVED BY THE DECISION-MAKING BODY

The primary issues to be resolved by the decision-making body for the proposed Project involve the Project's significant and unavoidable impact under the issue area of transportation (vehicle miles traveled [VMT]). The Riverside County Planning Commission will evaluate whether the mitigation measures proposed to reduce the Project's unavoidable impacts due to VMT adequately reduce Project impacts to the maximum feasible extent. The Planning Commission also will make a determination as to whether the Project's benefits outweigh the adverse environmental effects in support of adopting a Statement of Overriding Considerations pursuant to CEQA Guidelines § 15093. Finally, the Planning Commission will decide whether to approve one of the Project alternatives in lieu of the proposed Project, if it is determined that one of the alternatives is feasible and its approval would serve to substantially reduce or avoid significant environmental impacts.



2.0 ENVIRONMENTAL SETTING

This Section 2.0 is provided pursuant to CEQA Guidelines § 15125(a), and includes a description of the physical environmental conditions in the vicinity of the Project site and its off-site improvement areas from both a local and regional perspective as it existed at the time the Notice of Preparation (NOP) was published for this EIR, which occurred on August 3, 2022. This Section provides a brief overview of resources on and surrounding the Project site; additional detail regarding existing conditions for individual issue areas (e.g., biology, geology, etc.) is provided within the appropriate subsection headings within Section 4.0, *Environmental Analysis*, of this EIR.

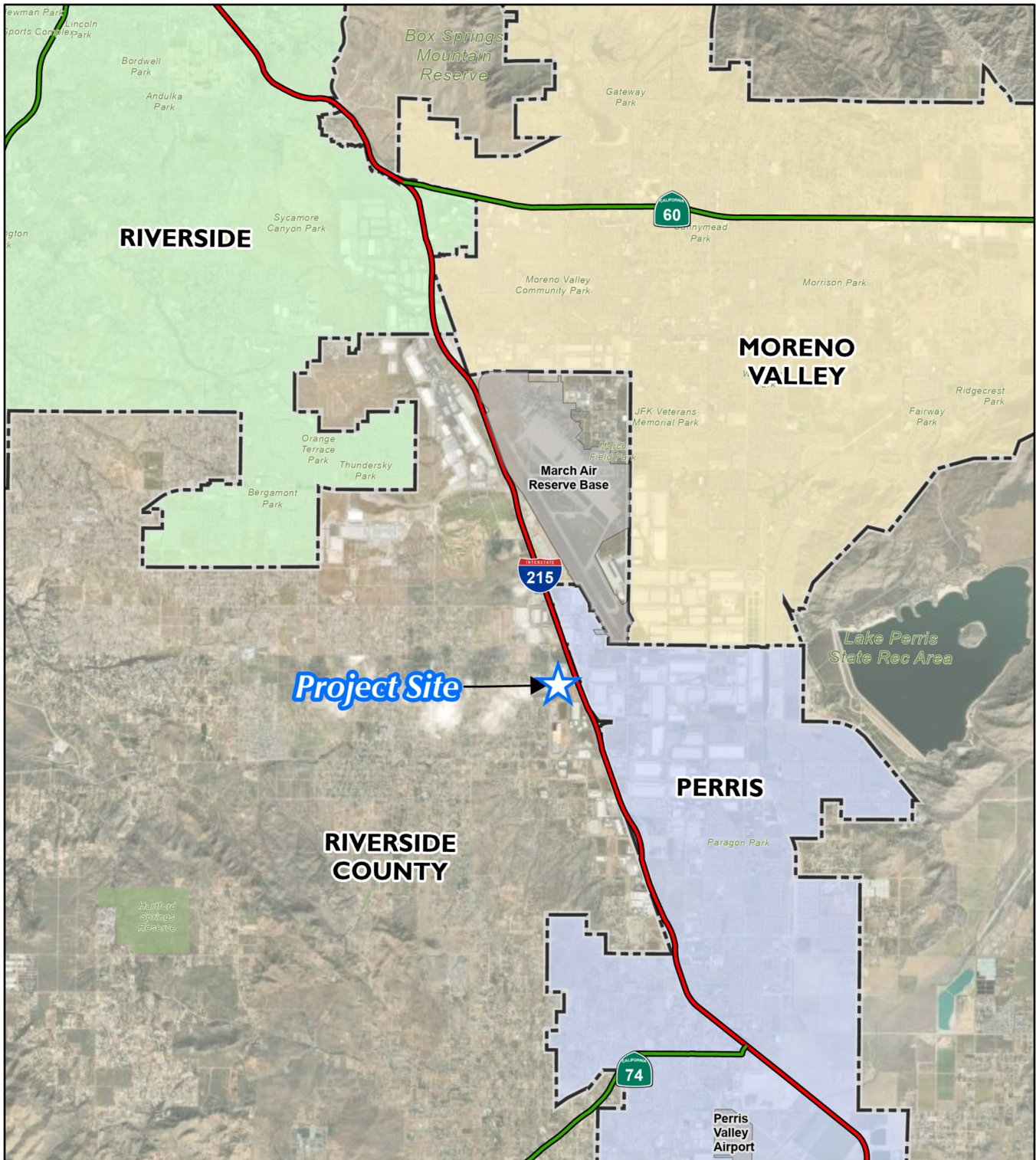
2.1 REGIONAL SETTING AND LOCATION

The 70.37-acre Project site is located within unincorporated western Riverside County, California. Figure 2-1, *Regional Map*, depicts the Project site's location within the regional vicinity. As shown, Riverside County abuts San Bernardino County to the north; Orange County to the west; and San Diego and Imperial Counties to the south. Riverside County is located in an urbanizing area of southern California commonly referred to as the Inland Empire. The Inland Empire is an approximate 28,000 square-mile region comprising western San Bernardino County, western Riverside County, and the eastern reaches of Los Angeles County. As of 2018, SCAG estimates that Riverside County as a whole had a population 2,415,954 (SCAG, 2019, p. 3) SCAG estimates that the population within the SCAG region will increase to 22.1 million by 2040. (SCAG, 2020, p. 48)

2.2 LOCAL SETTING AND LOCATION

The Project site is located within the western region of unincorporated Riverside County, California. As depicted in Figure 2-2, *Vicinity Map*, the Project site is within the Mead Valley Area Plan (MVAP) portion of unincorporated Riverside County. As depicted on Figure 2-2, the Project site comprises a total of four (4) non-contiguous parcels generally located east and west of Harvill Avenue, south of Old Oleander Avenue, and north of Martin Street. More specifically, the Building 13 site (PPT220008) comprises approximately 19.03 acres located west of Harvill Avenue between Perry Street and Martin Street, and encompasses Assessor's Parcel Numbers (APNs) 314-130-(015, 023, 024, 026, 027). The site proposed for development with Buildings 14A and 14B (PPT220015) comprises approximately 21.04 acres located west of Harvill Avenue, south of Commerce Center Drive, east of Seaton Avenue, and north of Perry Street, and encompasses APNs 314-270-(009, 010, 011, 012, 013 and 014) and 314-280-(001, 002, 003 and 004). The Building 17 site (PPT220009) comprises approximately 16.06 acres located at the northeast corner of Harvill Avenue and America's Tire Drive, and encompasses APNs 314-010-(082 and 084). The Building 18 site (PPT220003) comprises 14.24 acres located west of Harvill Avenue and south of Old Oleander Avenue, and encompasses APNs 314-040-(013, 014, 015, 021, 023, 025, 026, 028, 031). The overall 70.37-acre Project site is located in Sections 1 and 2, Township 4 South, Range 4 West, San Bernardino Baseline and Meridian. (RCIT, n.d.)

The census tract containing the Project site (Census Tract 6065042010) is ranked by the State as being in the 71st percentile for pollution burden which, based on the Census Tract's demographic characteristics, results in

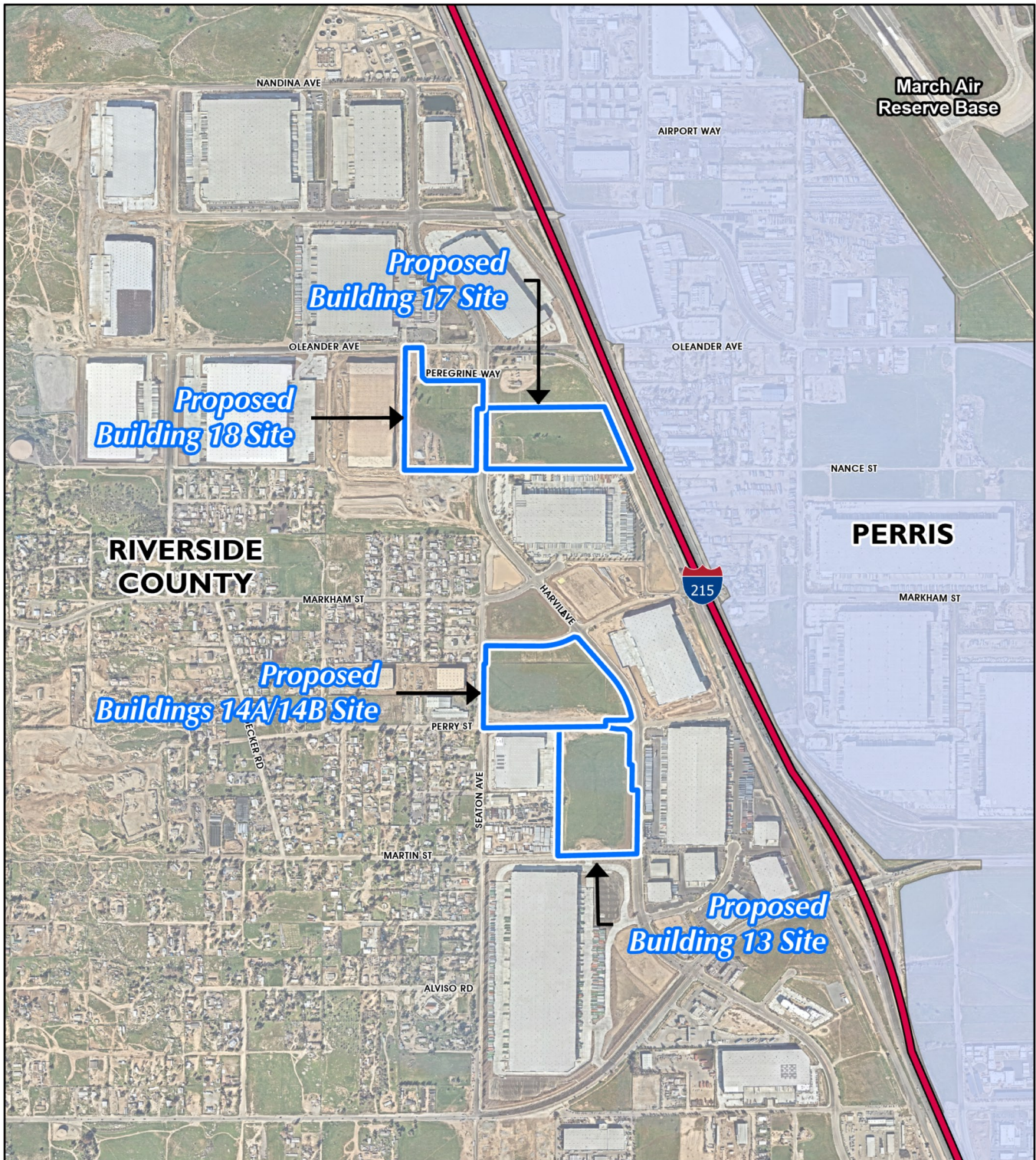


Source(s): ESRI, RCTLMA (2022)

Figure 2-1

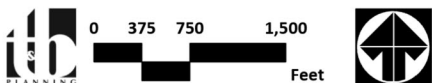


Regional Map



Source(s): ESRI, NearMap Imagery (May 2023), RCTLMA (2022)

Figure 2-2



Vicinity Map



the Office of Environmental Health Hazard Assessment (OEHHA) ranking the area in the 79th percentile of communities that are disproportionately burdened by multiple sources of pollution. OEHHA relies on reported demographic information of 6,179 persons living in Census Tract 6065042010. Census Tract 6065042010 encompasses areas west of I-15, south of Nandina Avenue, east of Haines Street, and north of Cajalco Expressway. (OEHHA, 2022)

OEHHA’s California Communities Environmental Health Screening Tool: CalEnviroScreen 4.0, is a screening methodology that the State uses to identify California communities that are disproportionately burdened by multiple sources of pollution. The CalEnviroScreen 4.0 indicators for the Project site’s Census Tract are shown below in Table 2-1, *CalEnviroScreen Indicators for Census Tract 6065042010*.

Table 2-1 CalEnviroScreen Indicators for Census Tract 6065042010

Indicator	% Burden	Indicator	% Burden
Exposures		Sensitive Populations	
Ozone:	97	Asthma	61
PM 2.5:	59	Low Birth Weight	32
Diesel PM:	37	Cardiovascular Disease	85.81
Pesticides:	62	Socioeconomic Factors	
Toxic Releases:	43	Education	88
Traffic:	89	Linguistic Isolation	65
Drinking Water Contaminants:	9	Poverty	83
Lead in Housing:	48	Unemployment	61
Environmental Effects		Housing Burden	81
Cleanup Sites	87		
Groundwater Threats	47		
Hazardous Waste	10		
Impaired Waters	0		
Solid Waste	53		

(OEHHA, 2022)

Exposure indicators are based on measurements of different types of pollution that people may come into contact with. Environmental effects indicators are based on the locations of toxic chemicals in or near communities. Sensitive population indicators measure the number of people in a community who may be more severely affected by pollution because of their age or health. Socioeconomic factor indicators are conditions that may increase people’s stress or make healthy living difficult and cause them to be more sensitive to pollution’s effects. As indicated in Table 2-1, for the Project site’s Census Tract, the highest environmental exposures (over 80%) are from ozone (O₃), traffic, and cleanup sites. The highest population and socioeconomic factors (over 80%) include compromised health conditions related to cardiovascular disease, low levels of educational attainment, poverty, and housing burden. None of the other population or socioeconomic factors exceed 80%. It should be noted that the data presented in Table 2-1 are based on air quality measurements collected in 2016 and 2018, and do not necessarily represent current conditions. As



discussed in further detail in EIR subsection 4.3.1.G, air quality regulations have become increasingly stringent since the 1970s, which has resulted in a substantial reduction in industrial emission sources, including localized emission sources. Thus, the data presented in Table 2-1 likely overstates the Project area's level of environmental exposures and the area's population and socioeconomic factors. (OEHHA, 2022)

In addition, the Project site is located in a SB 535 Disadvantaged Community identified by the California Environmental Protection Agency (CalEPA). The State provides California Climate Investment funding appropriated by the State Legislature from the proceeds of the State's Cap-and-Trade Program for investment in disadvantaged communities. The funding is used for programs that reduce emissions of greenhouse gases with at least 25% of the funding going to projects that provide a benefit to disadvantaged communities and at least 10 percent of the funding going to projects located within those communities. (CalEPA, 2022)

2.3 SURROUNDING LAND USES AND DEVELOPMENT

Land uses in the immediate vicinity of the Project site are illustrated on Figure 2-3, *Surrounding Land Uses and Development*, and described below.

Building 13 (PPT220008)

- North: To the north of the Building 13 site is Perry Street, beyond which is undeveloped and highly disturbed land that is proposed to be developed with Buildings 14A/14B as part of the Project (Google Earth, 2021).
- East: To the east of the Building 13 site is Harvill Avenue, beyond which are several existing warehouse buildings. The Atchison, Topeka and Santa Fe (AT&SF) railroad tracks occur approximately 0.2-mile east of the Building 13 site, beyond which is Interstate 15 (I-15). (Google Earth, 2021)
- South: To the south of the Building 13 site is Martin Street, beyond which is an existing warehouse building. Cajalco Expressway occurs approximately 0.2-mile to the south. (Google Earth, 2021).
- West: Lands immediately west of the Building 13 site consist of several existing commercial businesses (GreenBee Concrete and White House Sanitation) and an existing warehouse building. Further to the west is Seaton Avenue, beyond which is an existing rural residential neighborhood with a small warehouse building at the northwest corner of Perry Street and Seaton Avenue. (Google Earth, 2021)

Buildings 14A and 14B (PPT220015)

- North: To the north of the Building 14A/14B site is Commerce Center Drive, beyond which are several properties that are currently under construction with warehouse and detention basin uses. (Google Earth, 2021)



Source(s): ESRI, NearMap Imagery (May 2023), RCTLMA (2022)

Figure 2-3



Surrounding Land Uses and Development



- East: To the east of the Building 14A/14B site is Harvill Avenue, beyond which are existing warehouse buildings and a warehouse building that is under construction. The AT&SF railroad tracks occur approximately 0.2-mile east of the Building 14A/14B site, beyond which is I-15. (Google Earth, 2021)
- South. To the south of the Building 14A/14B site is Perry Street, beyond which are undeveloped lands (i.e., the Building 13 site) that appear to be routinely disced for fire abatement purposes and a property on which a warehouse was recently constructed. To the south of the warehouse are several existing commercial businesses (GreenBee Concrete and White House Sanitation). (Google Earth, 2021)
- West: To the west of the Building 14A/14B site is Seaton Avenue, beyond which is a rural residential neighborhood and several warehouse buildings along the north side of Perry Street (including one warehouse that is under construction). (Google Earth, 2021)

Building 17 (PPT220009)

- North: To the north of the Building 17 site is undeveloped land that appears to be routinely disced for fire abatement purposes, beyond which are a truck trailer parking area, a fueling transfer station for tanker trucks, and an AT&SF rail spur that provides storage for several railroad cars used for the transport of petroleum products. (Google Earth, 2021)
- East: To the east of the Building 17 site are the AT&SF railroad tracks and I-15, beyond which are lands within the City of Perris that consist of several existing light industrial developments (Google Earth, 2021)
- South. To the south of the Building 17 site is an existing warehouse building (America's Tire), beyond which are several warehouse buildings that are under construction (Google Earth, 2021).
- West: To the west of the Building 17 site is Harvill Avenue, beyond which is the Building 18 site and two warehouse buildings that are under construction. (Google Earth, 2021)

Building 18 (PPT220003)

- North: To the north of the Building 18 site are an existing residential home and vacant land used for the storage of trucks and equipment. Further to the north is Old Oleander Avenue, beyond which are two large warehouse building (CJ Logistics America and Hardwoods - Perris). (Google Earth, 2021)
- East: To the east of the Building 18 site are undeveloped lands that appear to be routinely disced for fire abatement purposes (including the Building 17 site), as well as a truck trailer parking area, a fueling transfer station for tanker trucks, and an AT&SF rail spur that provides storage for several railroad cars used for the transport of petroleum products. (Google Earth, 2021)



- South. To the south of the Building 18 site is an existing warehouse building that is under construction, beyond which are rural residential uses and a detention basing that also is under construction (Google Earth, 2021).
- West: To the west of the Building 18 site is a warehouse building that is under construction, beyond which is a large warehouse building (Syncreon), undeveloped lands, and rural residential uses (Google Earth, 2021).

2.4 LOCAL PLANNING CONTEXT

CEQA Guidelines § 15125(d) requires that EIRs identify the general plans and regional plans that are applicable to the project under evaluation, and recognize potential inconsistencies. Plans that are applicable to the Project evaluated herein are summarized below, with additional information provided in the applicable resource discussions in Section 4.0, *Environmental Analysis*.

2.4.1 SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS)

SCAG is a regional agency established pursuant to California Government Code § 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG's regional authority. On September 3, 2020, SCAG's Regional Council approved and adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy ("Connect SoCal"). Connect SoCal is the applicable Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the Project. The goals of Connect SoCal are to: 1) Encourage regional economic prosperity and global competitiveness; 2) Improve mobility, accessibility, reliability, and travel safety for people and goods; 3) Enhance the preservation, security, and resilience of the regional transportation system; 4) Increase person and goods movement and travel choices within the transportation system; 5) Reduce greenhouse gas emissions and improve air quality; 6) Support healthy and equitable communities; 7) Adapt to a changing climate and support an integrated regional development pattern and transportation network; 8) Leverage new transportation technologies and data-driven solutions that result in more efficient travel; 9) Encourage development of diverse housing types in areas that are supported by multiple transportation options; 10) Promote conservation of natural and agricultural lands and restoration of habitats. Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation of the RTP. (SCAG, 2020)

2.4.2 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT AIR QUALITY MANAGEMENT PLAN (AQMP)

Currently, the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are exceeded in most parts of the South Coast Air Basin (SCAB). In response, and in conformance with California Health and Safety Code Section 40702 et seq. and the California Clean Air Act, the South Coast Air Quality Management District (SCAQMD) has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. Each version of the plan is an update of the previous plan and has a 20-year horizon with a revised baseline. In December 2022, the SCAQMD released the Final 2022 AQMP



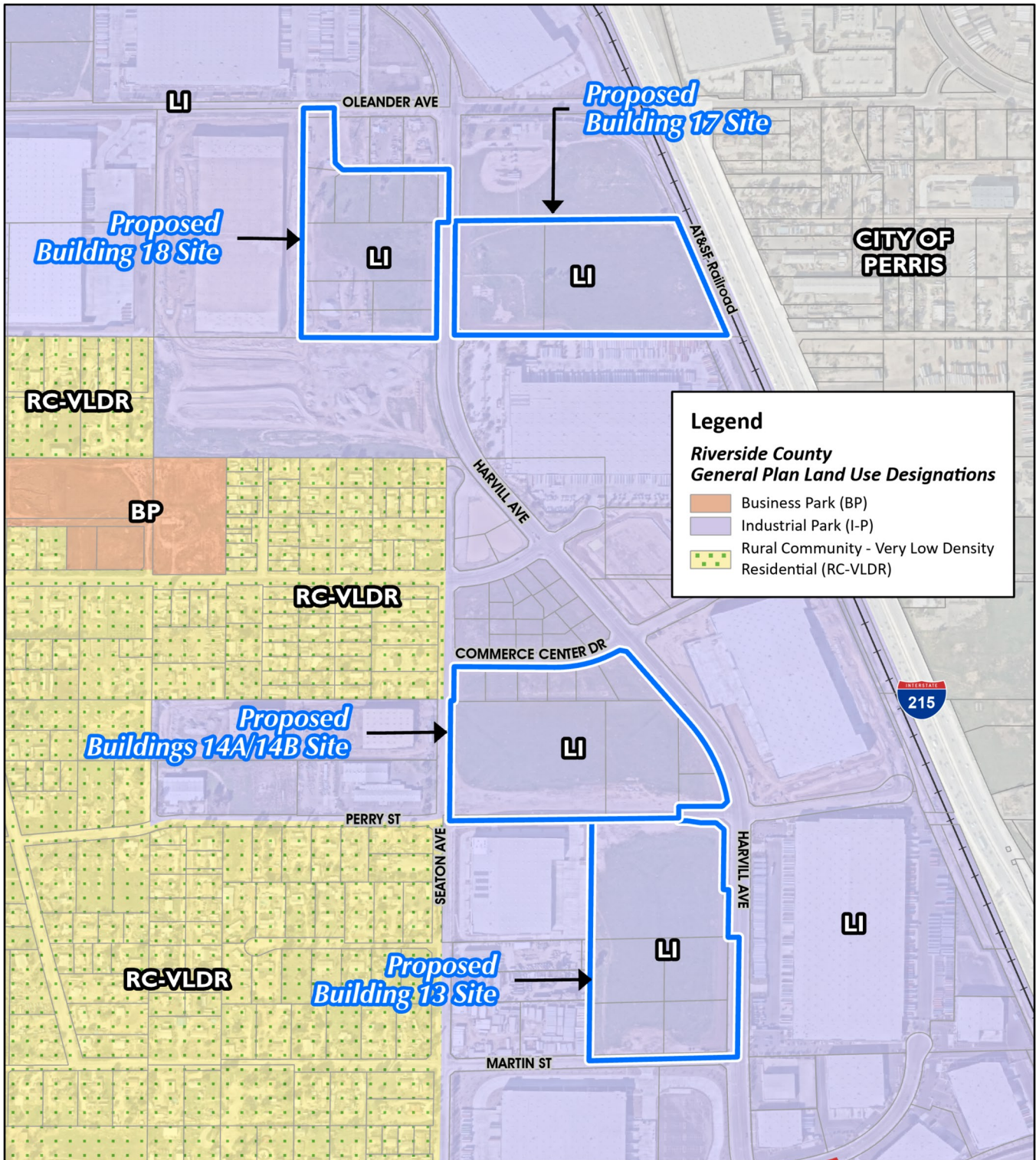
(2022 AQMP). The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal Clean Air Act (CAA) requirements. The 2022 AQMP is based on assumptions provided by the EMISSION FACTOR model (EMFAC) developed by the California Air Resources Board (CARB) for motor vehicle information and assumptions provided by SCAG for demographics. The air quality levels projected in the 2022 AQMP are based on the assumption that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with population growth projections identified by SCAG in its 2020 RTP/SCS. The 2022 AQMP also assumes that such development projects will implement strategies to reduce emissions generated during the construction and operational phases of development. (SCAQMD, 2022)

2.4.3 COUNTY OF RIVERSIDE GENERAL PLAN AND MEAD VALLEY AREA PLAN (MVAP)

The prevailing planning document for the Project site and its surrounding area is the Riverside County General Plan. The Project site is located within the Mead Valley Area Plan (MVAP) portion of the Riverside County General Plan. As depicted on Figure 2-4, *Existing General Plan Land Use Designations*, the County's General Plan and MVAP designate the 70.37-acre Project site for "Light Industrial (LI)" land uses (RCIT, n.d.). The LI land use designations is intended to accommodate industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses (Riverside County, 2021a, Table LU-4). In addition, a portion of the Buildings 14A/14B site is located within the Majestic Freeway Business Center Specific Plan (MFBCSP), as described below.

2.4.4 MAJESTIC FREEWAY BUSINESS CENTER SPECIFIC PLAN

The northern and eastern portions of the Buildings 14A/14B site are located within the MFBCSP. The MFBCSP was adopted by the Riverside County Board of Supervisors on August 23, 2005. The MFBCSP encompasses approximately 279.2 acres of land planned for light industrial development, along with 45.77 acres of existing roads. The MFBCSP allows for up to approximately 6.2 million s.f. of light industrial building area, with individual buildings ranging in size from 25,000 s.f. to 1.2 million s.f. The northern and eastern portions of the Buildings 14A/14B site are located within Planning Area 5 of the MFBCSP, which is designated for "Light Industrial" land uses. The purpose of the "Light Industrial" designation of the MFBCSP is to provide for light manufacturing and warehouse/distribution uses that provide employment opportunities for area residents. It should be noted that the Riverside County Planning Department has determined that the Buildings 14A/14B Plot Plan is not subject to the requirements of the MFBCSP. (Riverside County, 2005, p. III-4)



Source(s): ESRI, NearMap Imagery (May 2023), RCTLMA (2022)

Figure 2-4



Existing General Plan Land Use Designations



2.4.5 ZONING

The Riverside County Zoning Ordinance is intended to implement the Riverside County General Plan’s land use plan. As shown on Figure 2-5, *Existing Zoning Classifications*, under existing conditions a majority of the Project site is zoned for “Manufacturing – Service Commercial (M-SC)” land uses, while the western ±200 feet of the Buildings 14A/14B site is zoned for “Industrial Park (I-P)” land uses. The M-SC zoning classification allows for most light manufacturing and industrial uses defined under the Standard Industrial Classification Code (SIC) with Plot Plan approval. The I-P zoning classification allows for planned industrial areas with approval of a plot plan. (Riverside County, 2021c; RCIT, n.d.).

2.4.6 WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN

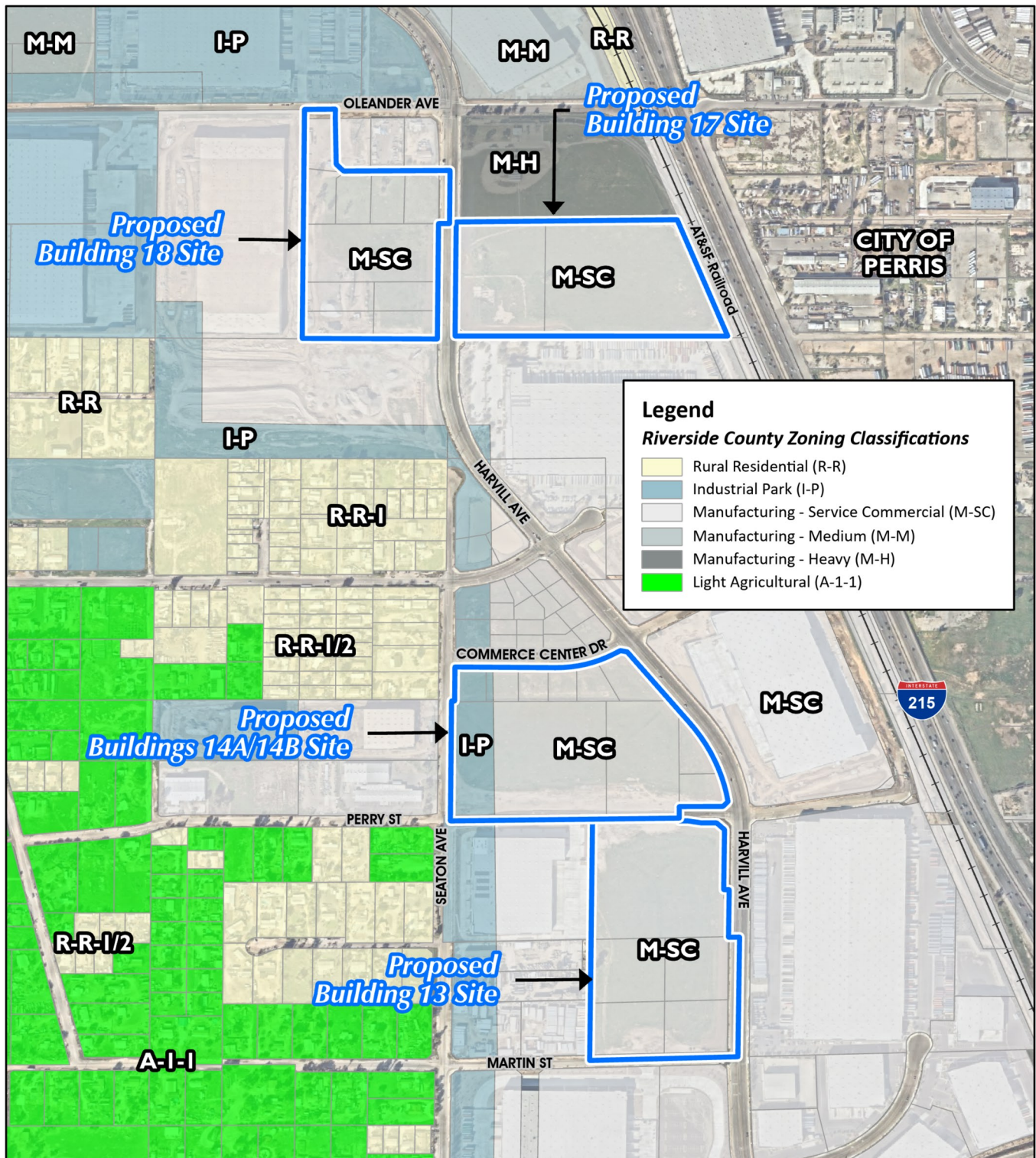
The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), a regional Habitat Conservation Plan (HCP), was adopted on June 17, 2003, and an Implementing Agreement (IA) was executed between the United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and participating entities. The intent of the Western Riverside County MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP identifies Criteria Areas, in which habitat conservation efforts are targeted. The Project site is not located within any MSHCP Criteria Cells or Cell Groups, indicating that the Project site is not targeted for conservation under the MSHCP. (RCIT, n.d.)

In addition to conservation criteria within areas designated to be included within the MSHCP Reserve System, the MSHCP also identifies a number of additional survey and conservation requirements. The Project site is not located within an MSHCP Survey area for amphibians or mammals, although a majority of the Project site occurs within an MSHCP burrowing owl survey area. The Project site is not located within a narrow endemic plant species survey area or a criteria species survey area. (RCA, n.d.)

Refer to EIR Subsection 4.4, *Biological Resources*, for a complete description of applicable MSHCP requirements and the Project’s consistency with the MSHCP.

2.5 EXISTING PHYSICAL SITE CONDITIONS

Pursuant to CEQA Guidelines § 15125, the physical environmental condition for purposes of establishing the setting of an EIR is the environment as it existed at the time the EIR’s NOP was released for public review. The NOP for this EIR was released for public review on August 3, 2022. The following subsections provide a description of the Project site’s physical environmental condition (“existing conditions”) as of that approximate date. The site’s current physical conditions and surrounding areas are shown on Figure 2-6, *Aerial Photograph*. More detailed information regarding the Project’s site’s environmental setting as it relates to a specific environmental issue area is provided in the various subsections of EIR Section 4.0, *Environmental Analysis*.



Source(s): ESRI, NearMap Imagery (May 2023), RCTLMA (2022)

Figure 2-5



Existing Zoning Classifications



Source(s): ESRI, NearMap Imagery (May 2023), RCTLMA (2022)

Figure 2-6



Aerial Photograph



2.5.1 LAND USE

As shown on Figure 2-6, under existing conditions the 70.37-acre Project site is vacant and undeveloped, and is routinely disced for fire abatement purposes (Google Earth, 2021).

The Building 13 site has been undeveloped or agricultural land since at least 1938. The Buildings 14A/B site has been undeveloped or agricultural land since the early-1900s, but was graded and terraced between 1994 and 2002. (SCS Engineers, 2022a, p. 9; SCS Engineers, 2022b, p. 8; SCS Engineers, 2022c, p. 8)

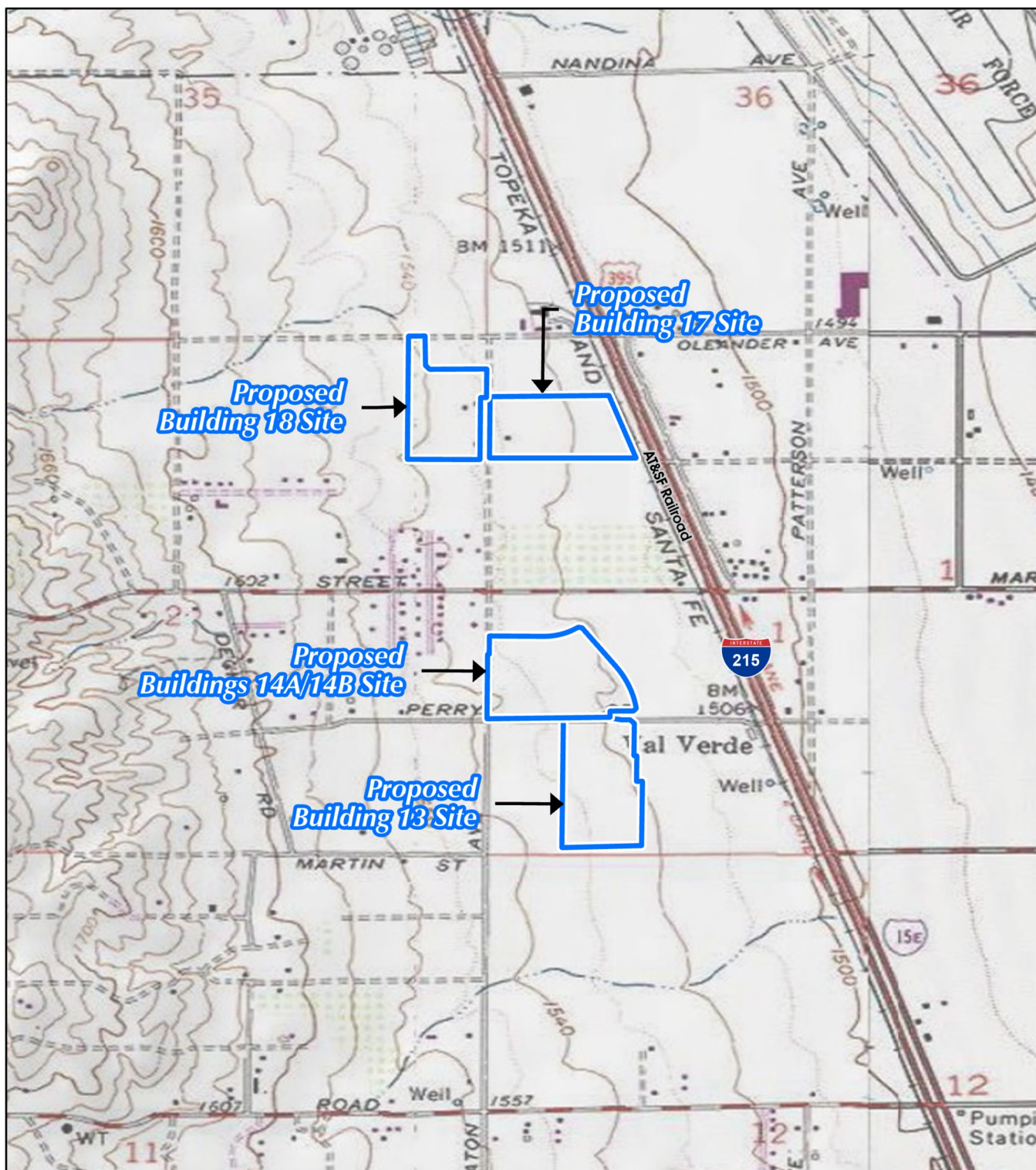
The Building 17 site was undeveloped or agricultural land from the late-1800s. By 1901, a small structure, likely a rural residence, was located on the southwestern portion of the Building 17 site (18240 Seaton Avenue). By 1942, three small structures were present on the southwestern portion of the Building 17 site. Building permits for the installation of manufactured homes on the Building 17 site were issued in the late 1970s. By 1985, four buildings were located on the Building 17 site, in different locations than previous buildings, likely the manufactured homes and detached garage mentioned in building permits. Between 1980 and 1990, Atchley Trucking was listed as the occupant of the site. By 1990, some of the buildings on the Building 17 site were removed, and by 2006 no structures remained on the site. The Building 17 site has been vacant and undeveloped since 2006. (SCS Engineers, 2022d, p. 11)

The Building 18 site was undeveloped or agricultural land from the late-1800s through at least 1901. By 1938, a rural residence was located on the central-eastern portion of the Building 18 site (18131 Harvill Avenue). A detached garage was added in the early-1940s. By 1967, a new residential structure was built immediately north of the rural residence at 18131 Harvill Avenue. In the 1970s, another rural residence was developed on the southeastern portion of the Building 18 site. During the 2000s, outdoor truck parking was present on the northeastern portion of the site. In 2006, all rural residences and garages were demolished at the eastern side of the Building 18 site. The Building 18 site has been vacant and undeveloped since 2009. (SCS Engineers, n.d., p. 11)

2.5.2 SITE TOPOGRAPHY

Figure 2-7, *USGS Topographic Map*, depicts the topography of the overall 70.37-acre Project site. Provided below is a description of the topography for each of the individual building sites.

- **Building 13 Site:** The Building 13 site generally slopes gently downwards from the southwest corner to the northeast corner. Elevations on site range from 1,536 feet above mean sea level (amsl) in the southern portion of the western boundary to 1,521 feet amsl at the northeastern corner of the site. Overall topographic relief is approximately 15 feet. (Google Earth, 2021)
- **Buildings 14A/B Site:** The site proposed for Buildings 14A and 14B generally slopes gently downward from the west to the east. Elevations on site range from 1,544 feet amsl at the southwest corner of the site to 1,517 feet amsl at the southeast corner of the site. Overall topographic relief is approximately 27 feet. (Google Earth, 2021)



Source(s): ESRI, USGS (2013)

Figure 2-7



USGS Topographic Map



- **Building 17 Site:** The Building 17 site generally slopes gently downward from northwest to southeast. Elevations on site range from 1,534 feet amsl at the southwest corner to 1,516 feet amsl at the southeast corner of the site. Overall topographic relief is approximately 18 feet. (Google Earth, 2021)
- **Building 18 Site:** The building 18 site generally slopes gently downward from west to east. Elevations on site range from 1,549 feet amsl along the western boundary to 1,536 feet amsl at the southeast corner of the site. Overall topographic relief is approximately 13 feet. (Google Earth, 2021)

2.5.3 AIR QUALITY AND CLIMATE

The Project site is located in the 6,745-square-mile South Coast Air Basin (SCAB), which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west, the San Gabriel, San Bernardino, the San Jacinto Mountains to the north and east, and San Diego County to the south. The SCAB is within the jurisdiction of the SCAQMD, the agency charged with bringing air quality in the SCAB into conformity with federal and State air quality standards. As documented in the Project's Air Quality Impact Analysis technical reports (*Technical Appendices B2 through B5* to this EIR), although the climate of the SCAB is characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. More than 90% of the SCAB's rainfall occurs from November through April. Temperatures during the year range from an average minimum of 36°F in January to over 100°F in the summer. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Ana[s]" each year. (Urban Crossroads, 2023b, p. 10)

As documented in the Project's Air Quality Impact Analysis technical reports (*Technical Appendices B2 through B5* to this EIR), although the climate of the SCAB is characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. More than 90% of the SCAB's rainfall occurs from November through April. Temperatures during the year range from an average minimum of 36°F in January to over 100°F maximum in the summer. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Ana[s]" each year. (Urban Crossroads, 2023b, p. 9)

2.5.4 AGRICULTURE AND FORESTRY RESOURCES

As more fully discussed in EIR Subsection 4.2, *Agriculture and Forestry Resources*, the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP) identifies "Important Farmland" to include lands mapped as "Prime Farmland," "Farmland of Statewide Importance," and "Unique Farmland." The entire Project site (70.37 acres) is classified by the FMMP as "Farmland of Local Importance" (CDC, 2021). The Project site is not zoned for agricultural use, is not currently used for agricultural production, and is not subject to any Williamson Act contracts or County Agricultural Preserves. Additionally, no forestry resources occur on site under existing conditions (Riverside County, 2015a, Figure 4.5.2; RCIT, n.d.)



2.5.5 BIOLOGICAL RESOURCES

The Project site and off-site improvement areas (herein, “Study Area”) support the following vegetation/land cover types:

- **Developed.** The Study Area contains 4.77 acres (3.40 acres on site and 1.37 acres off site) of developed lands. These areas are composed of existing sidewalks and roads, as well as highly disturbed, unvegetated areas in the northern portion of the Building 18 site.

Disturbed/Developed. The Study Area contains 3.46 acres of disturbed/developed lands. These areas consist of vehicular areas with evidence of prior development (such as old foundations), and some areas that support little to no vegetation. Vegetation within these areas includes California burclover (*Medicago polymorpha*), cheeseweed (*Malva parviflora*), coastal heron’s bill (*Erodium cicutarium*), common cryptanth (*Cryptantha intermedia*), fiddleneck (*Amsinckia menziesii*), London rocket (*Sisymbrium irio*), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), spring vetch (*Vicia sativa*), stinknet (*Oncosiphon piluliferum*), summer mustard (*Hirschfeldia incana*), tree tobacco (*Nicotiana glauca*), white horehound (*Marrubium vulgare*), and wild radish (*Raphanus sativus*).

- **Disturbed.** The Study Area contains 10.08 acres (9.40 acres onsite, 0.68-acre offsite) of disturbed lands. These areas have been graded and disked and have minimal vegetative cover. At the time surveys were conducted, portions of Perry Street were being graded as part of ongoing development by the adjacent landowner.

- **Disturbed Non-Native Grassland.** The majority of Study Area consists of 53.46 acres of disturbed non-native grassland that were previously agricultural areas. These areas are routinely disked for weed abatement. Dominant plant species observed included common Mediterranean grass (*Schismus barbatus*), fiddleneck (*Amsinckia menziesii*), foxtail barley (*Hordeum murinum*), red brome (*Bromus madritensis* ssp. *rubens*), ripgut brome (*Bromus diandrus*), slim oat (*Avena barbata*), stinknet (*Oncosiphon piluliferum*), slender wild oat (*Avena barbata*), red-stemmed filaree (*Erodium cicutarium*), fascicled tarweed (*Deinandra fasciculata*), and summer mustard (*Hirschfeldia incana*). Other species present in these areas included California burclover (*Medicago polymorpha*), cheeseweed (*Malva parviflora*), coastal heron’s bill (*Erodium cicutarium*), common cryptanth (*Cryptantha intermedia*), London rocket (*Sisymbrium irio*), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), spring vetch (*Vicia sativa*), white horehound (*Marrubium vulgare*), wild radish (*Raphanus sativus*), tree of heaven (*Ailanthus altissima*), California buckwheat (*Eriogonum fasciculatum*), summer mustard (*Hirschfeldia incana*), and common fiddleneck (*Amsinckia menziesii* var. *intermedia*).

- **Disturbed Ruderal.** The Study Area contains 0.83-acre of disturbed/ruderal lands. These areas are associated with an ephemeral drainage (Drainage A). Dominant plant species observed include common vetch (*Vicia sativa*), silverleaf nightshade (*Solanum elaeagnifolium*), fascicled tarweed, and common sunflower (*Helianthus annuus*).



- **Ornamentals.** The Study Area supports 0.49-acre of ornamental vegetation. These areas are composed of a stand of blue gum (*Eucalyptus globulus*) trees and a stand of tree of heaven (*Ailanthus altissima*). Ornamental vegetation on site is located in the central and western portions of the Building 17 site, and the central and northeastern portions of the Building 18 site.

Refer to EIR Subsection 4.4, *Biological Resources*, for a detailed description of the biological resources that occur on site.

2.5.6 GEOLOGY

The property is located in the Peninsular Ranges geomorphic province of California. The Peninsular Ranges province extends from the Los Angeles Basin southeast to Baja California and from the Pacific Ocean eastward to the Coachella Valley and Colorado Desert. The province consists of numerous northwest to southeast-trending mountain ranges and valleys that are geologically controlled by several major active faults. The Project site is located within and near the central part of the Perris block, which is bounded on the northeast by the San Jacinto fault zone, on the north by the Sierra Madre-Cucamonga fault zone, and on the west by the Elsinore Fault zone.

The 70.37-acre Project site is underlain by early Pleistocene (Map Symbol Qvof) old alluvial valley deposits, which are described as predominantly composed of moderately indurated, slightly dissected, sandy alluvium, containing lesser silt, and clay-bearing alluvium. Based on the mapping of the geologic formations present near the Project site, it is anticipated that the near-surface older alluvium is underlain by Val Verde tonalite (Map Symbol Kvt) formation, which is described as gray-weathering, relatively homogeneous, massive to well-foliated, medium to coarse grained, hypautomorphic granular biotite-hornblende tonalite. (SCG, 2021a, p. 7)

2.5.7 SOIL TYPES AND EROSION POTENTIAL

Table 2-2, *Summary of On-Site Soil Characteristics*, provides a summary of the soils present on the Project site, and identifies the attendant rate of runoff and erosion susceptibility. As shown, approximately 11.0% of the Project site contains soils with a slow rate of runoff and a slight susceptibility to erosion, approximately 39.7% of the Project site contains soils with a slow to medium rate of runoff and a slight to moderate susceptibility to erosion, approximately 9.0% of the Project site has medium rate of runoff and a slight to moderate susceptibility to erosion, and approximately 40.3% of the Project site has a medium rate of runoff and a moderate susceptibility to erosion. (USDA, 1971, pp. 13, 14, 31, 88, 38-40; USDA, n.d.)

2.5.8 HYDROLOGY

The existing hydrologic conditions of the Project site previously were depicted on Figure 2-7 and are described below for each building site.



Table 2-2 Summary of On-Site Soil Characteristics

Map Symbol	Map Unit Name	Rate of Runoff	Erosion Susceptibility	Acres in AOI ¹	Percent of AOI ¹
AnC	Arlington fine sandy loam, 2 to 8 percent slopes	Slow to Medium	Slight to Moderate	13.8	19.6%
AoC	Arlington fine sandy loam, deep, 2 to 8 percent slopes	Medium	Moderate	28.3	40.3%
EnC2	Exeter sandy loam, 2 to 8 percent slopes, eroded	Slow to Medium	Slight to Moderate	1.8	2.6%
FfC2	Fallbrook fine sandy loam, 2 to 8 percent slopes, eroded	Slow	Slight	1.2	1.7%
GyC2	Greenfield sandy loam, 2 to 8 percent slopes, eroded	Medium	Slight to Moderate	6.4	9.0%
HcC	Hanford coarse sandy loam, 2 to 8 percent slopes	Slow to Medium	Slight to Moderate	12.3	17.5%
HgA	Hanford fine sandy loam, 0 to 2 percent slopes	Slow	Slight	6.6	9.3%
Totals for Area of Interest:		--	--	70.4	100.0%

1. AOI = Area of Interest. Totals reflect rounding.
(USDA, 1971, pp. 13, 14, 31, 88, 38-40; USDA, n.d.)

- **Building 13 Site:** Under existing conditions, the natural drainage pattern for the Building 13 site flows towards the intersection of Perry and Harvill at the northeast corner of the site. An existing inlet headwall & apron drains the site into existing storm drain that directs flows toward the east.
- **Buildings 14A/B Site:** Under existing conditions, the natural drainage pattern for the site proposed for Buildings 14A and 14B flows towards the intersection of Perry and Harvill at the northeast corner of the site for the northerly quarter of the site. The remaining area flows to the southeast corner near the intersection of Perry Street and Harvill Avenue.
- **Building 17 Site:** Under existing conditions, the natural drainage pattern for the Building 17 site flows towards the southeast corner of the site to the UPRR right of way and the existing Riverside County Flood Control and Water Conservation District (RCFCWCD) detention basin located north of Commerce Center Drive and west of the AT&SF railroad tracks.
- **Building 18 Site:** Under existing conditions, the natural drainage pattern for the Building 18 site flows west to east toward Harvill Ave where there are two existing catch basins that collect surface flows and are conveyed in RCFCWCD Line F-4 to an existing detention basin near the I-215 Freeway and Commerce Center Drive.

Refer to EIR Subsection 4.10, *Hydrology and Water Quality*, for additional information regarding the site’s existing drainage conditions.

2.5.9 NOISE

The most common and significant source of noise in Riverside County is mobile noise generated by transportation-related sources. Other sources of noise are the various land uses (i.e., residential, commercial, and institutional) that generate stationary-source noise. The background ambient noise levels in the Project



area are dominated by the transportation-related noise associated with surface streets and I-215. Within the Project area, and based on noise measurements conducted by Urban Crossroads, Inc., ambient noise levels range from approximately 59.6 dBA CNEL to approximately 82.3 dBA CNEL (Urban Crossroads, 2022b, Table 5-1; Urban Crossroads, 2022d, Table 5-1). Refer to EIR Subsection 4.13, *Noise*, for additional information regarding the existing noise conditions within the Project area.

2.5.10 TRANSPORTATION

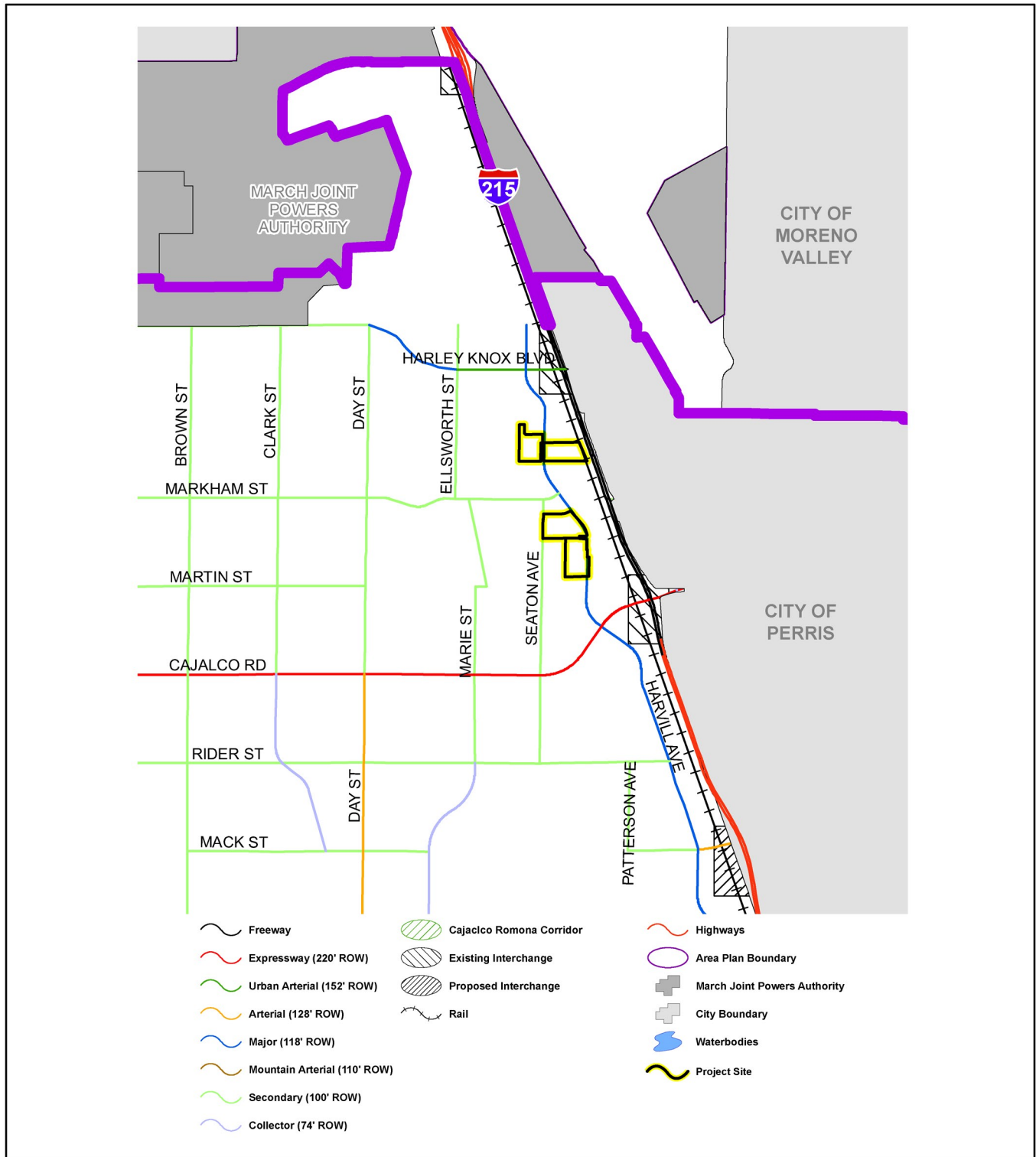
The primary transportation facility in the Project area is Interstate 215 (I-215), which occurs immediately to the east of the Building 17 site. The Project site also is located approximately 5.7 miles south of State Route 60 (SR-60), while State Route 91 (SR-91) occurs approximately 9.4 miles to the northwest of the Project site. Access between each portion of the Project site and I-215 primarily is accommodated via Harvill Avenue, Cajalco Expressway, and Oleander Avenue. In addition, Martin Street provides access to the Building 13 site, Perry Street provides access to the Building 13 and Buildings 14A/14B sites, America's Tire Drive provides access to the Building 17 site, and Peregrine Way and Oleander Avenue provide access to the Building 18 site. As shown on Figure 2-8, *MVAP Circulation Plan*, Cajalco Expressway is classified as an "Expressway (220' ROW)," Harvill Avenue is classified as a "Major (118' ROW)" roadway, and Markham Street is classified as a "Secondary (100' ROW)" roadway. In addition, Seaton Avenue is located along the western boundary of the Buildings 14A/14B site and is classified as a "Secondary (100' ROW)" roadway. None of the other roadways that would serve the Project site are classified as General Plan roadways. (Riverside County, 2021b, Figure 8)

Riverside County is currently served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region. 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. RTA Route 41 runs along Ramona/Cajalco Expressway and has existing bus stops to the west and east of Harvill Avenue, which is located approximately 0.25-mile from the Project. There are currently no transit routes or stops along the Harvill Avenue corridor near the proposed Project, with the closest existing transit route occurring along Cajalco Expressway. (Urban Crossroads, 2022g, p. 29)

The County of Riverside bike network is shown on Figure 2-9, *MVAP Trails and Bikeway System*. As shown, there is a planned Regional Trail (Urban/Suburban) trail proposed along Harvill Avenue south of the Project, a Community Trail is planned along Harvill Avenue south of Markham Street, Martin Street along the Building 13 site frontage, and Oleander Avenue along the Building 18 site frontage, and a Class II (on-street, striped) bike lane is planned along Ramona Expressway/Cajalco Expressway. (Urban Crossroads, 2022g, p. 29)

2.5.11 PUBLIC FACILITIES

Fire protection services for the Project site are provided by the Riverside County Fire Department (RCFD). The RCFD provides a full range of fire services within the County and contracting cities. The level of service provided is dependent on response times, travel distance, and staffing workload levels established in the Riverside County Fire Protection and Emergency Medical Aid Plan. The Fire Protection Master Plan contains



Source(s): Mead Valley Area Plan (September 2021)

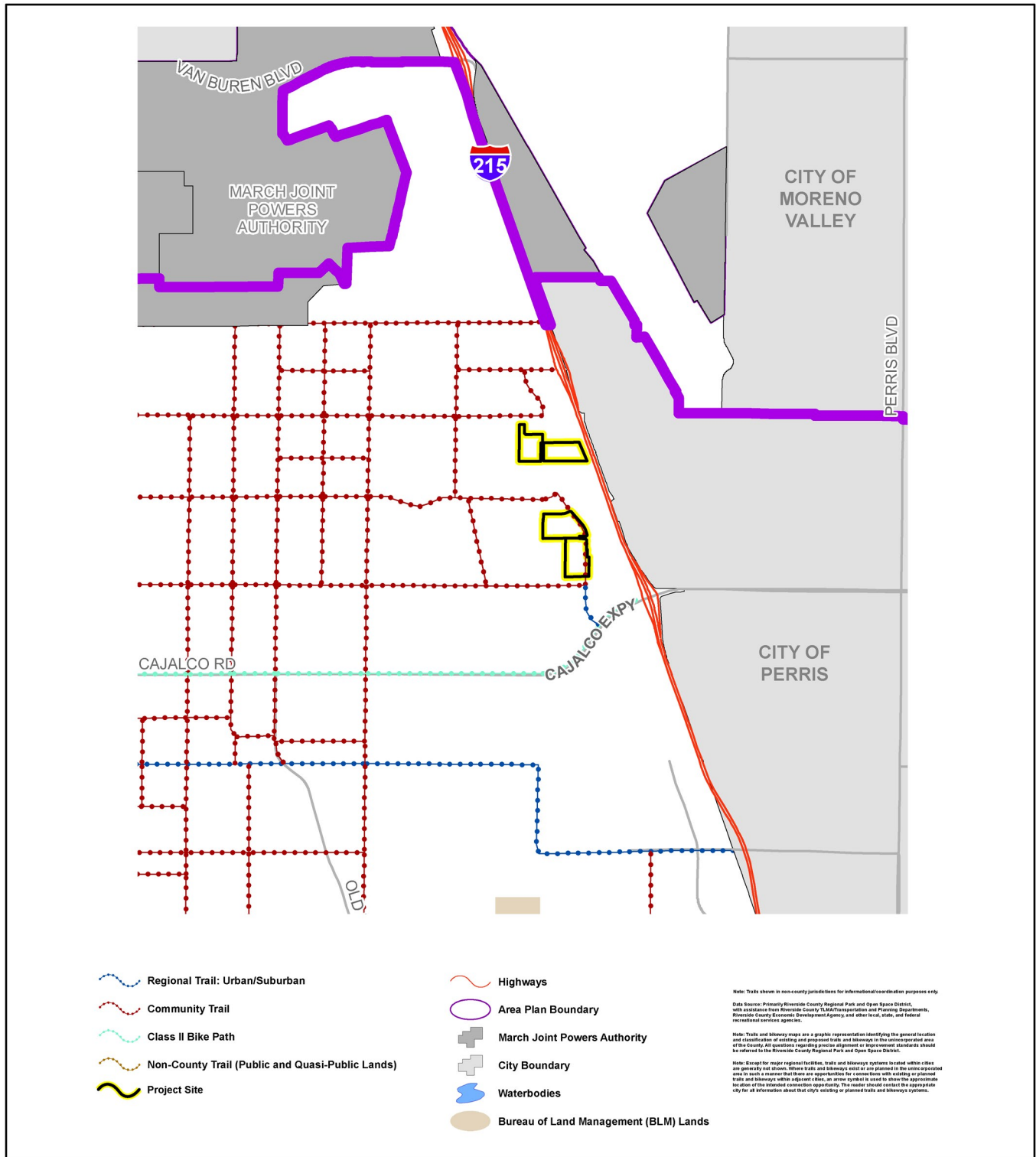
Figure 2-8



Not to Scale

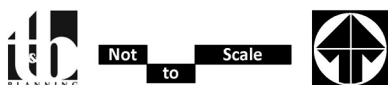


MVAP Circulation Plan



Source(s): Mead Valley Area Plan (September 2021)

Figure 2-9



MVAP Trails and Bikeway System



four fire response categories that are used to determine the response times/travel distances for primary and secondary fire stations. The response categories are based on the amount of community build-out presumed in the Master Fire Plan. The Fire Department assumes in any given region that three or more fire engines respond to any reported fire. The fire station that would serve the Project is Station 59 (Mead Valley), which is located approximately 2.7 roadway miles southwest of the Project site. The Project site also could be served by Station 90 (North Perris City), which is located approximately 3.9 roadway miles southeast of the Project site. (Google Earth, 2021) The fire stations that could serve the Project site are staffed full-time, 24 hours per day, 7 days per week with a minimum three-person crew, including paramedics, operating a “Type 1” structural firefighting apparatus.

The Riverside County Sheriff’s Department (RCSD) provides community policing for the Project area. The Sheriff Station serving the Project area is the Perris Station, located at 137 North Perris Boulevard in Perris, CA, 92570, approximately 4.3 miles southeast of the Project site (Google Earth, 2021). In addition to community policing, other services provided by the Sheriff’s Department include, but are not limited to, operating of the emergency 911 system, operating correctional facilities, performing traffic control, and providing crime prevention education. Also, the Sheriff’s Department coordinates with volunteer groups such as Neighborhood Watch Programs and the Community Oriented and Policing Problem Solving (COPPS) Program and the Community Oriented Policing (COP) Program. COPPS shifts the focus of police work from a solely reactive mode by supplementing traditional law enforcement methods with proactive problem-solving approaches that involve the community as well as the police.

The Project site is located within the Val Verde Unified School District (VVUSD). The nearest schools to the Project site include the Manuel L. Real Elementary School, located approximately 1.4 miles southwest of the Project site; Thomas Rivera Middle School, located approximately 1.3 miles southwest of the Project site; and Val Verde high School, located approximately 0.7-mile southeast of the Project site (Google Earth, 2021). As of the 2017/2018 school year, the VVUSD had a total capacity of 22,016 students, including 11,482 elementary school students, 3,094 middle school students, and 7,440 high school students (VVUSD, 2018). In the 2021-2022 school year, the VVUSD had a total enrollment of 19,216 students (DOE, n.d.).

Under existing conditions, there are no parks within a two-mile radius of the Project site. The nearest park is El Potrero Park is located approximately 2.6 miles northeast of the Project site. (Google Earth, 2021)

The Project site is located within the Riverside County Public Library System (RCPLS) service area. The nearest library servicing the proposed Project site is the Mead Valley Library, located at 21580 Oakwood Street, Perris, CA 92570, or approximately 1.7 miles southwest of the Project site. (Google Earth, 2021)

2.5.12 UTILITIES AND SERVICE SYSTEMS

A. Water Service

The Project site is located in the service area of the Eastern Municipal Water District (EMWD). EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The service area includes seven incorporated cities in addition to unincorporated



areas of Riverside County. EMWD provides both retail and wholesale water service covering a total population of over 800,000. EMWD is both a retail and wholesale agency. EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. (EMWD, 2021a, pp. E-2, 3-2, and 3-23)

In addition to the potable water system, EMWD maintains a regional recycled water system that provides tertiary-treated recycled water to customers for agricultural, landscape irrigation, environmental, and industrial use. EMWD's recycled water system consists of four regional water reclamation facilities (RWRFs) that treat municipal sewage and produce water for recycling. The four RWRFs, the San Jacinto Valley RWRF, the Moreno Valley RWRF, the Temecula Valley RWRF, and the Perris Valley RWRF, are spread throughout EMWD's service area. A network of pipelines connects the four RWRFs, as well as several distribution storage ponds, to manage the delivery of recycled water. (EMWD, 2021a. p. 3-3)

Water service is currently available in the Project area. Under existing conditions, there is a 24-inch water main within Harvill Avenue adjacent to the Building 13 and Buildings 14A/14B sites; a 12-inch water main within Commerce Center Drive adjacent to the Buildings 14A/14B site; and a 14-inch water main within Seaton Avenue adjacent to the Buildings 14A/14B site. In addition, there are two water lines within Harvill Avenue adjacent to the Building 17 and Building 18 sites, measuring 12 inches and 36 inches in size. Recycled water currently is not available in the Project area.

B. Sewer Service

EMWD is responsible for all wastewater collection and treatment in its service area. It has five operational RWRFs located throughout EMWD. Inter-connections between the local collection systems serving each treatment plant allow for operational flexibility, improved reliability, and expanded deliveries of recycled water. All of EMWD's RWRFs produce tertiary effluent, suitable for all permitted uses, including irrigation of food crops and full-body contact. The five RWRFs currently have a combined capacity of 78,000,000 gallons per day (gpd), or approximately 87,371 acre-feet per year (AFY). Collectively, the RWRFs within EMWD collect and treat approximately 50.4 million gpd of wastewater, and have a capacity to treat approximately 78.0 million gpd. Sewer flows from the Project area are treated by either the Moreno Valley RWRF or the Perris Valley RWRF, which have a combined daily capacity of 38.0 million gpd and typical daily flows of 27.0 million gpd. (EMWD, n.d.)

Under existing conditions, there is an 8-inch sewer line in Perry Street adjacent to the Building 13 site, an 8-inch sewer line in Commerce Center Drive, a 12-inch sewer line within Harvill Avenue adjacent to the Building 17 site, and a 6-inch sewer line within the planned driveway access along the southern side of the Building 18 site.

C. Solid Waste Services

The Riverside County Department of Waste Resources (RCDWR) is responsible for the efficient and effective landfill disposal of non-hazardous county waste within the County, and operates six active landfills in addition to holding a contract agreement to dispose of waste at the private El Sobrante Landfill (Riverside County, 2015a, p. 4.17-36). Solid waste generated in the Project area is disposed of at either the El Sobrante Landfill,



Lamb Canyon Landfill, or Badlands Landfill. The El Sobrante Landfill is currently permitted to receive 16,054 tpd, while the average daily tonnage in June 2022 was 11,003 tpd. The Lamb Canyon Landfill is permitted to receive 5,000 tpd, while data from June 2022 shows that the Lamb Canyon Landfill received a daily average of approximately 2,095.7 tpd. The Badlands Landfill is permitted to receive 4,800 tpd, while in June 2022 the Badlands Landfill received an average of 2,479 tpd. (RCDWR, 2022a; RCDWR, 2022b; RCDWR, n.d.)

D. Other Services

The Project site also is located in the service territories of the Southern California Gas Company (natural gas) and Southern California Edison (electricity) (CEC, 2020a; CEC, 2020b).

2.5.13 RARE AND UNIQUE RESOURCES

As required by CEQA Guidelines § 15125(c), the environmental setting should identify any inconsistencies between a proposed project and applicable general, specific, or regional plans, and place special emphasis on resources that are rare or unique to that region and would be affected by the project. The principal discretionary actions required of Riverside County to implement the Project are described in detail in Section 3.0, *Project Description*, and are listed in Table 3-2, *Matrix of Project Approvals/Permits*. Based on the existing conditions of the Project site and surrounding area described above and discussed in more detail in Section 4.0, *Environmental Analysis*, the Project site does not contain any rare or unique resources.



3.0 PROJECT DESCRIPTION

This Section provides all of the information required for an EIR Project Description by California Environmental Quality Act (CEQA) Guidelines Section 15124, including a description of the Project’s precise location and boundaries; a statement of the Project’s objectives; a description of the Project’s technical, economic, and environmental characteristics; and a description of the intended use of this EIR, including a list of the government agencies that are expected to use this EIR in their decision-making process; a list of the permits and approvals that are required to implement the project; and a list of related environmental review and consultation requirements.

3.1 SUMMARY OF THE PROPOSED PROJECT

The Project as evaluated herein consists of applications for four separate plot plans: Plot Plan No. 220003 (PPT 220003; herein, “Building 18”), Plot Plan No. 220008 (PPT 220008, herein, “Building 13”), Plot Plan No. 220009 (PPT 220009; herein, “Building 17”), and Plot Plan No. 220015 (PPT 220015; herein, “Buildings 14A/14B”). Collectively, approval of these plot plan applications would allow for the development of five warehouse buildings with up to 1,219,222 square feet (s.f.) of building area on four separate sites comprising a total of 70.37 acres. However, it should be noted that the analysis throughout this EIR assumes that the Project’s buildings would contain up to 1,280,183 s.f. (an increase of approximately 5%) in order to account for any minor changes to the building area as part of final design. Building 18 is proposed on a 14.24-acre property located west of Harvill Avenue and south of Old Oleander Avenue, and would include a total of 317,760 s.f. of building area (inclusive of 100,624 s.f. of mezzanine space); however, for purposes of analysis herein, it is assumed that Building 18 would comprise up to 333,648 s.f. of building area. Building 13 is proposed on a 19.03-acre property located west of Harvill Avenue between Perry Street and Martin Street, and would include a total of 307,616 s.f. of building area; however, for purposes of analysis herein, it is assumed that Building 13 would comprise up to 322,997 s.f. of building area. Building 17 is proposed on a 16.06-acre property located at the northeast corner of Harvill Avenue and America’s Tire Drive, and would include a total of 256,148 s.f. of building area; however, for purposes of analysis herein, it is assumed that Building 17 would comprise up to 268,955 s.f. of building area. Buildings 14A and 14B are proposed on a 21.04-acre property located west of Harvill Avenue, south of Commerce Center Drive, east of Seaton Avenue, and north of Perry Street. Building 14A is proposed in the western portion of the site, and would include a total of 200,624 s.f. of building area. Building 14B is proposed in the eastern portion of the site, and would include a total of 137,074 s.f. of building area. For purposes of analysis herein, it is assumed that Building 14A would contain up to 210,655 s.f. of building area and Building 14B would contain up to 143,928 s.f. of building area.

3.2 REGIONAL SETTING

The Project site encompasses 70.37 acres and is located within the western portion of Riverside County. Figure 2-1 (previously presented) depicts the Project site’s location within the regional vicinity. As shown, Riverside County abuts San Bernardino County to the north; Orange County to the west; and San Diego and Imperial Counties to the south. Riverside County is located in an urbanizing area of southern California commonly referred to as the Inland Empire. The Inland Empire is an approximate 28,000 square-mile region comprising western San Bernardino County, western Riverside County, and the eastern reaches of Los Angeles County.



3.3 PROJECT LOCATION AND SETTING

The 70.37-acre Project site that is the subject of this EIR is located within the Mead Valley portion of unincorporated Riverside County, west of Interstate 215 (I-215), south of State Routes 91 (SR 91) and 60 (SR 60), and north of State Route 74 (SR 74). As previously depicted on Figure 2-2, the 70.37-acre Project site generally is located east and west of Harvill Avenue, south of Old Oleander Avenue, and north of Martin Street. More specifically, the Building 18 site is located west of Harvill Avenue and south of Old Oleander Avenue, and encompasses Assessor's Parcel Numbers (APNs) 314-040-(013, 014, 015, 021, 023, 025, 026, 028, and 031). The Building 13 site is located west of Harvill Avenue between Perry Street and Martin Street, and encompasses APNs 314-130-(015, 023, 024, 026, and 027). The Building 17 site is located at the northeast corner of Harvill Avenue and America's Tire Drive, and encompasses APNs 314-010-082 and 314-010-084. The Buildings 14A/14B site is located west of Harvill Avenue, south of Commerce Center Drive, east of Seaton Avenue, and north of Perry Street, and encompasses APNs 314-270-(009, 010, 011, 012, 013, and 014) and 314-280-(001, 002, 003, and 004). As previously shown on EIR Figure 2-6, under existing conditions the 70.37-acre Project site is vacant and undeveloped, and is routinely disced for fire abatement purposes. Land uses in the surrounding area generally include rural residential uses to the west of Seaton Avenue, with existing, under development, and planned light industrial uses to the east of Seaton Avenue. Refer to EIR Section 2.0, *Environmental Setting*, for a detailed description of the local setting and surrounding land uses.

3.4 STATEMENT OF OBJECTIVES

The underlying purpose and goal of the proposed Project is to accomplish the reuse of underutilized property with an economically viable, employment-generating use that is compatible with the surrounding area. This underlying goal aligns with various aspects of the SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; also referred to as "Connect SoCal"), particularly the facilitation of goods movement industries and the generation of local employment opportunities that can reduce the need for long commutes to and from work. The following objectives are intended to achieve these underlying purposes:

- A. To diversify the mix of uses in the Mead Valley community of Riverside County to support the growing goods movement supply chain.
- B. To develop supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways.
- C. To expand economic development, facilitate job creation, and increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain.
- D. To develop Class A light industrial buildings in the Mead Valley community of unincorporated Riverside County that are designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region.



- E. To attract new employment-generating businesses in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment.
- F. To develop uses that have architectural design and operational characteristics that are compatible with other existing and planned developments in the local area.
- G. To develop a property that has access to available infrastructure, including roads and utilities.

3.5 PROJECT'S COMPONENT PARTS AND DISCRETIONARY APPROVALS

The Project as evaluated herein involves applications for four separate plot plans to allow for the future development of five light industrial warehouse uses comprising up to 1,280,183 s.f.¹ of building area on the approximately 70.37-acre site. The principal discretionary actions required of Riverside County to implement the Project are described in detail on the following pages. Additional discretionary and administrative actions that would be necessary to implement the proposed Project are listed in Table 3-10, *Matrix of Project Approvals/Permits*, at the end of this Section.

3.5.1 PLOT PLAN NO. 220003 (PPT 220003; "BUILDING 18")

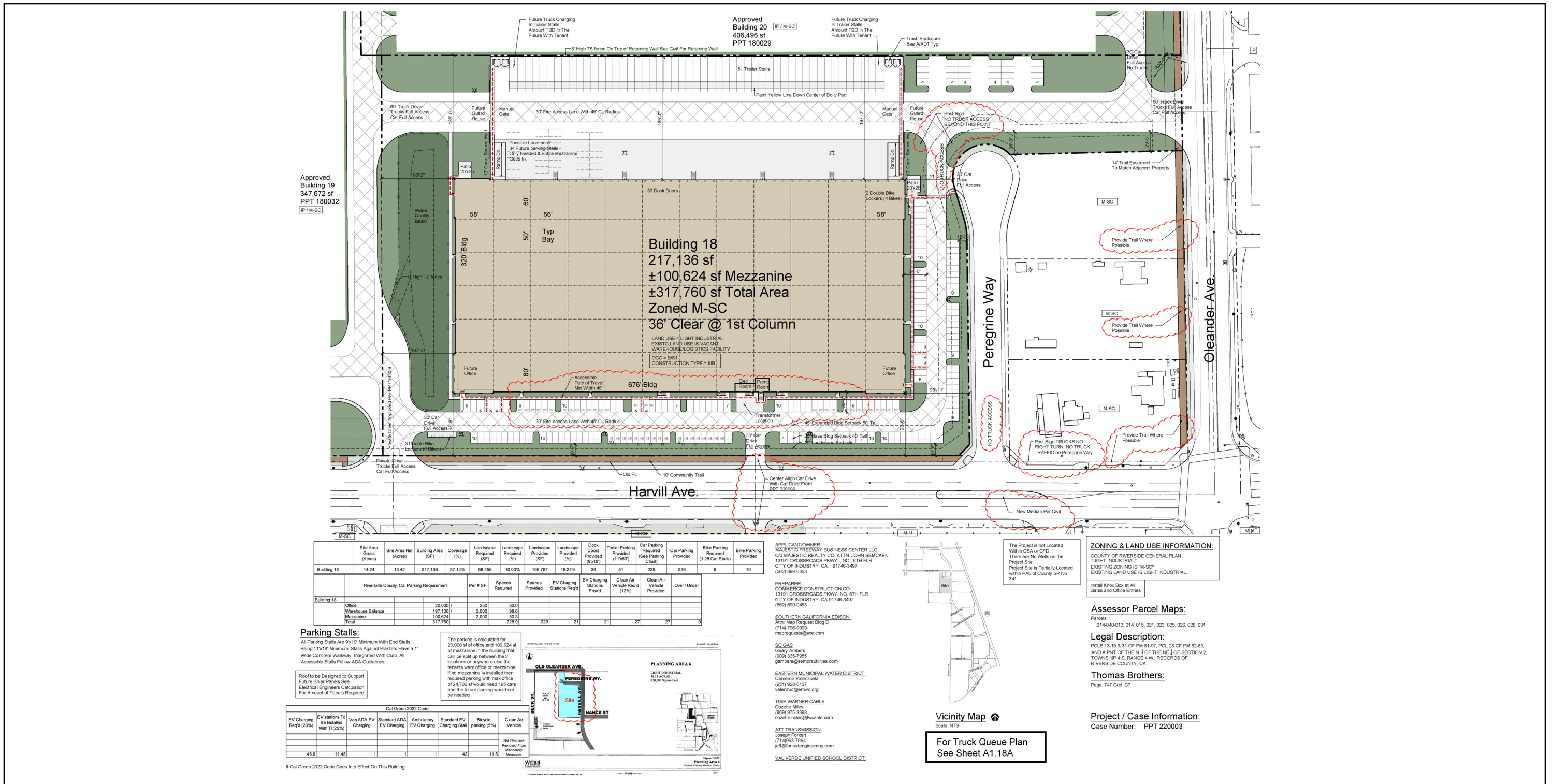
A. Site Plan and Building Configuration – Building 18

As shown on Figure 3-1, *Building 18 Site Plan*, Plot Plan No. 220003 (PPT 220003; "Building 18") is proposed on a 14.24-acre property located west of Harvill Avenue and south of Old Oleander Avenue. Building 18 would include a total of 317,760 s.f. of building area (inclusive of 100,624 s.f. of mezzanine space), although the analysis throughout this EIR assumes Building 18 would contain a total of 333,648 s.f. of building area. A total of 51 truck trailer parking stalls are proposed to the west of the building, while a total of 229 parking spaces are proposed for passenger vehicles to the east and north of the proposed building. Access to the Building 18 site would be accommodated by a shared access driveway along Harvill Avenue, a second driveway along Harvill Avenue, a driveway along Peregrine Way, and a shared driveway extending from Old Oleander Avenue.

B. Grading and Site Work – Building 18

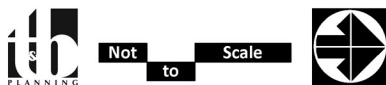
Figure 3-2, *Building 18 Concept Grading Plan*, depicts the proposed grading plan for the Building 18 site. As shown, the site would be graded in a manner that largely approximates the site's existing topographic conditions. Grading of the Building 18 site would require a total of 78,907 cubic yards (cy) of cut and 96,141 cy of fill, requiring the import of approximately 17,234 cy of fill material. No blasting is required for the Building 18 site. Proposed manufactured slopes would be limited to the site's frontage with Harvill Avenue,

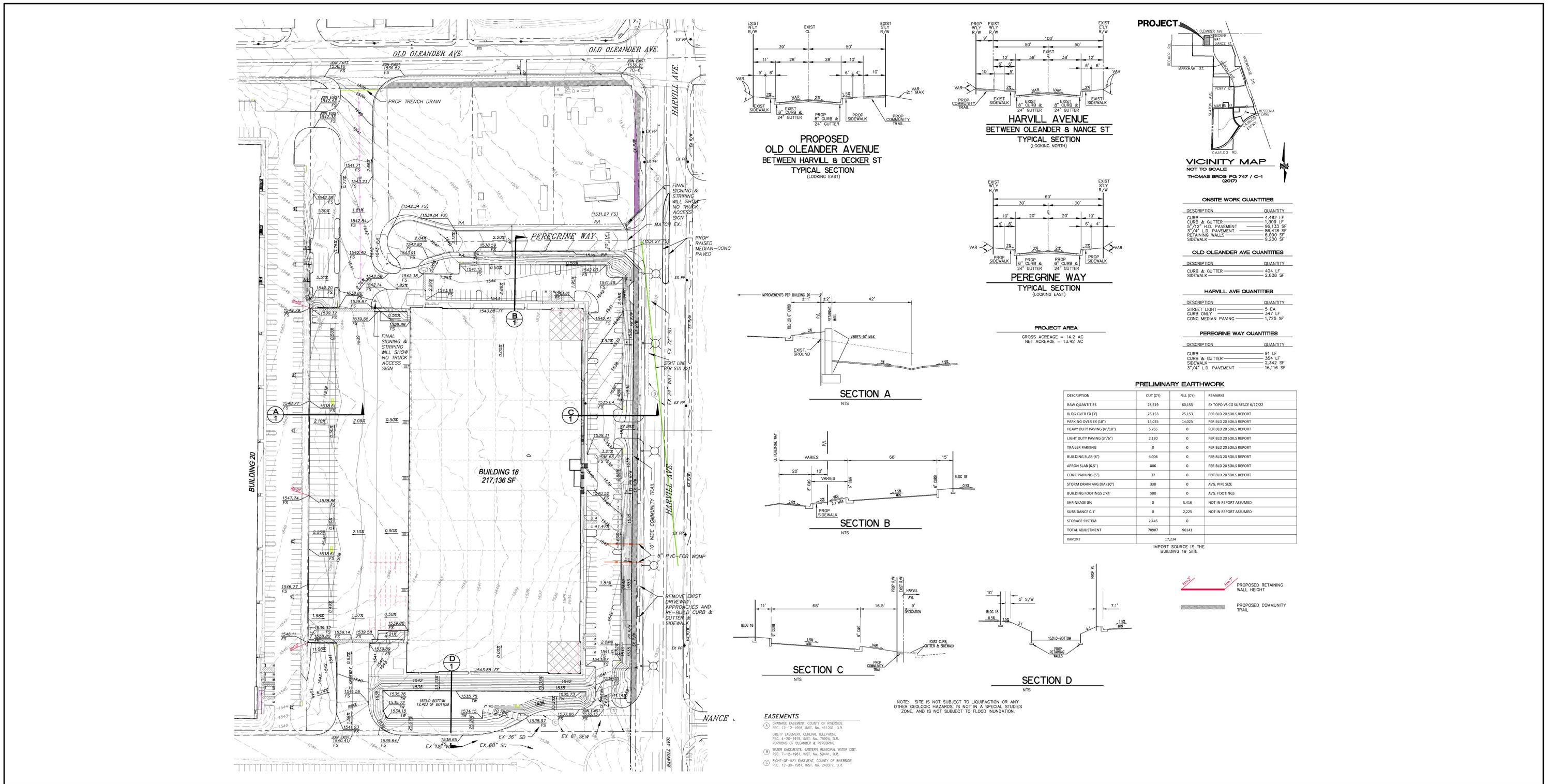
¹ It should be noted that while the Project's Plot Plan applications include a total of 1,219,222 s.f. of building area, the analysis throughout this EIR assumes the Project's buildings would contain up to 1,280,183 s.f. (approximately 5% increase) in order to account for any minor changes to the building area as part of final design.



Source(s): Commerce Construction Co., L.P. (October 2022)

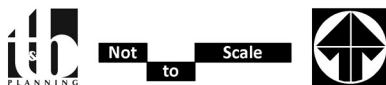
Figure 3-1





Source(s): PBLA (08-10-2023)

Figure 3-2





which would include slopes up to eight feet in height; within the bioretention basin in the southern portion of the site, which would include slopes up to 11 feet in height; and along the western side of the northern driveway, which would include slopes up to seven feet in height. A retaining wall measuring ten feet in height also is proposed along the western edge of the proposed docking court to the west of the building.

C. Architectural Design – Building 18

The proposed building elevations for Building 18 are depicted on Figure 3-3, *Building 18 Building Elevations*. As shown, the building would be painted with a mix of white and grey, with blue accent paint along the longer sides of the building. The main entrances along the northern and southern portions of the building would be treated with light grey reflective glazing (glass) along with blue accent paints. The building would have a variable roofline measuring up to 45 feet in height at the southern and northern portions of the building, with the remaining building measuring between 39 feet and 43 feet in height. Building 18 would have a total of 53 docking doors along the western façade of the building, which would be painted white.

D. Landscaping – Building 18

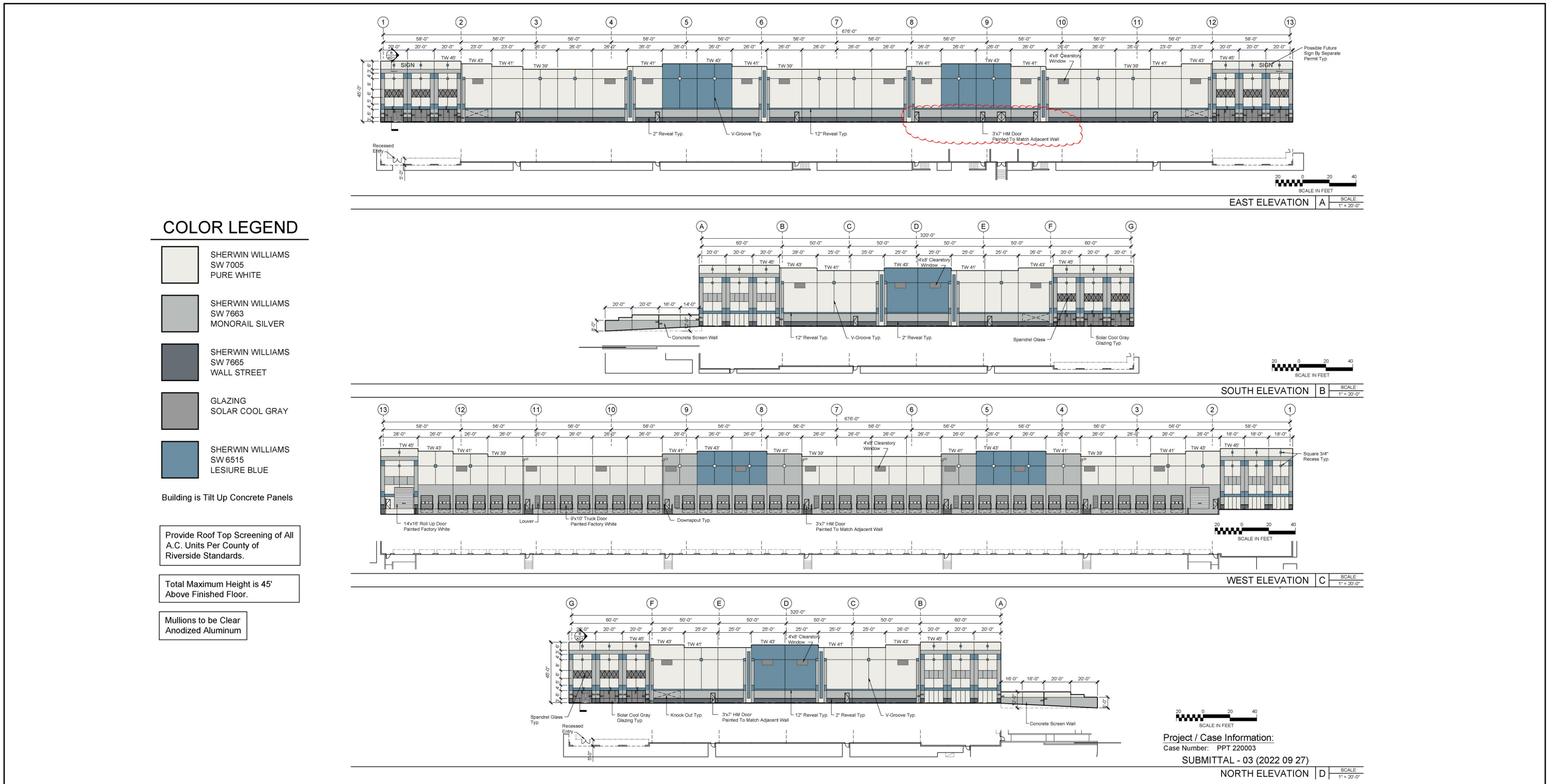
Figure 3-4, *Building 18 Preliminary Landscape Plan*, depicts the preliminary landscape plan for the Building 18 site. As shown, landscaping for the Building 18 site would consist of a variety of trees, shrubs, and groundcover. Trees are proposed along the site’s frontage with Harvill Avenue, within the proposed bioretention basin, in and around parking areas, and along the northern access driveway. Proposed tree species include 36-inch box camphor trees (*Cinnamomum camphora*), 24- and 36-inch box Chinese flame trees (*Koelreuteria bipinnata*), 24- and 36-inch box Afghan pine (*Pinus eldarica*), 24-inch box fern pine (*Podocarpus gracilior*), 48-inch box coast live oak (*Quercus agrifolia*), 24-inch box southern live oak (*Quercus virginiana*), 24- and 36-inch box African sumac (*Rhus lancea*), and 24-inch box Brisbane box (*Tristania conferta*).

E. Walls and Fencing – Building 18

As previously shown on Figure 3-1 and Figure 3-2, the Building 18 site would include a 10-foot retaining wall along the western edge of the proposed truck court, atop of which would be an 8-foot-tall tubular steel fence. In addition, 12-foot-tall concrete screen walls are proposed along the northern and southern portions of the truck court, which also would include manual gates. 8-foot-tall tubular steel fence also is proposed around the bioretention basin in the southern portions of the site.

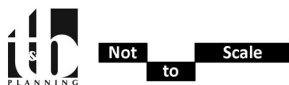
F. Circulation Improvements – Building 18

As shown on Figure 3-2, as part of PPT 220003 the Project Applicant would make improvements along Old Oleander Avenue, Harvill Avenue, and Peregrine Way. Improvements proposed along Old Oleander Avenue would include curb and gutter, a six-foot-wide curb-adjacent sidewalk within a 10-foot-wide parkway, and a 10-foot-wide community trail. Improvements along the site’s frontage with Harvill Avenue would include the dedication of nine feet of additional right-of-way (ROW), and the construction of a 10-foot-wide community trail. The existing five-foot-wide sidewalk, curb, and gutter would not be affected by the Project.



Source(s): Commerce Construction Co., L.P. (October 2022)

Figure 3-3



Building 18 Building Elevations



Improvements to Peregrine Way would include the paving of the roadway to provide 40 feet of pavement, with curb and gutter and a six-foot-wide curb-adjacent sidewalk along the both sides of the road.

G. Water, Sewer, and Drainage – Building 18

1. Water Service

Potable water service would be provided by the Eastern Municipal Water District (EMWD). Reclaimed water service currently is not available in the area. As shown on Figure 3-5, *Building 18 Utility Plan*, water service to Building 18 would be accommodated by an existing 24-inch water main within Harvill Avenue. The office locations at the northeast and southeast corners of the building would include a direct connection to the 24-inch water main via proposed 3-inch domestic water lines. Fire water service to the Building 18 site would be provided via proposed 6- and 10-inch water lines that would have two points of connection to the existing 24-inch water main within Harvill Avenue.

2. Sewer Service

Sewer service also would be provided by the EMWD. As shown on Figure 3-5, sewer service to the Building 18 site would be accommodated by an existing 6-inch sewer line within the planned shared driveway in the southern portion of the Building 18 site. 6-inch sewer lines would be constructed on site between the existing 6-inch sewer line and the proposed office locations at the northeast and southeast corners of the building. Wastewater generated by the Project would be conveyed to either the Moreno Valley Regional Water Reclamation Facility (RWRF) or the Perris Valley RWRF for treatment.

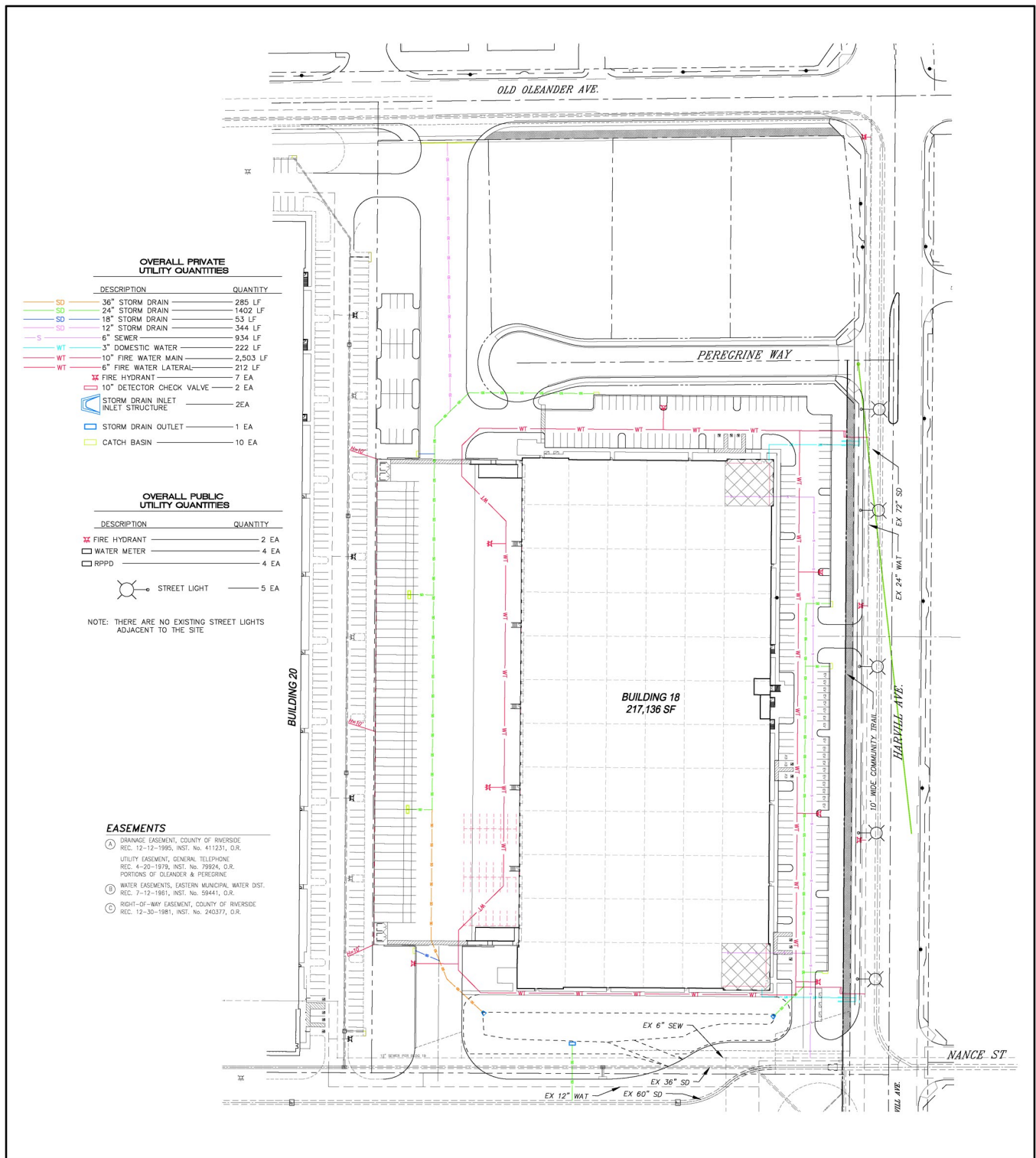
3. Drainage

As shown on Figure 3-5, runoff generated on the Building 18 site would be collected by a series of storm drain inlets, which would convey site runoff southerly via on-site 24-inch storm drains proposed to the east and west of the proposed building. The on-site storm drain lines would convey flows towards a proposed bioretention basin in the southern portion of the site. Following detention and water quality treatment, the runoff would then be conveyed to an existing 60-inch storm drain line (Riverside County Flood Control and Water Conservation District [RCFCWCD] Lateral F-3) within the shared access driveway along the southern boundary of the site. Lateral F-3 conveys flows towards an existing 72-inch storm drain that extends across Harvill Avenue (RCFCWCD Line F-4) and within America’s Tire Drive, where flows are then conveyed easterly towards an existing detention basin near I-215 and Commerce Center Drive.

3.5.2 PLOT PLAN NO. 220008 (PPT 220008; “BUILDING 13”)

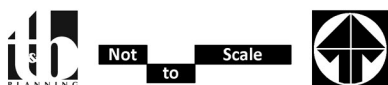
A. Site Plan and Building Configuration – Building 13

As shown on Figure 3-6, *Building 13 Site Plan*, Plot Plan No. 220008 (PPT 220008; “Building 13”) is proposed on a 19.03-acre property located west of Harvill Avenue between Perry Street and Martin Street, and would include a total of 307,616 s.f. of building area, although the analysis throughout this EIR assumes Building 13 would contain a total of 322,997 s.f. of building area. Building 13 would have a total of 53 docking doors

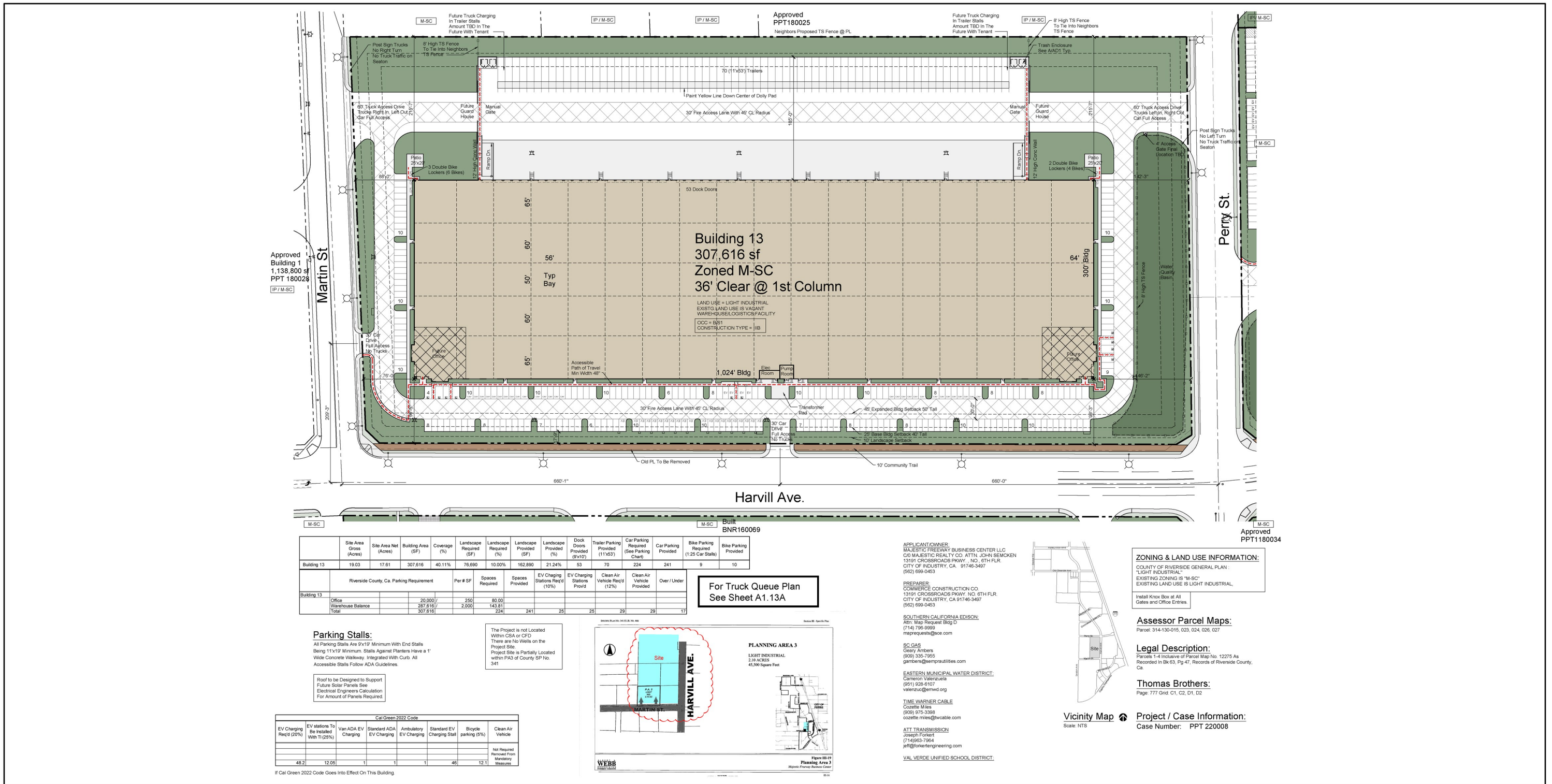


Source(s): PBLA (October 2022)

Figure 3-5

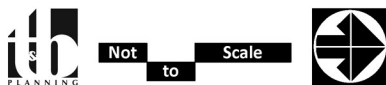


Building 18 Utility Plan



Source(s): Commerce Construction Co., L.P. (October 2022)

Figure 3-6





along the western façade of the building. A total of 70 truck trailer parking stalls are proposed to the west of the building, while a total of 241 parking spaces are proposed for passenger vehicles to the south, east, and north of the proposed building. Access to the Building 13 site would be accommodated by two driveways along Martin Street, one driveway along Harvill Avenue, and one driveway along Perry Street.

B. Grading and Site Work – Building 13

Figure 3-7, *Building 13 Concept Grading Plan*, depicts the proposed grading plan for the Building 13 site. As shown, the site would be graded in a manner that largely approximates the site’s existing topographic conditions. Grading of the Building 13 site would require a total of 159,559 cy of cut and 56,658 cy of fill, requiring the export of 102,901 cy of earthwork material. No blasting is required for the Building 13 site. Proposed manufactured slopes would include an 11-foot-tall slope proposed along the western boundary of the Building 13 site, 8-foot-tall slopes within the proposed bioretention basin in the northern portion of the site, and several minor slopes along the southern and eastern boundary of the site.

C. Architectural Design – Building 13

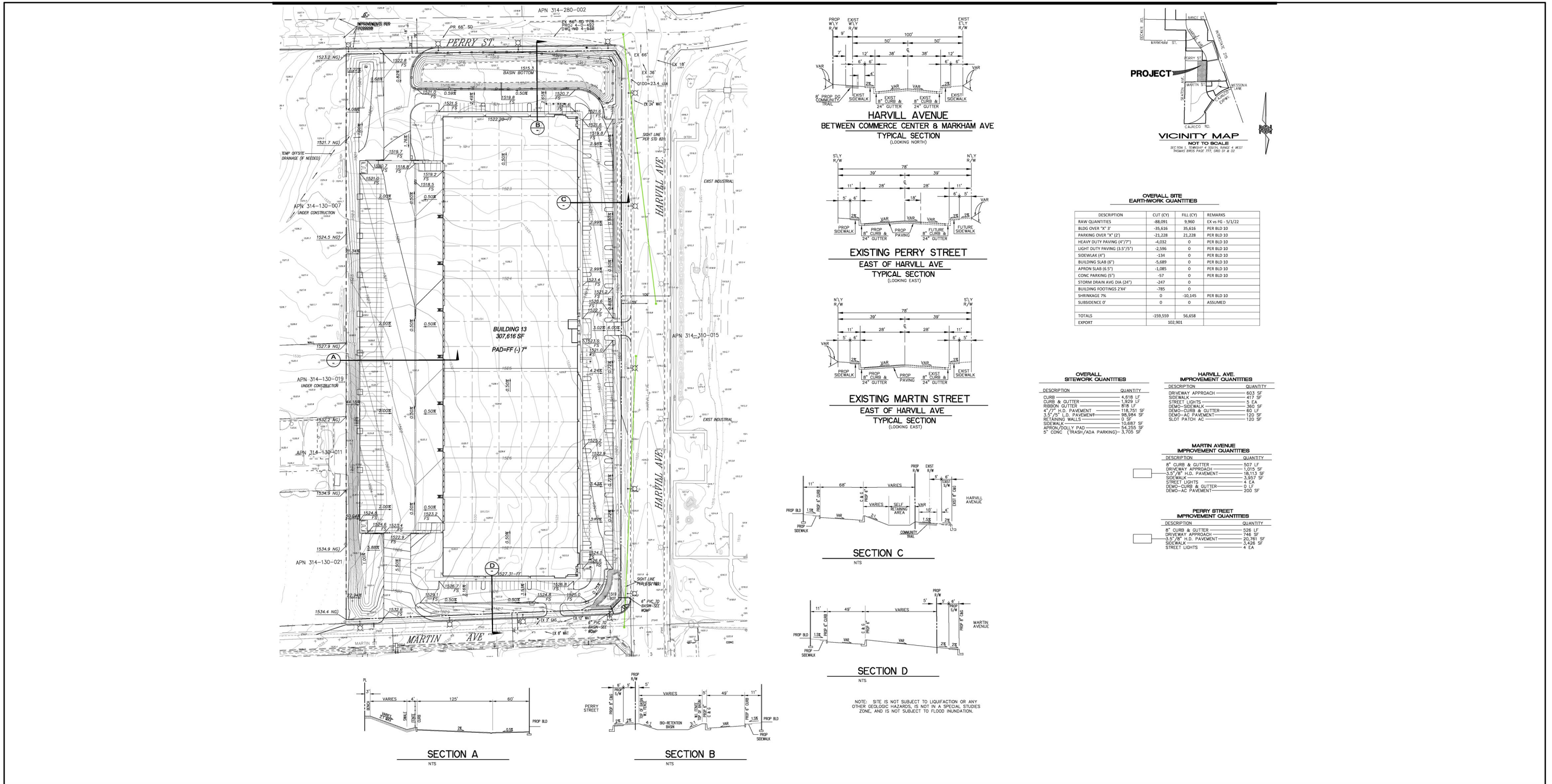
The proposed building elevations for Building 13 are depicted on Figure 3-8, *Building 13 Building Elevations*. As shown, the building would be painted with a mix of white and grey, with blue accent paints to provide visual contrast. The main entrances along the northern and southern portions of the building would be treated with light grey reflective glazing (glass) along with blue accent paints. The building would have a variable roofline measuring up to 45 feet in height at the southern and northern portions of the building, with the remaining portions of the building measuring between 40 feet and 44 feet in height. Building 13 would have a total of 39 docking doors along the western façade of the building, which would be painted white.

D. Landscaping – Building 13

Figure 3-9, *Building 13 Preliminary Landscape Plan*, depicts the preliminary landscape plan for the Building 13 site. As shown, landscaping for the Building 13 site would consist of a variety of trees, shrubs, and groundcover. Trees are proposed along the site’s frontages with Harvill Avenue, Martin Street, and Perry Street; within the proposed bioretention basin; and in and around parking areas. Proposed tree species include 24- and 36-inch box Chinese flame trees, 24- and 36-inch box Afghan pine, 24-inch box Chinese pistache (*Pistacia chinensis*), 24-inch box fern pine (*Podocarpus gracilior*), 48-inch box coast live oak, 24-inch box southern live oak, 36-inch box African sumac, and 24-inch Brisbane box.

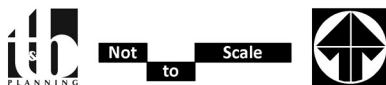
E. Walls and Fencing – Building 13

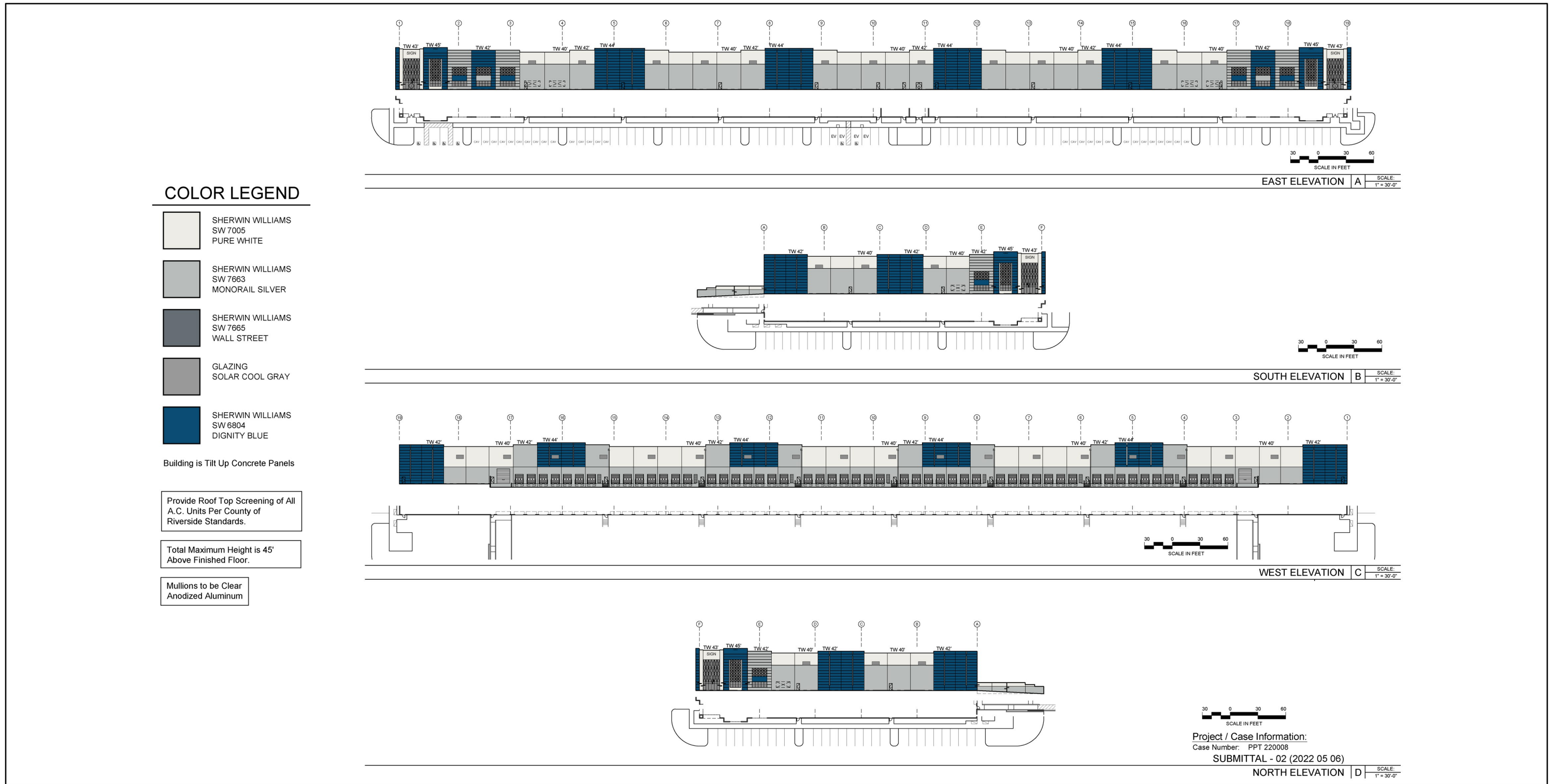
As previously shown on Figure 3-6, 12-foot-tall concrete screen walls are proposed along the northern and southern portions of the truck court, which also would include manual gates. 8-foot-tall tubular steel fencing is proposed in an east-west orientation between the 12-foot-tall concrete screen walls and the western boundary of the Building 13 site, which would tie into a tubular steel fence proposed as part of approved Plot Plan No. 180025 along the western site boundary. 8-foot-tall tubular steel fencing also is proposed around the proposed bioretention basin in the northern portion of the Building 13 site.



Source(s): PBLA (01-13-2023)

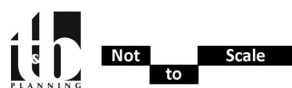
Figure 3-7





Source(s): Commerce Construction Co., L.P. (May 2022)

Figure 3-8



Building 13 Building Elevations



F. Circulation Improvements – Building 13

As previously shown on Figure 3-7, as part of PPT 220008, the Project Applicant would make improvements along Harvill Avenue, Perry Street, and Martin Street along the site's frontages with these roadways. Along Harvill Avenue, the Project applicant would dedicate an additional 9 feet of ROW. The existing 4-foot-wide curb-adjacent sidewalk would remain in place, and an 8-foot-wide community trail would be constructed to the west of the existing sidewalk. Perry Street along the site's frontage would be improved to provide approximately 46 feet of additional pavement, curb, gutter, and a 6-foot-wide curb-adjacent sidewalk along the southern side of the road. Martin Street along the site's frontage would be improved to provide a total of 56 feet of paved drive lanes, curb, gutter, and a 6-foot-wide curb-adjacent sidewalk along the north side of the roadway.

G. Water, Sewer, and Drainage – Building 13

1. Water Service

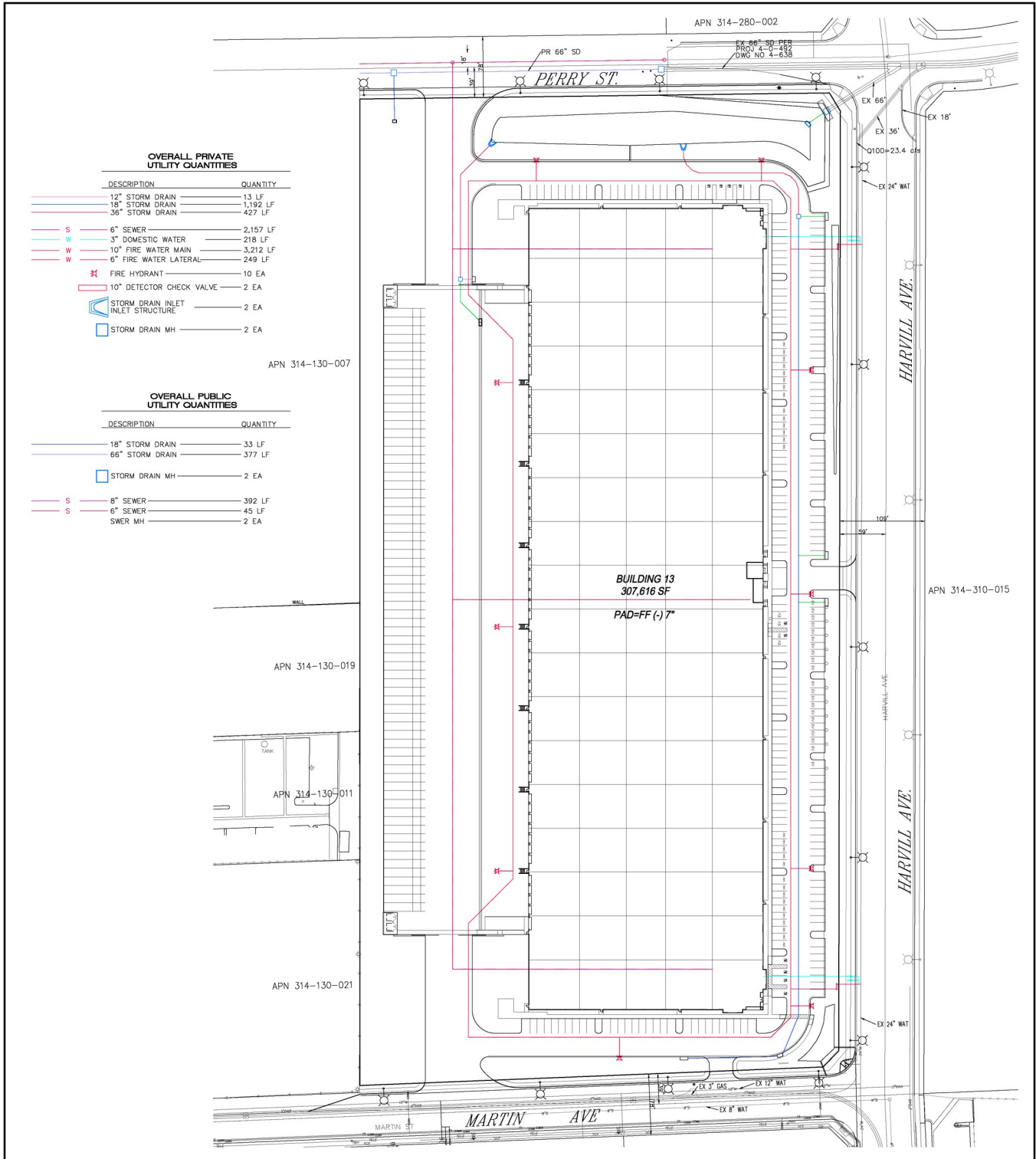
Potable water service would be provided by the EMWD. Reclaimed water service currently is not available in the area. As shown on Figure 3-10, *Building 13 Utility Plan*, domestic water service would be accommodated by proposed 3-inch domestic water lines extending from the office areas at the northeast and southeast corners of the building, which would connect to an existing 24-inch water main located within Harvill Avenue. 10-inch fire water mains and 6-inch fire water laterals also are proposed surrounding the proposed building, which would connect to the existing 24-inch water main within Harvill Avenue at the same location as the domestic water lines.

2. Sewer Service

Sewer service also would be provided by the EMWD. As shown on Figure 3-10, sewer service to Building 13 would be provided by proposed 6-inch sewer lines on site, which would extend northerly to Perry Street via the proposed northern driveway access, and east within Perry Street where it would connect to an existing 8-inch sewer line. Wastewater generated by the Project would be conveyed to either the Moreno Valley RWRf or the Perris Valley RWRf for treatment. (EMWD, n.d.)

3. Drainage

As shown on Figure 3-10, runoff generated on the Building 13 site would be collected by a series of storm drain inlets, which would convey site runoff northerly via on-site storm drain lines ranging in size from 12 inches to 36 inches towards the proposed bioretention basin in the northern portion of the site. Following detention and water quality treatment, the runoff would then be conveyed to an existing 66-inch storm drain line at the northeast corner of the Building 13 site, which would then convey flows east within Perry Street towards existing drainage facilities located adjacent to I-215.



Source(s): PBLA (October 2022)

Figure 3-10



Not to Scale



Building 13 Utility Plan



3.5.3 PLOT PLAN NO. 220009 (PPT 220009; “BUILDING 17”)

A. Site Plan and Building Configuration – Building 17

As shown on Figure 3-11, *Building 17 Site Plan*, Plot Plan No. 220009 (PPT 220009; “Building 17”) is proposed on a 16.06-acre property located at the northeast corner of Harvill Avenue and America’s Tire Drive, and would include a total of 256,148 s.f. of building area, although the analysis throughout this EIR assumes Building 17 would contain a total of 268,955 s.f. of building area. Building 17 would have a total of 39 docking doors along the southern façade of the building. A total of 44 truck trailer parking stalls are proposed to the south of the building, while a total of 217 parking spaces are proposed for passenger vehicles to the west, north, and east of the proposed building. Access to the Building 17 site would be accommodated by one driveway along Harvill Avenue and three driveways along America’s Tire Drive.

B. Grading and Site Work – Building 17

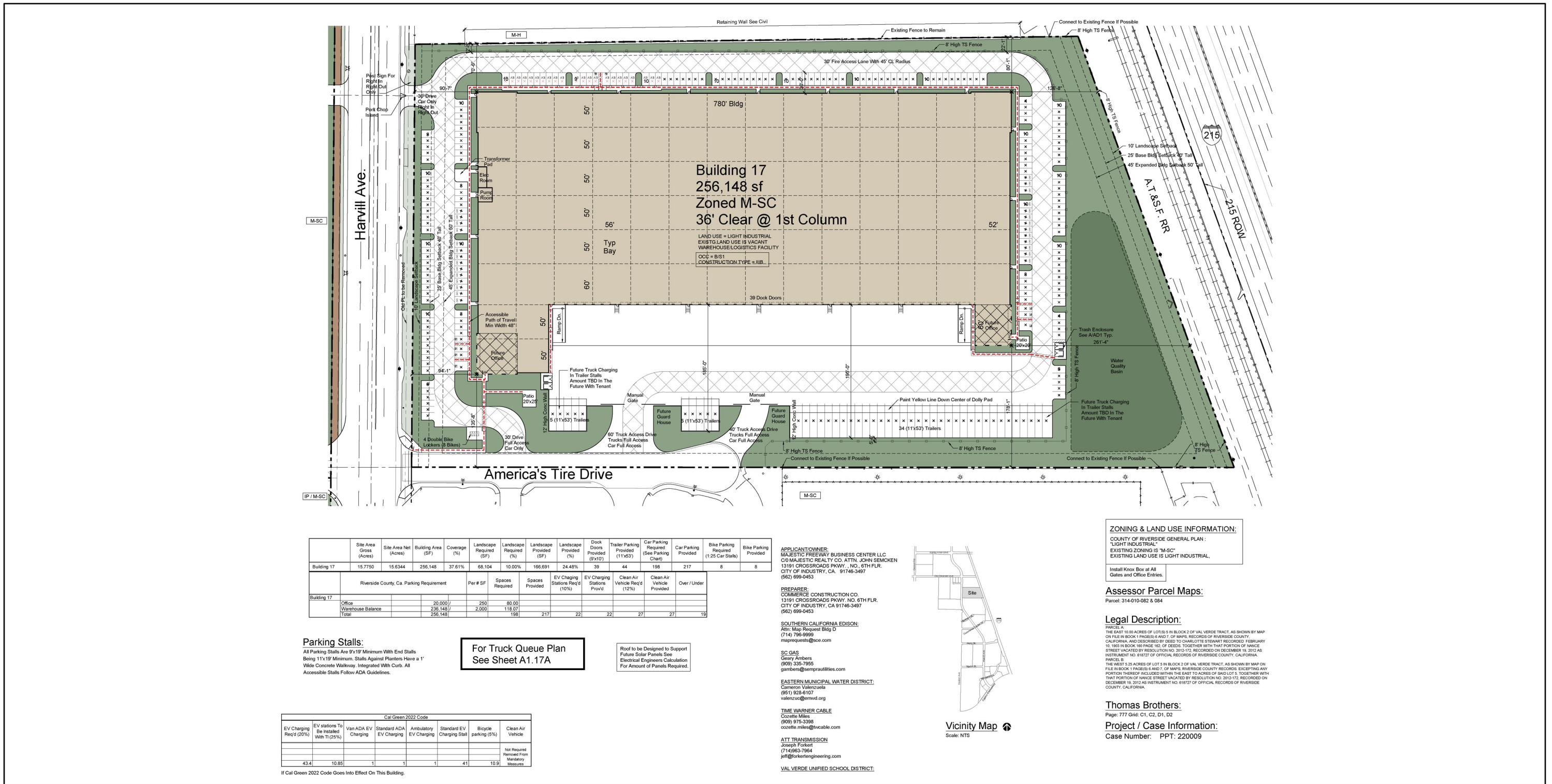
Figure 3-12, *Building 17 Concept Grading Plan*, depicts the proposed grading plan for the Building 17 site. As shown, the site would be graded in a manner that largely approximates the site’s existing topographic conditions. Grading of the Building 17 site would require a total of 55,030 cy of cut and 209,370 cy of fill, requiring the import of approximately 154,340 cy of earthwork material. No blasting is required for the Building 17 site. Proposed manufactured slopes would include slopes measuring up to approximately 10 feet in height along the northern and eastern boundaries of the site, including slopes up to 10 feet in height along the western portion of the proposed bioretention basin in the southeast corner of the Building 17 site. Slopes along the southern boundary of the Building 17 site would measure up to 7 feet in height. In addition, a short segment of a retaining wall measuring up to 7 feet in height is proposed along the eastern boundary of the site, near the northeast corner of the Building 17 site.

C. Architectural Design – Building 17

The proposed building elevations for Building 17 are depicted on Figure 3-13, *Building 17 Building Elevations*. As shown, the building would be painted with a mix of white and grey, with blue accent paints to provide visual contrast. The main entrances southeast and southwest corners of the building would be treated with light grey reflective glazing (glass) along with blue accent paints. The building would have a variable roofline measuring up to 45 feet in height at the southern and northern portions of the building, with the remaining portions of the building measuring between 39 feet and 43 feet in height. Building 17 would have a total of 53 docking doors along the northern façade of the building, which would be painted white.

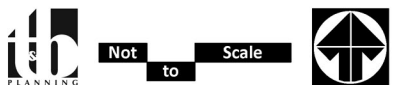
D. Landscaping – Building 17

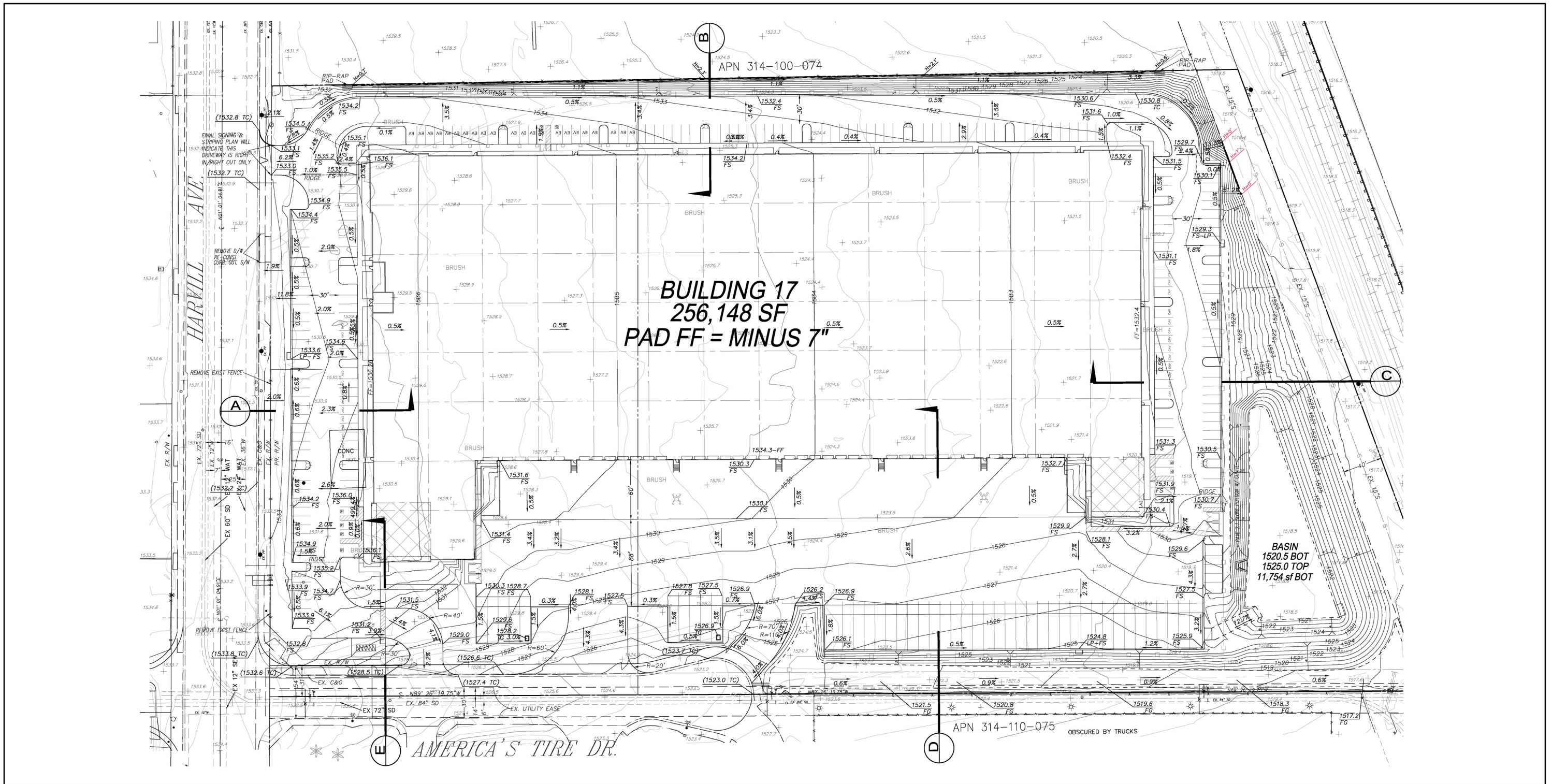
Figure 3-14, *Building 17 Preliminary Landscape Plan*, depicts the preliminary landscape plan for the Building 17 site. As shown, landscaping for the Building 17 site would consist of a variety of trees, shrubs, and groundcover. Trees are proposed along the site’s frontages with Harvill Avenue and America’s Tire Drive; around the proposed bioretention basin; and in and around parking areas. Proposed tree species include 36-inch box Chinese flame trees, 24-inch box lavender crape myrtle (*Lagerstroemia* x ‘Muskogee’), 36-inch box crap myrtle (coral pink) (*Lagerstroemia* x ‘Tuscarora’), 24- and 36-inch box Afghan pine, 24-inch box fern pine, 48-inch box coast live oak, 24-inch box African sumac, and 24-inch Brisbane box.



Source(s): Commerce Construction Co., L.P. (August 2022)

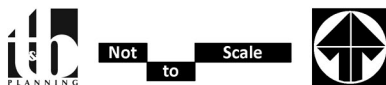
Figure 3-11





Source(s): PBLA (08-02-2023)

Figure 3-12



Building 17 Concept Grading Plan

Lead Agency: Riverside County

SCH No. 2022080060



COLOR LEGEND

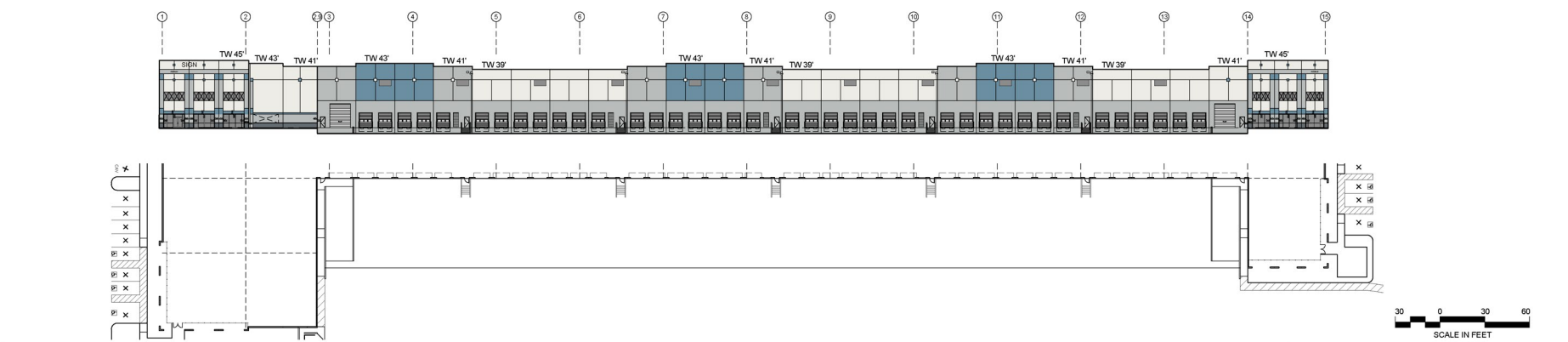
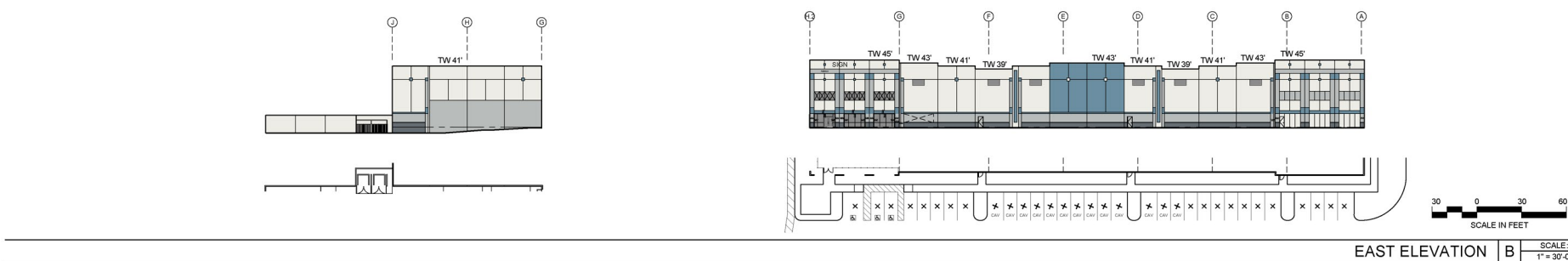
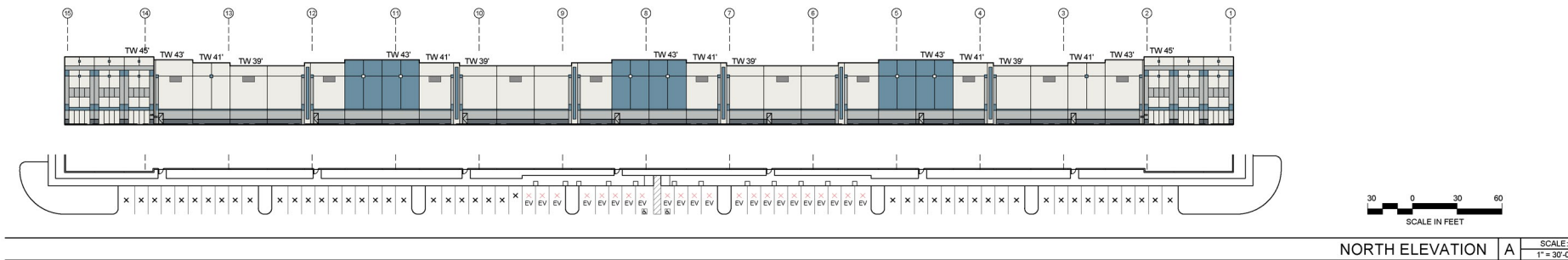
- SHERWIN WILLIAMS
SW 7005
PURE WHITE
- SHERWIN WILLIAMS
SW 7663
MONORAIL SILVER
- SHERWIN WILLIAMS
SW 7665
WALL STREET
- GLAZING
SOLAR COOL GRAY
- SHERWIN WILLIAMS
SW 6515
LESIURE BLUE

Building is Tilt Up Concrete Panels

Provide Roof Top Screening of All
A.C. Units Per County of
Riverside Standards.

Total Maximum Height is 45'
Above Finished Floor.

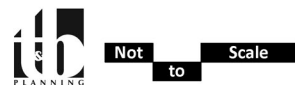
Mullions to be Clear
Anodized Aluminum



Project / Case Information:
Case Number: PPT: 220009
SUBMITTAL - 03 (2022 08 26)

Source(s): Commerce Construction Co., L.P. (August 2022)

Figure 3-13





E. Walls and Fencing – Building 17

As previously shown on Figure 3-12, a 12-foot-tall concrete screen wall is proposed to extend south from the western edge of the proposed truck court. The two entrances into the truck court would include manual gates to restrict vehicular access to this portion of the site. An 8-foot-tall tubular steel fence is proposed along the northern edge of the northern drive aisle, along the eastern side of the drive aisle to the east of the building, and along the southern portion of the truck trailer parking area. 8-foot-tall tubular steel fencing also is proposed along the southern site boundary (between America’s Tire Drive and the southeast corner of the Building 17 site), along the eastern boundary, and along the northern boundary of the site, where it would connect to an existing tubular steel fence that occurs along the northern property line if feasible.

F. Circulation Improvements – Building 17

As previously shown on Figure 3-12, as part of the Project the Project Applicant would dedicate approximately 7 feet of ROW along the site’s frontage with Harvill Avenue. No improvements are proposed to Harvill Avenue, as this portion of Harvill Avenue is fully improved with pavement, curb, gutter, and sidewalk.

G. Water, Sewer, and Drainage – Building 17

1. Water Service

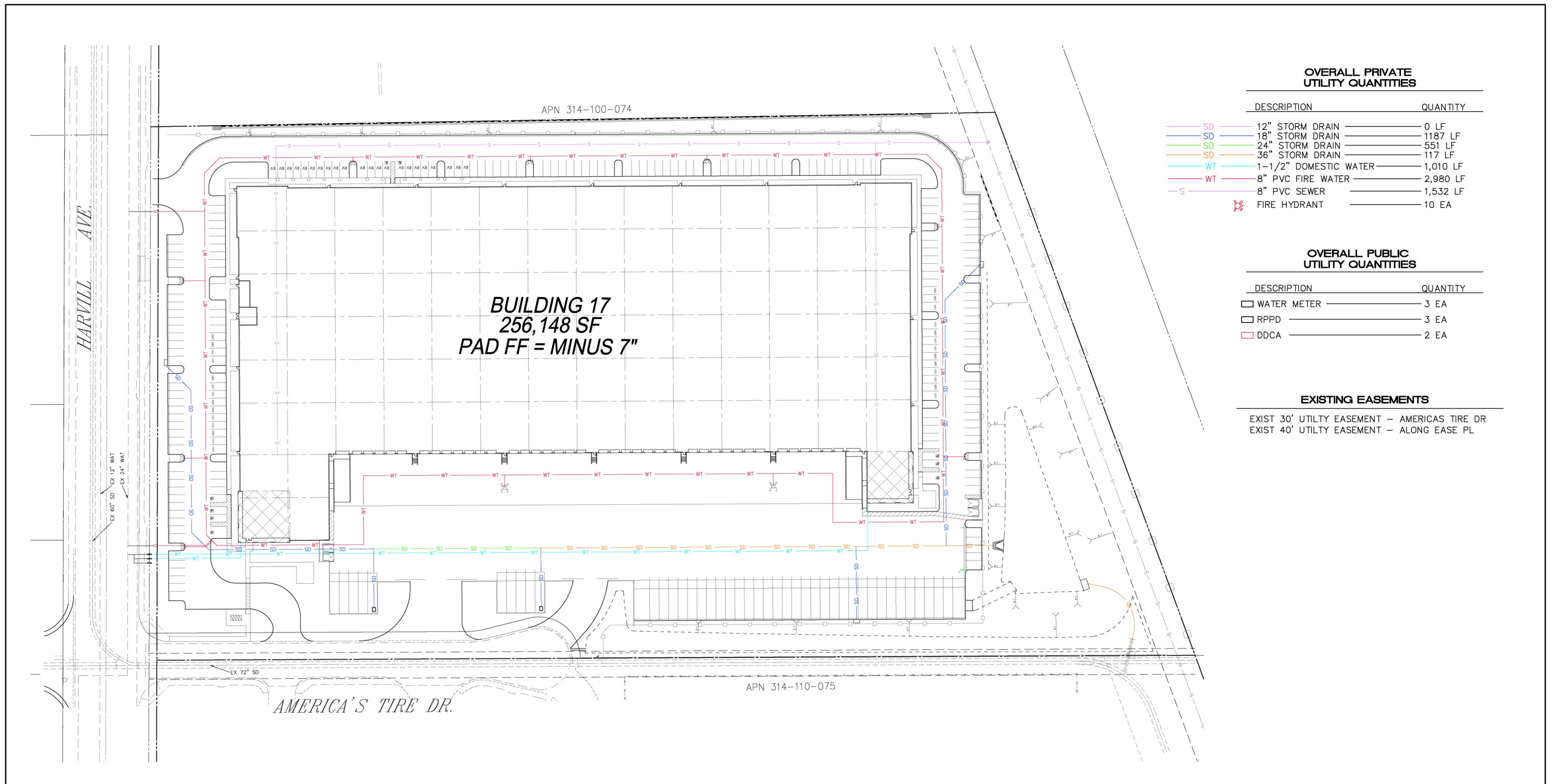
Potable water service would be provided by the EMWD. Reclaimed water service currently is not available in the area. As shown on Figure 3-15, *Building 17 Utility Plan*, water service to Building 17 would be accommodated by an existing 24-inch water line within Harvill Avenue. A 1.5-inch domestic water line would be constructed on site in an east-west orientation, which would provide a connection between the office locations at the southeast and southwest corners of the building and the existing 24-inch water line within Harvill Avenue. Fire water service would be provided via proposed 8-inch fire water lines on-site that would extend around the building and would connect to the existing 24-inch water line in Harvill Avenue near the Project’s domestic water connection point.

2. Sewer Service

Sewer service also would be provided by the EMWD. As shown on Figure 3-15, sewer service to Building 17 would be accommodated by an existing 12-inch sewer line within Harvill Avenue along the western boundary of the Building 17 site. Wastewater generated by the Project would be conveyed to either the Moreno Valley RWRf or the Perris Valley RWRf for treatment. (EMWD, n.d.)

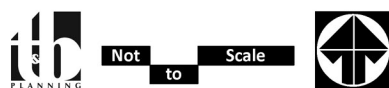
3. Drainage

As shown on Figure 3-15, runoff generated on the Building 17 site would be collected by a series of storm drain inlets, which would convey site runoff southerly via storm drain lines ranging in size from 12 to 36 inches towards the proposed bioretention basin in the eastern portion of the Building 17 site. Following detention and water quality treatment, the runoff would then be conveyed to an existing 72-inch storm drain line located along the Project’s southern boundary, which would convey flows along I-15 towards existing drainage facilities located along I-215.



Source(s): PBLA (September 2022)

Figure 3-15



Not to Scale

Building 17 Utility Plan



3.5.4 PLOT PLAN NO. 220015 (PPT 220015; “BUILDINGS 14A AND 14B”)

A. Site Plan and Building Configuration – Buildings 14A/14B

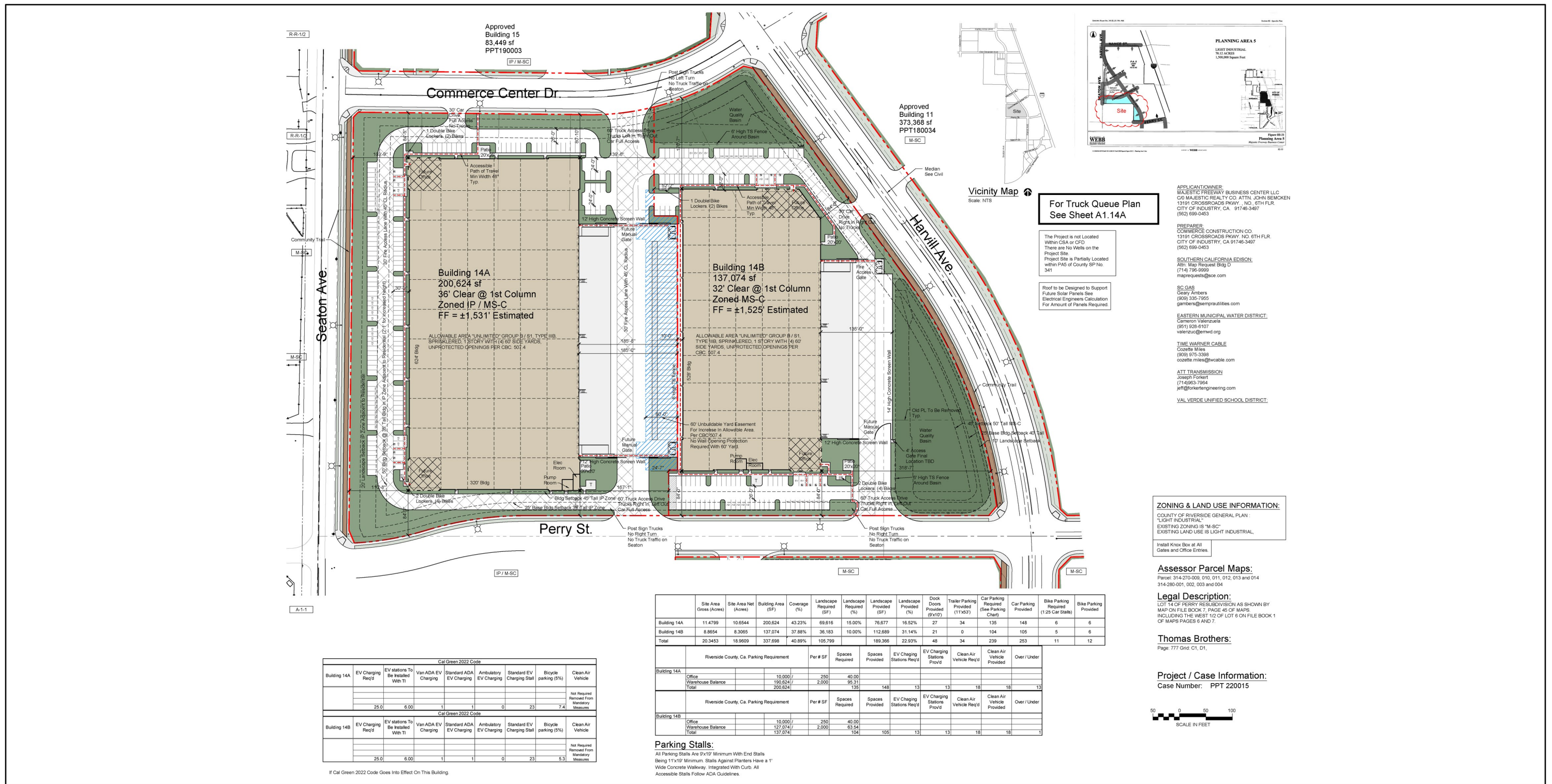
As shown on Figure 3-16, *Buildings 14A and 14B Site Plan*, Plot Plan No. 220015 (PPT 220015; “Buildings 14A/14B”) is proposed on a 21.04-acre property located west of Harvill Avenue, south of Commerce Center Drive, east of Seaton Avenue, and north of Perry Street. Building 14A is proposed in the western portion of the site, and would include a total of 200,624 s.f. of building area, although the analysis throughout this EIR assumes Building 14A would contain a total of 210,655 s.f. of building area. Building 14A would have a total of 27 dock doors along the eastern façade of the building, a total of 34 truck trailer parking spaces to the east of the building, and a total of 135 parking spaces for passenger vehicles to the west and north of the building. Building 14B is proposed in the eastern portion of the site, and would include a total of 137,074 s.f. of building area, although the analysis throughout this EIR assumes Building 14B would contain a total of 143,928 s.f. of building area. Building 14B would have a total of 21 docking doors along the eastern façade of the building, and a total of 104 parking spaces for passenger vehicles located to the north and south of the building. Access to the property would be accommodated by a shared driveway along Perry Street, one driveway along Perry Street (Building 14B access only), one driveway along Harvill Avenue (Building 14B access only), a shared driveway along Commerce Center Drive, and a second driveway along Commerce Center Drive (Building 14A access only).

B. Grading and Site Work – Buildings 14A/14B

Figure 3-17, *Buildings 14A/14B Concept Grading Plan*, depicts the proposed grading plan for the Buildings 14A/14B site. As shown, the site would be graded in a manner that largely approximates the site’s existing topographic conditions. Grading of the Buildings 14A/14B site would require 149,336 cy of cut and 119,593 cy of fill, requiring the export of approximately 29,742 cy of earthwork material. No blasting is required for the Buildings 14A/14B site. Proposed manufactured slopes would include a 16-foot-tall slope proposed along the western and southwestern boundaries of the site, 10-foot-tall slopes around the bioretention basin in the northeast corner of the site, 8-foot-tall slopes around the detention basin proposed in the southeast corner of the site, along with minor slopes along the northern and southern boundaries of the site.

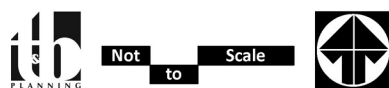
C. Architectural Design – Buildings 14A/14B

The proposed building elevations for Buildings 14A and 14B are depicted on Figure 3-18, *Building 14A Building Elevations*, and Figure 3-19, *Building 14B Building Elevations*, respectively. As shown on Figure 3-18, Building 14A would be painted with a mix of white and grey, with blue accent paints to provide visual contrast. The main entrances northwest and southwest corners of the building would be treated with light grey reflective glazing (glass) along with blue accent paints. Building 14A would have a variable roofline measuring up to 45 feet in height at the southern and northern portions of the building, with the remaining portions of the building measuring between 41.5 feet and 43.5 feet in height. Building 14A would have a total of 27 docking doors along the eastern side of the building. As shown on Figure 3-19, Building 14B would be painted with a mix of white and grey, with maroon accent paints to provide visual contrast. The main entrances northeast and southeast corners of the building would be treated with light grey reflective glazing (glass) along with blue



Source(s): Commerce Construction Co., L.P. (October 2022)

Figure 3-16



Lead Agency: Riverside County

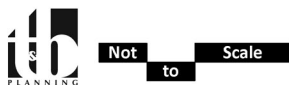
Buildings 14A and 14B Site Plan

SCH No. 2022080060

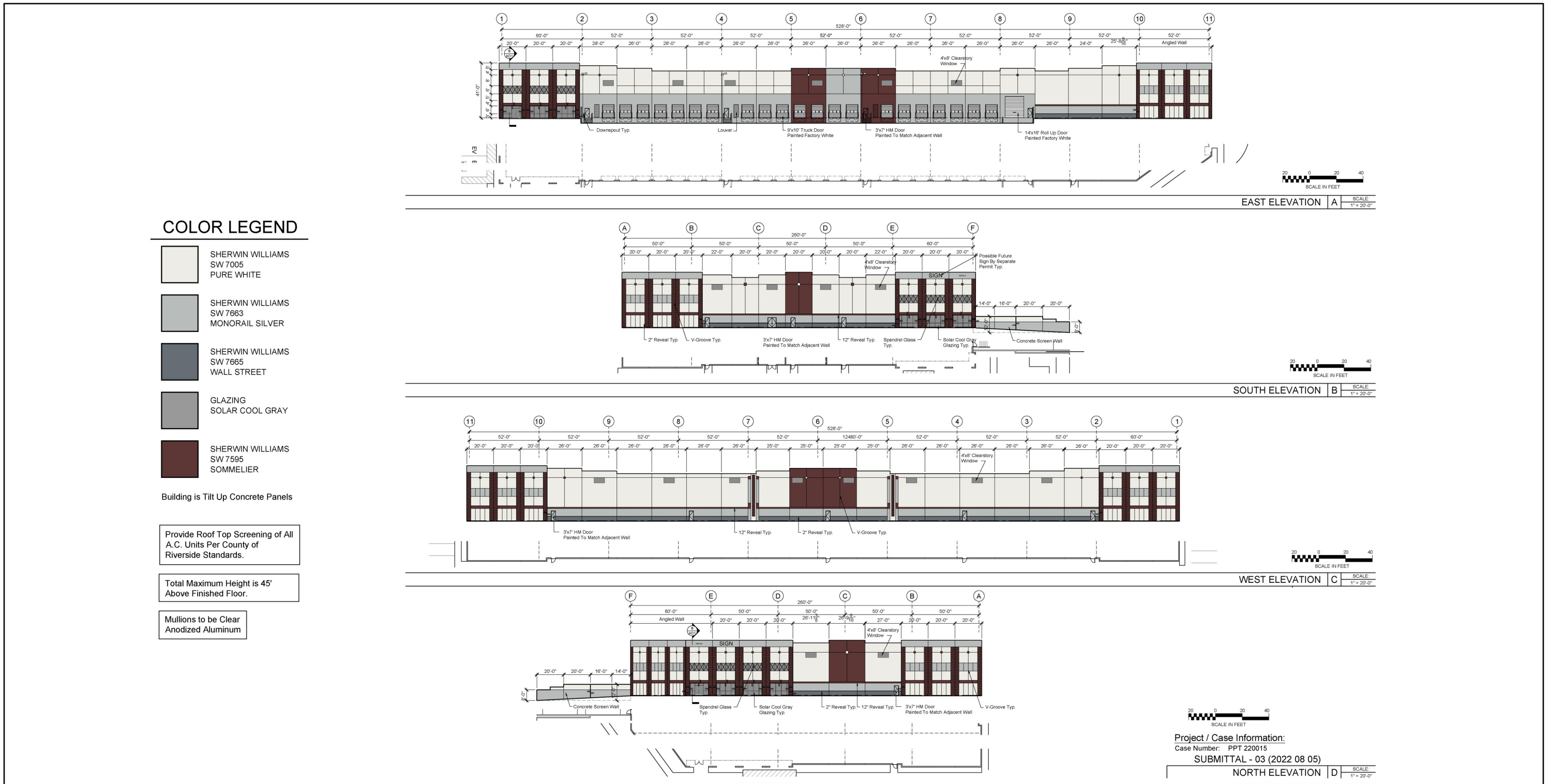


Source(s): Commerce Construction Co., L.P. (October 2022)

Figure 3-18

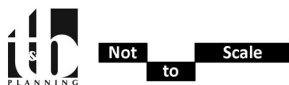


Building 14A Building Elevations



Source(s): Commerce Construction Co., L.P. (October 2022)

Figure 3-19



Building 14B Building Elevations



accent paints. Building 14B would have a variable roofline measuring up to 41 feet in height at the southern and northern portions of the building, with the remaining portions of the building measuring between 35 feet and 39.5 feet in height. Building 14B would have a total of 21 docking doors along the eastern side of the building.

D. Landscaping – Buildings 14A/14B

Figure 3-20, *Buildings 14A and 14B Preliminary Landscape Plan*, depicts the preliminary landscape plan for the Buildings 14A/14B site. As shown, landscaping for the Buildings 14A/14B site would consist of a variety of trees, shrubs, and groundcover. Trees are proposed along the site’s frontages with Harvill Avenue, Commerce Center Drive, Perry Street, and Seaton Avenue; around the proposed bioretention basins; and in and around parking areas. Proposed tree species include 24-inch box shoestring acacia (*Acacia stenophylla*), 36-inch box Chinese flame trees, 24-inch box lavender crape myrtle, 24- and 36-inch box Afghan pine, 24-inch box Chinese pistache, 24-inch box fern pine, 24-inch box southern live oak, 24- and 36-inch box African sumac, and 24-inch box Brisbane box.

E. Walls and Fencing – Buildings 14A/14B

As previously shown on Figure 3-16, 12-foot-tall concrete screen walls are proposed along the northern and southern portions of the truck courts for both buildings, which also would include manual gates. An 8-foot-tall tubular steel fence is proposed along the eastern portion of the truck court for Building 14A, while a 14-foot-tall concrete screen wall is proposed along the eastern edge of the truck court for Building 14B. 6-foot-tall tubular steel fencing also is proposed around the bioretention basin in the southeast corner of the Project site.

F. Circulation Improvements – Buildings 14A/14B

As previously shown on Figure 3-17, as part of PPT 220015 the Project Applicant would make improvements along the site’s frontages with Harvill Avenue, Perry Street, Commerce Center Drive, and Seaton Avenue. Along the site’s frontage with Harvill Avenue, the Project Applicant would dedicate an additional 9 feet of ROW. The existing 4-foot-wide curb-adjacent sidewalk would remain in place, and a 10-foot-wide community trail would be constructed behind the sidewalk. Improvements proposed along the site’s frontage with Commerce Center Drive would include the installation of a 6-foot-wide curb-adjacent sidewalk. Improvements along the site’s frontage with Perry Street would include installing an additional +/-14 feet of paved travel lanes, curb, gutter, and a 5-foot-wide curb-separated sidewalk. Along the site’s frontage with Seaton Avenue, the Project Applicant would dedicate an additional 14 feet of ROW, and would construct a 5-foot-wide curb-separated sidewalk and an 8-foot-wide community trail.

G. Water, Sewer, and Drainage – Building 13

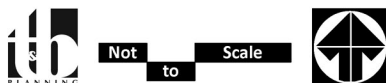
1. Water Service

Potable water service would be provided by the EMWD. Reclaimed water service currently is not available in the area. As shown on Figure 3-21, *Buildings 14A and 14B Utility Plan*, domestic water service to Building

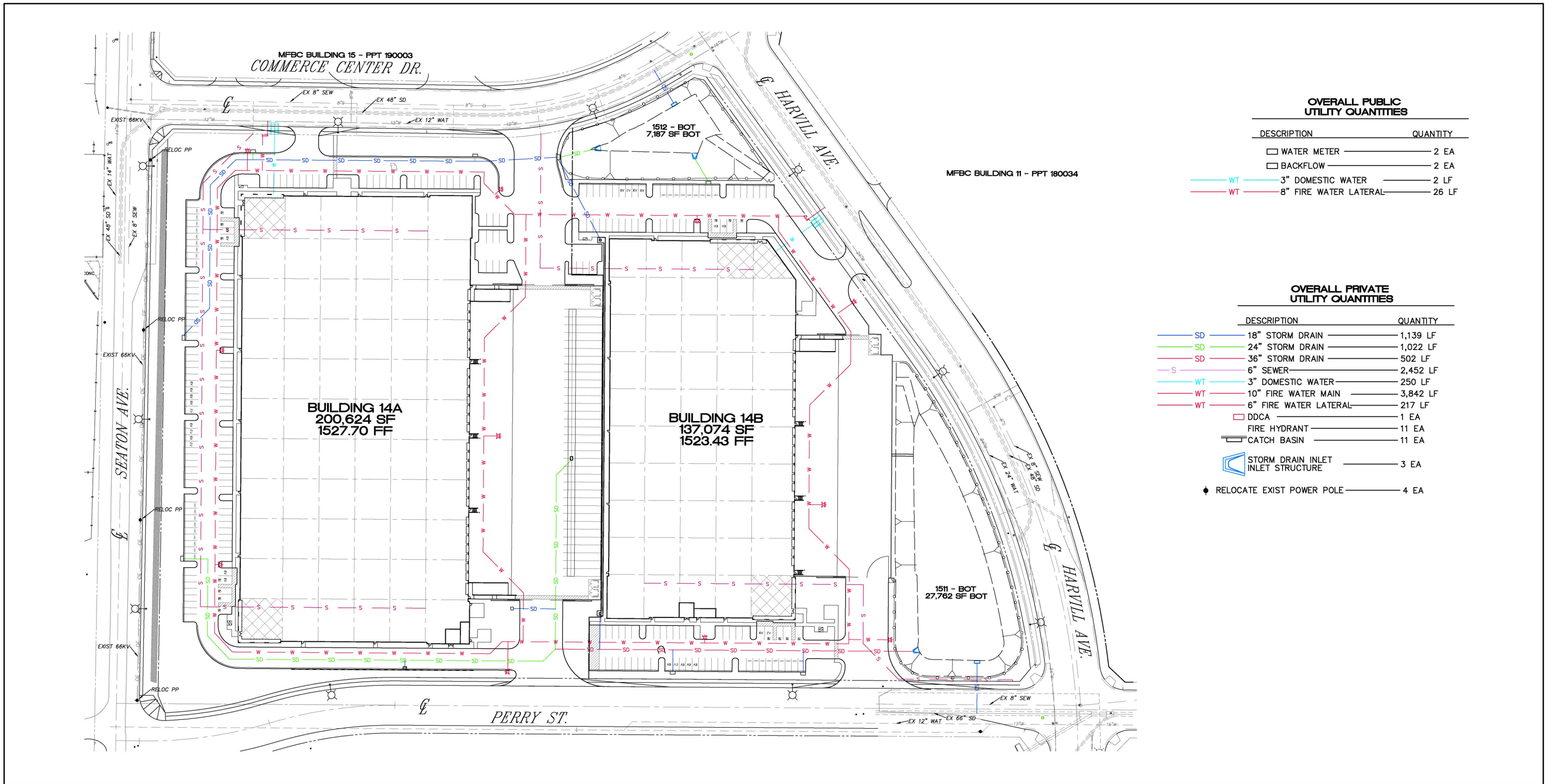


Source(s): Environs, Inc. (December 2022)

Figure 3-20

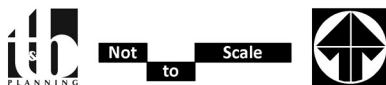


Buildings 14A and 14B Preliminary Landscape Plan



Source(s): PBLA (October 2022)

Figure 3-21



Buildings 14A and 14B Utility Plan



14A would be provided via a proposed 3-inch domestic water line on site that would connect to the existing 12-inch water line in Commerce Center Drive. Domestic water service to Building 14B would be provided via a proposed 3-inch domestic water line on site that would connect to the existing 24-inch water line within Harvill Avenue. Fire water service would be accommodated by proposed 6- and 10-inch fire water lines on site that would extend around both buildings and would connect to the existing 12-inch water line within Commerce Center Drive and the existing 24-inch water line within Harvill Avenue.

2. Sewer Service

Sewer service also would be provided by the EMWD. As shown on Figure 3-21, sewer service for Building 14A would be provided via 6-inch sewer lines on site between the office locations at the southwest and northwest corners of Building 14A and the existing 8-inch sewer line within Commerce Center Drive. Sewer service to Building 14B would be accommodated via 6-inch sewer lines on site that would extend between the proposed offices at the northeast and southeast corners of the building and the existing 8-inch sewer line within Perry Street. Wastewater generated by the Project would be conveyed to either the Moreno Valley RWRf or the Perris Valley RWRf for treatment. (EMWD, n.d.)

3. Drainage

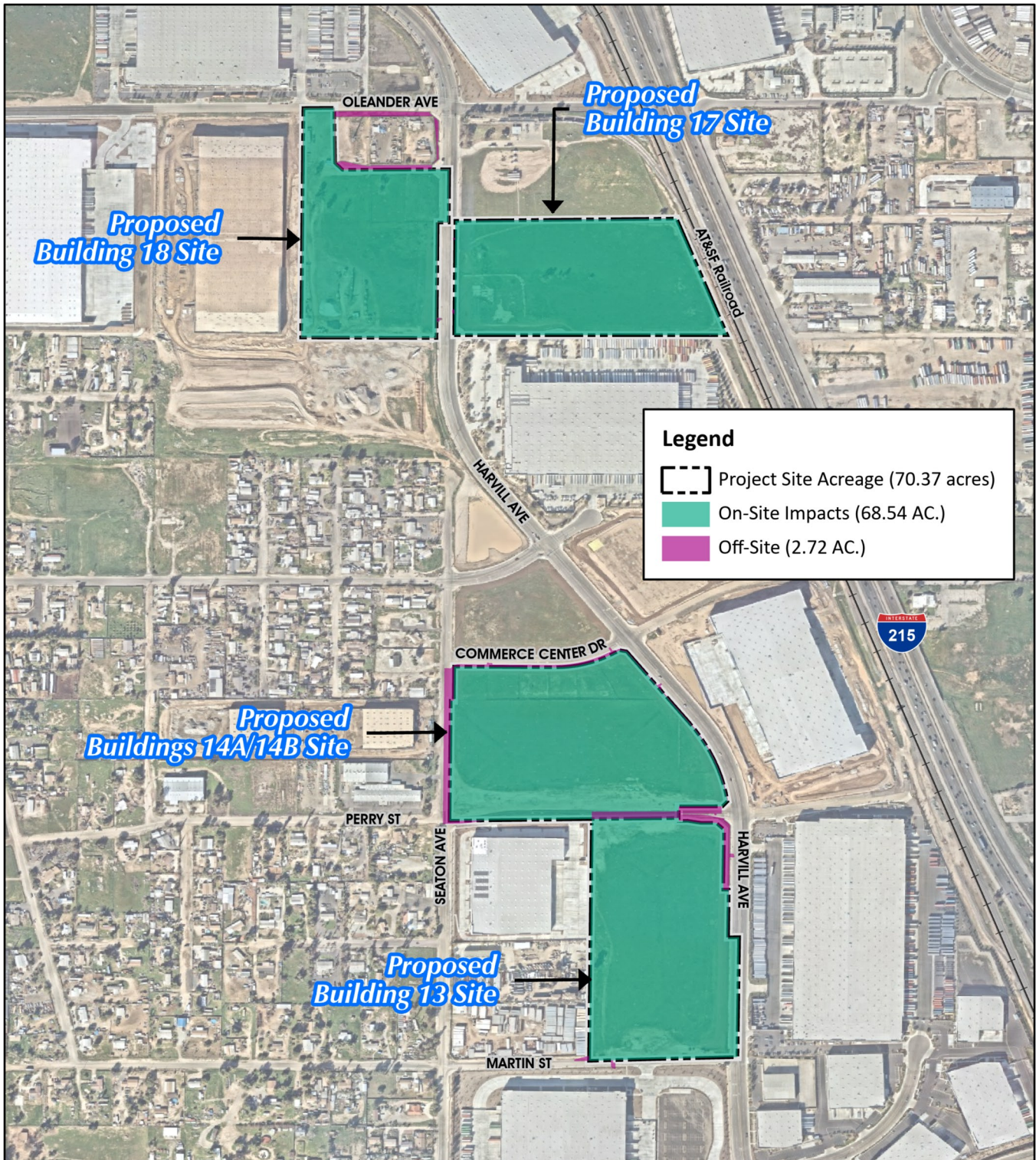
As shown on Figure 3-21, runoff generated on the Project site would be routed to one of two drainage areas. Approximately two-thirds of the southern portions of the Project site would be routed to a series of storm drain inlets, which would convey site runoff southerly via on-site 24- and 36-inch storm drains proposed to the west of Building 14A, in the southern portion of the Building 14A truck docking area, and south of both buildings towards the bioretention basin proposed in the southeastern corner of the site. Following detention and water quality treatment, runoff from the southeastern bioretention basin would be conveyed to an existing 66-inch storm drain line within Perry Street, which would convey flows to the east towards existing drainage facilities adjacent to I-215. Runoff generated in the northern third of the site would be routed to a series of storm drain inlets, which would convey flows easterly via 18- and 24-inch storm drain lines on site to the proposed bioretention basin in the northeast corner of the site. Following detention and water quality treatment, runoff from the northeastern bioretention basin would be conveyed to an existing RCFCWCD 48-inch sewer lateral (Lateral F-1) within Commerce Center Drive, which in turn would convey flows easterly towards existing drainage facilities adjacent to I-215.

3.6 SCOPE OF ENVIRONMENTAL ANALYSIS

3.6.1 CONSTRUCTION CHARACTERISTICS

A. Proposed Physical Disturbances

For purposes of analysis throughout this EIR, it is assumed that implementation of the Project would result in disturbances to all portions of the Project site, except for the portions of the Project site that already are improved with public roadways. As depicted on Figure 3-22, *Proposed Physical Disturbances*, and as summarized in Table 3-1, *Project Physical Impacts*, construction activities associated with the Project would



Source(s): ESRI, NearMap Imagery (May 2023), RCTLMA (2022)

Figure 3-22



Proposed Physical Disturbances



Table 3-1 Project Physical Impacts

Building(s)	Total On-Site Acreage	On-Site Impacts	Off-Site Impacts	Total Impacts
13	19.03	18.32	0.82	19.14
14A/14B	21.04	20.51	1.18	21.69
17	16.06	15.87	0.04	15.91
18	14.24	13.83	0.69	14.52
Totals:	70.37	68.54	2.73	71.26

result in physical disturbances to 68.54 acres of the 70.37-acre Project site and approximately 2.73 acres off site, resulting in a total of 71.26 acres on and off site that would be physically impacted by the Project.

B. Construction Activities Schedule and Equipment Fleet

For purposes of analysis throughout this EIR, construction of the Project is expected to commence in May 2024 and would last through December 2025. Table 3-2, *Anticipated Construction Schedule*, shows the anticipated construction schedule for each of the Project’s proposed buildings. The construction schedule represents a “worst-case” analysis scenario because if construction was to occur any time after the respective dates, air quality emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent². It should be noted that while Table 3-2 indicates that site preparation and grading activities for Building 13 and Buildings 14A/14B would not overlap with site preparation and grading activities for Buildings 17 and 18, in order to provide a “worst case” analysis of the Project’s air quality impacts, the analyses of the Project’s potential air quality impacts within EIR Subsection 4.3 and within EIR *Technical Appendices B9 and B10* assume that grading activities on the Buildings 13 and Building 14A/14B sites would occur at the same time that site preparation activities are occurring on the Building 17 and Building 18 sites. (Urban Crossroads, 2023r, p. 11)

Table 3-3, *Construction Equipment Summary*, provides a summary of the construction equipment that would be used during the construction of each of the Project’s proposed buildings. Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 3-3 would operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the County Code. In accordance with the County of Riverside Good Neighbor Policy for Logistics and Warehouse/Distribution uses, it is 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. (Urban Crossroads, 2023r, p. 14)

C. Riverside County Climate Action Plan (CAP) Update

The proposed Project would be required to comply with applicable requirements from the Riverside County Climate Action Plan Update (CAP Update), as more fully discussed in EIR Subsection 4.8, *Greenhouse Gas*

² As shown in the CalEEMod User’s Guide Version 2022.1, Section 4.3 “Off-Road Equipment” as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.



Table 3-2 Anticipated Construction Schedule

Building	Construction Activity	Start Date	End Date	Days
13	Site Preparation	05/01/2024	06/11/2024	30
	Grading	06/12/2024	07/23/2024	30
	Building Construction	07/24/2024	05/13/2025	210
	Paving	04/16/2025	05/13/2025	20
	Architectural Coating	03/19/2025	05/13/2025	40
14A & 14B	Site Preparation	05/01/2024	06/11/2024	30
	Grading	06/12/2024	07/23/2024	30
	Building Construction	07/24/2024	05/13/2025	210
	Paving	04/16/2025	05/13/2025	20
	Architectural Coating	03/19/2025	05/13/2025	40
17	Site Preparation	12/03/2024	01/13/2025	30
	Grading	01/14/2025	02/24/2025	30
	Building Construction	02/25/2025	12/15/2025	210
	Paving	11/18/2025	12/15/2025	20
	Architectural Coating	10/21/2025	12/15/2025	40
18	Site Preparation	12/03/2024	01/13/2025	30
	Grading	01/14/2025	02/24/2025	30
	Building Construction	02/25/2025	12/15/2025	210
	Paving	11/18/2025	12/15/2025	20
	Architectural Coating	10/21/2025	12/15/2025	40

(Urban Crossroads, 2023r, Table 2-3)

Table 3-3 Construction Equipment Summary

Building	Construction Activity	Equipment ¹	Amount	Hours Per Day
13	Site Preparation	Rubber Tired Dozers	3	8
		Crawler Tractors	4	8
	Graders	Excavators	2	8
		Graders	1	8
		Rubber Tired Dozers	1	8
		Scrapers	2	8
		Crawler Tractors	2	8
	Building Construction	Cranes	2	8
		Forklifts	4	8
		Generator Sets	2	8



Table 3-3 Construction Equipment Summary

Building	Construction Activity	Equipment ¹	Amount	Hours Per Day
	Paving	Welders	2	8
		Crawler Tractors	4	8
		Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8
14A/14B	Site Preparation	Rubber Tired Dozers	3	8
		Crawler Tractors	4	8
	Grading	Excavators	2	8
		Graders	1	8
		Rubber Tired Dozers	1	8
		Scrapers	2	8
		Crawler Tractors	2	8
	Building Construction	Cranes	2	8
		Forklifts	4	8
		Generator Sets	2	8
		Welders	2	8
		Crawler Tractors	4	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8
17	Site Preparation	Rubber Tired Dozers	3	8
		Crawler Tractors	4	8
	Grading	Excavators	2	8
		Graders	1	8
		Rubber Tired Dozers	1	8
		Scrapers	2	8
		Crawler Tractors	2	8
	Building Construction	Cranes	2	8
		Forklifts	4	8
		Generator Sets	2	8
		Welders	2	8
		Crawler Tractors	4	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8
18	Site Preparation	Rubber Tired Dozers	3	8
		Crawler Tractors	4	8
	Grading	Excavators	2	8
		Graders	1	8
		Rubber Tired Dozers	1	8
		Scrapers	2	8



Table 3-3 Construction Equipment Summary

Building	Construction Activity	Equipment ¹	Amount	Hours Per Day
	Building Construction	Crawler Tractors	2	8
		Cranes	2	8
		Forklifts	4	8
		Generator Sets	2	8
		Welders	2	8
		Crawler Tractors	4	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	8

(Urban Crossroads, 2023r, Table 2-4)

Emissions. Specifically, and pursuant to CAP Update Measure R2-CE1, building permits that involve more than 100,000 gross square feet of industrial building area are required to offset the energy demand by providing renewable energy production through onsite generation of at least 20% of the energy demand for each building greater than 100,000 s.f. in size. As all five of the Project’s warehouse buildings would be larger than 100,000 s.f., all five of the Project’s warehouse buildings would be subject to compliance with CAP Update Measure R2-CE1. As previously shown on Figure 3-1, Figure 3-6, Figure 3-11, and Figure 3-16, the site plans included as part of the Project’s plot plan application materials include notes requiring roofs to be designed to accommodate the required number of solar panels for each building. Prior to issuance of building permits, and in accordance with CAP Update Measure R2-CE1, Riverside County would review the proposed building plans to verify that solar panels have been accommodated, and the County also would review materials to be provided by the Project Applicant demonstrating that the amount of proposed solar panels would be adequate to meet at least 20% of the energy demand for each of the Project’s proposed warehouse buildings. (Riverside County, 2019)

3.6.2 OPERATIONAL CHARACTERISTICS

At the time this EIR was prepared, the future users of the proposed warehouse buildings were unknown. For the purposes of this EIR, all of the buildings are assumed to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night.

A. Future Employment

Because the user(s) of the Project’s building is not yet known, the number of jobs that the proposed Project would generate cannot be precisely determined; therefore, for purposes of analysis, employment estimates were calculated using the employment generation rates specified in Appendix E to the County’s General Plan. Specifically, General Plan Appendix E indicates that land uses within the “Light Industrial (LI)” land use designation generates approximately one employee per 1,030 s.f. of building area. As summarized in Table 3-4, *Estimated Project Employees*, and conservatively assuming 5% more building area for each of the proposed buildings in order to account for any minor changes to the building area as part of final design,



buildout of the entire Project would result in the generation of approximately 1,243 new, recurring jobs. (Riverside County, 2021a, Appendix E, Table E-5)

Table 3-4 Estimated Project Employees

Building (Plot Plan)	Proposed Building Area (s.f.) ¹	Square Feet per Employee	Project Employees
13 (PPT 220008)	322,997	1,030	324
14A (PPT 220015)	210,655	1,030	314
14B (PPT 220015)	143,928	1,030	261
17 (PPT 220009)	268,955	1,030	205
18 (PPT 220003)	333,648	1,030	140
Project Totals:	1,280,183	--	1,243

1. Although the Project’s Plot Plan applications include a total of 1,219,222 s.f. of building area, for purposes of analysis throughout this EIR it is assumed that each of the proposed buildings would contain an additional 5% of building area in order to account for any minor changes to the building area as part of final design. Thus, the number of employees shown in Table 3-4 also is overstated by 5%.

Note: Totals reflect rounding.

(Riverside County, 2021a, Appendix E, Table E-5)

B. Traffic

As more fully discussed Subsections 4.1 of the Project’s traffic analysis technical reports (EIR *Technical Appendices L6 through L9*), Table 3-5 through Table 3-8, *Trip Generation Summary*, summarizes the traffic anticipated to be generated by each of the Project’s Plot Plans in both actual vehicles and Passenger Car Equivalents (PCEs)³. As summarized in Table 3-9, *Summary of Project-Related Traffic*, buildout of all five of the Project’s proposed buildings would result in the generation of approximately 1,908 daily vehicle trips (actual vehicles), including 138 trips during the a.m. peak hour and 153 trips during the p.m. peak hour. Actual vehicles are used for purposes of analysis in this EIR for the Project’s potential traffic-related impacts to air quality, mobile-source health risks, and noise, as the modeling for air quality, health risks, and traffic-related noise relies on actual vehicles and not PCEs, while the Project’s Traffic Impact Analysis (TIA) technical reports utilize PCEs in order to evaluate the Project’s potential effects on level of service (LOS). It should be noted that the values presented in Table 3-9 conservatively assuming 5% more building area for each of the proposed buildings in order to account for any minor changes to the building area as part of final design (i.e., the values presented in Table 3-9 are based on 1,280,183 s.f. of building area, representing a 5% increase over the 1,219,222 s.f. of building area shown on the Project’s Plot Plan application materials).

3.7 SUMMARY OF REQUESTED ACTIONS

Riverside County has primary approval responsibility for the proposed Project. As such, Riverside County serves as the Lead Agency for this EIR pursuant to CEQA Guidelines § 15050. The role of the Lead Agency

³ PCEs allow the typical “real-world” mix of vehicle types, including trucks, to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.



Table 3-5 Trip Generation Summary – Building 13

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
High-Cube Short-Term Storage/Transload	322.997 TSF							
Passenger Cars:		17	3	20	7	22	29	382
2-axle Trucks:		1	0	1	0	0	0	12
3-axle Trucks:		1	1	2	0	0	0	16
4+-axle Trucks:		2	2	4	1	1	2	44
Total Truck Trips (Actual Vehicles):		4	3	7	1	1	2	72
Total Trips (Actual Vehicles)²		21	6	27	8	23	31	454
Passenger Car Equivalent (PCE):								
High-Cube Short-Term Storage/Transload	322.997 TSF							
Passenger Cars:		17	3	20	7	22	29	382
2-axle Trucks:		1	1	2	0	0	0	18
3-axle Trucks:		1	1	2	1	1	2	30
4+-axle Trucks:		6	6	12	3	3	6	134
Total Truck Trips (PCE):		8	8	16	4	4	8	182
Total Trips (PCE)²		25	11	36	11	26	37	564

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

(Urban Crossroads, 2022k, Table 4-2)

Table 3-6 Trip Generation Summary – Buildings 14A/14B

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Warehousing (Buildings 14A + 14B)	354.583 TSF							
Passenger Cars:		43	11	54	12	41	53	394
2-axle Trucks:		1	0	1	1	1	2	36
3-axle Trucks:		1	1	2	1	1	2	44
4+-axle Trucks:		2	2	4	4	3	7	134
Total Truck Trips (Actual Vehicles):		4	3	7	6	5	11	214
Total Trips (Actual Vehicles)²		47	14	61	18	46	64	608
Passenger Car Equivalent (PCE):								
Warehousing (Buildings 14A + 14B)	354.583 TSF							
Passenger Cars:		43	11	54	12	41	53	394
2-axle Trucks:		1	1	2	2	1	3	54
3-axle Trucks:		1	2	3	2	2	4	88
4+-axle Trucks:		7	6	13	11	9	20	400
Total Truck Trips (PCE):		9	9	18	15	12	27	542
Total Trips (PCE)²		52	20	72	27	53	80	936

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

(Urban Crossroads, 2022l, Table 4-2)



Table 3-7 Trip Generation Summary – Building 17

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
High-Cube Short-Term Storage/Transload	268.955 TSF							
Passenger Cars:		14	2	16	6	18	24	318
2-axle Trucks:		1	0	1	0	0	0	10
3-axle Trucks:		1	1	2	0	0	0	12
4+axle Trucks:		2	2	4	1	1	2	38
Total Truck Trips (Actual Vehicles):		4	3	7	1	1	2	60
Total Trips (Actual Vehicles)²		18	5	23	7	19	26	378
Passenger Car Equivalent (PCE):								
High-Cube Short-Term Storage/Transload	268.955 TSF							
Passenger Cars:		14	2	16	6	18	24	318
2-axle Trucks:		1	1	2	0	0	0	16
3-axle Trucks:		1	1	2	1	1	2	24
4+axle Trucks:		5	5	10	2	3	5	112
Total Truck Trips (PCE):		7	7	14	3	4	7	152
Total Trips (PCE)²		21	9	30	9	22	31	470

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

(Urban Crossroads, 2022m, Table 4-2)

Table 3-8 Trip Generation Summary – Building 18

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Warehousing (Building18)	333.648 TSF							
Passenger Cars:		17	3	20	8	22	30	394
2-axle Trucks:		1	0	1	0	0	0	12
3-axle Trucks:		1	1	2	0	0	0	16
4+axle Trucks:		2	2	4	1	1	2	46
Total Truck Trips (Actual Vehicles):		4	3	7	1	1	2	74
Total Trips (Actual Vehicles)²		21	6	27	9	23	32	468
Passenger Car Equivalent (PCE):								
Warehousing (Building18)	333.648 TSF							
Passenger Cars:		17	3	20	8	22	30	394
2-axle Trucks:		1	1	2	1	0	1	18
3-axle Trucks:		1	1	2	1	1	2	30
4+axle Trucks:		6	7	13	3	3	6	138
Total Truck Trips (PCE):		8	9	17	5	4	9	186
Total Trips (PCE)²		25	12	37	13	26	39	580

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

(Urban Crossroads, 2022n, Table 4-2)



Table 3-9 Summary of Project-Related Traffic

Building(s)	Vehicle Type	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
13	Passenger Cars	17	3	20	7	22	29	382
	Trucks	4	3	7	1	1	2	72
	Building 13 Subtotal:	21	6	27	8	23	31	454
14A/B	Passenger Cars	43	11	54	12	41	53	394
	Trucks	4	3	7	6	5	11	214
	Buildings 14A/14B Subtotal:	47	14	61	18	46	64	608
17	Passenger Cars	14	2	16	6	18	24	318
	Trucks	4	3	7	1	1	2	60
	Building 17 Subtotal:	18	5	23	7	19	26	378
18	Passenger Cars	17	3	20	8	22	30	394
	Trucks	4	3	7	1	1	2	74
	Building 18 Subtotal:	21	6	27	9	23	32	468
All Buildings	Passenger Cars	91	19	110	33	103	136	1,488
	Trucks	16	12	28	9	8	17	420
	Total Project (All Buildings):	107	31	138	42	111	153	1,908

1. Project-related traffic is estimated based on a total building area of 1,280,183 s.f., representing a 5% increase over the 1,219,222 s.f. of building area shown on the Project's Plot Plan application materials (refer to EIR Section 3.0).
2. Project traffic volumes are shown in actual vehicles. Refer to EIR *Technical Appendices L6 through L9* for a discussion of Passenger Car Equivalents (PCEs).
(Urban Crossroads, 2022k, Table 4-2; Urban Crossroads, 2022l, Table 4-2; Urban Crossroads, 2022m, Table 4-2; Urban Crossroads, 2022n, Table 4-2)

was previously described in detail in Section 1.0 of this EIR. As part of the approval process for the proposed Project, the County's Planning Commission will hold a public hearing to consider this EIR and the Project's applications for PPT 220003, PPT 220008, PPT 220009, and PPT 220015. The Planning Commission will consider the information contained in the Project's EIR and the EIR's Administrative Record in its decision-making processes, certify or decline to certify this EIR, and approve, approve with changes, or deny approval of proposed PPT 220003, PPT 220008, PPT 220009, and PPT 220015. If no appeal is filed, then the decision of the Planning Commission will be final. However, in the event that any interested party files an appeal of one or more of the plot plan approvals within ten days of the Planning Commission's decision, then a subsequent public hearing(s) will be held before the Riverside County Board of Supervisors. As part of their review of the Project, if appealed, the Board of Supervisors would review and consider the minutes of the Planning Commission, the Project's staff report, and any comments made by members of the public. At the conclusion of the public hearing for the appeal, the Board of Supervisors will sustain, modify, reject, or overrule the decision of the Planning Commission with respect to PPT 220003, PPT 220008, PPT 220009, and/or PPT 220015.



3.8 RELATED ENVIRONMENTAL REVIEW AND CONSULTATION REQUIREMENTS

Subsequent to approval of PPT 220003, PPT 220008, PPT 220009, and PPT 220015, additional discretionary applications would be required to implement the Project. Table 3-10, *Matrix of Project Approvals/Permits*, lists the agencies that are expected to use this EIR and provides a summary of the subsequent actions associated with the Project. This EIR covers all federal, State, and local government and quasi-governmental approvals which may be needed to construct and implement the Project, whether or not they are explicitly listed in Table 3-10 or elsewhere in this EIR (CEQA Guidelines § 15124(d)).

Table 3-10 Matrix of Project Approvals/Permits

Public Agency	Approvals and Decisions
County of Riverside – Discretionary Approvals	
Riverside County Planning Commission	<ul style="list-style-type: none"> • Reject or certify the Final EIR along with appropriate CEQA Findings. • Consider whether to approve, approve with conditions, or deny approval of Plot Plan No. PPT220003. • Consider whether to approve, approve with conditions, or deny approval of Plot Plan No. PPT220008. • Consider whether to approve, approve with conditions, or deny approval of Plot Plan No. PPT220009. • Consider whether to approve, approve with conditions, or deny approval of Plot Plan No. PPT220015.
Subsequent Riverside County Ministerial Approvals	
Riverside County Subsequent Implementing Approvals: Planning Department and/or Building and Safety	<ul style="list-style-type: none"> • Issue Grading Permits. • Issue Building Permits. • Approve Road Improvement Plans. • Issue Encroachment Permits. • Accept public right-of-way dedications. • Authorize nighttime construction activities, if proposed.
Other Agencies – Subsequent Approvals and Permits	
United States Army Corps of Engineers	<ul style="list-style-type: none"> • Issuance of a Section 404 Permit pursuant to the Clean Water Act (CWA)
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit • Issuance of a Construction General Permit • Issuance of a Waste Discharge Order pursuant to Section 13260 of the California Water Code
California Department of Fish and Wildlife	<ul style="list-style-type: none"> • Issuance of a 1602 Streambed Alteration Agreement (SAA)
Western Riverside County Regional Conservation Authority (RCA)	<ul style="list-style-type: none"> • Approval of Determination of Biologically Equivalent or Superior Mitigation (DBESP) for Plot Plan No. 220008 (Building 13)
Riverside County Flood Control and Water Conservation District (RCFCWCD)	<ul style="list-style-type: none"> • Approval of proposed drainage infrastructure
South Coast Air Quality Management District (SCAQMD)	<ul style="list-style-type: none"> • Permits and approvals associated with operation of stationary equipment, if proposed
Eastern Water Municipal Water District (EMWD)	<ul style="list-style-type: none"> • Approval of proposed water and sewer connections and improvements



4.0 ENVIRONMENTAL ANALYSIS

4.0.1 SUMMARY OF EIR SCOPE

In accordance with California Environmental Quality Act (CEQA) Guidelines Sections 15126-15126.4, this EIR Section 4.0, *Environmental Analysis*, provides analyses of potential direct, indirect, and cumulatively-considerable impacts that could occur from planning, constructing, and operating the proposed Project.

In compliance with the procedural requirements of CEQA, a Notice of Preparation (NOP) was prepared and distributed for a 30-day public review period on August 3, 2022, in accordance with CEQA Guidelines Section 15082. An Initial Study was not prepared for the Project, and as such the NOP indicated that the required EIR will evaluate all of the topics listed in Appendix G to the CEQA Guidelines, as implemented by Riverside County and the County's standard Environmental Assessment (EA) Form. Public comment on the scope consisted of written comments received by the Riverside County in response to the NOP issued for this EIR. A publicly-noticed Scoping Session also was held as part of a Riverside County Planning Director's Hearing on August 29, 2022 at the Riverside County Administrative Building (4080 Lemon Street, Riverside, CA 92501), although no comments resulting in an expansion of the scope of the EIR were provided as part of the Scoping Session. Pursuant to Appendix G to the CEQA Guidelines and the County's standard EA form, this EIR evaluates 21 primary environmental subject areas, as listed below. Each Subsection evaluates several specific subject matters related to the general topic of the Subsection. The title of each Subsection is not limiting; therefore, refer to each Subsection for a full account of the subject matters addressed therein.

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forest Resources	4.13	Noise
4.3	Air Quality	4.14	Paleontological Resources
4.4	Biological Resources	4.15	Population and Housing
4.5	Cultural Resources	4.16	Public Services
4.6	Energy	4.17	Recreation
4.7	Geology and Soils	4.18	Transportation
4.8	Greenhouse Gas Emissions	4.19	Tribal Cultural Resources
4.9	Hazards and Hazardous Materials	4.20	Utilities and Service Systems
4.10	Hydrology and Water Quality	4.21	Wildfire
4.11	Land Use and Planning		

4.0.2 SCOPE OF CUMULATIVE EFFECTS ANALYSIS

CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. As noted in CEQA Guidelines § 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "[A] cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects creating related impacts" (CEQA Guidelines §15130(a)(1)). As defined in CEQA Guidelines § 15355:



‘Cumulative Impacts’ refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.*
- (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other 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.*

CEQA Guidelines § 15130(b) describes two acceptable methods for identifying a study area for purposes of conducting a cumulative impact analysis. These two approaches include: 1) a list of past, present, and probable future projects producing related or cumulative impacts, including if necessary, those projects outside the control of the agency (‘the list of projects approach’), or 2) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact (‘the summary of projections approach’).

The summary of projections approach is used in this EIR, except for the evaluation of near-term vehicular traffic-related air quality and noise impacts, which rely instead on the list of projects approach. This methodology was determined to be appropriate by Riverside County because long-range planning documents contain a sufficient amount of information to enable an analysis of cumulative effects for all subject areas, with exception of vehicular-related air quality and noise effects, which require a greater level of detailed study.

Under this approach, the cumulative analysis under most sections considers impacts to each issue area based on the presumed buildout of the Riverside County General Plan as well as the general plans of any nearby jurisdictions that occur within the cumulative study area for each subject area. For most issue areas, this would encompass nearby areas within unincorporated Riverside County, nearby portions of the City of Perris, the City of Moreno Valley, and the City of Riverside, although the cumulative study area may be smaller or larger depending on the issue area under evaluation. For example, for the issue area of aesthetics, the cumulative study area is defined by the Project’s viewshed (i.e., off-site areas with views of the Project site), which encompasses lands within the immediate Project vicinity (i.e., within approximately two miles of the Project site). For the issue of hydrology and water quality, by contrast, the cumulative study area is defined as the Santa Ana River Watershed, which encompasses portions of San Bernardino, Riverside, Orange, and Los Angeles Counties. For the issue of biology, the cumulative study area corresponds to the boundaries of the Western Riverside County Multiple Habitat Species Conservation Plan (MSHCP), as the MSHCP provides for the conservation of a wide variety of special status plant and animal species and encompasses a broad region that generally represents biological conditions associated with the Project area; thus, the cumulative study area for biological resources includes all future land uses within western Riverside County as called for by the general plans of the County and the various cities that are included in the MSHCP region. Refer to the individual Subsections within EIR Section 4.0 for a description of the specific cumulative study area used for each subject area evaluated in this EIR.



As noted, for most issue areas, nearby portions of unincorporated Riverside County and nearby portions of the City of Perris, the City of Moreno Valley, and the City of Riverside are used as the Project's cumulative study area. This cumulative study area encompasses a large area surrounding the Project site that has similar environmental characteristics as the Project area. This area generally contains a variety of residential, light industrial, and commercial land uses, with portions of the area comprising undeveloped lands and open space. This study area exhibits similar characteristics in terms of climate, geology, and hydrology. This study area also encompasses the service areas of the Project site's primary public service and utility providers. Areas outside of this study area either exhibit topographic, climatological, or other environmental circumstances that differ from those of the Project area, or are simply too far from the proposed Project site to produce environmental effects that could be cumulatively considerable.

The analysis of cumulatively-considerable traffic-related impacts to air quality and noise uses a combined approach, utilizing the list of projects approach for the near-term analysis of cumulatively-considerable impacts, and the summary of projections approach for the evaluation of long-term cumulatively-considerable impacts. With the combined approach, the cumulative impact analyses for the analysis of traffic-related impacts to air quality and noise impacts overstate the Project's (and Project-related components') potential cumulatively-considerable impacts as compared to an analysis that would rely solely on the list of projects approach or solely on the summary of projections approach; therefore, the combined approach provides a conservative, "worst-case" analysis for cumulative traffic-related air quality and noise impacts.

For near-term conditions, the analyses of cumulatively-considerable vehicular-related air quality and noise impacts are based on existing traffic conditions plus ambient growth and the manual addition of traffic from past, present, and reasonably foreseeable projects, and includes approved and pending development projects in proximity to the Project site that would contribute traffic to the same transportation facilities as the Project, as well as large, traffic-intensive projects farther from the Project site that have the potential to affect regional transportation facilities. This methodology recognizes development projects that have the potential to contribute measurable traffic to the same intersections, roadway segments, and/or State highway system facilities as the proposed Project and have the potential to be made fully operational in the foreseeable future. As shown on Table 4.0-1, *Cumulative Projects List*, and as depicted on Figure 4.0-1, *Cumulative Development Location Map*, the near-term cumulative impact analysis of traffic-related air quality and noise impacts includes 16 other past, present, and reasonably foreseeable projects within this study area in addition to the summary of projections (Urban Crossroads, 2022k, Table 4-7; Urban Crossroads, 2022l, Table 4-7; Urban Crossroads, 2022m, Table 4-7; Urban Crossroads, 2022n, Table 4-7). The analysis of long-term cumulatively-considerable traffic impacts considers full buildout of nearby portions of unincorporated Riverside County, the City of Perris, the City of Moreno Valley, and the City of Riverside, based on the general plan land use plans for these jurisdictions.

For the issue of air quality, the cumulative study area comprises the South Coast Air Basin (SCAB), while the cumulative impact analysis relies on guidance from the South Coast Air Quality Management District (SCAQMD). The SCAQMD published a report giving direction on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (SCAQMD, 2003). In this report the AQMD states on page D-3:

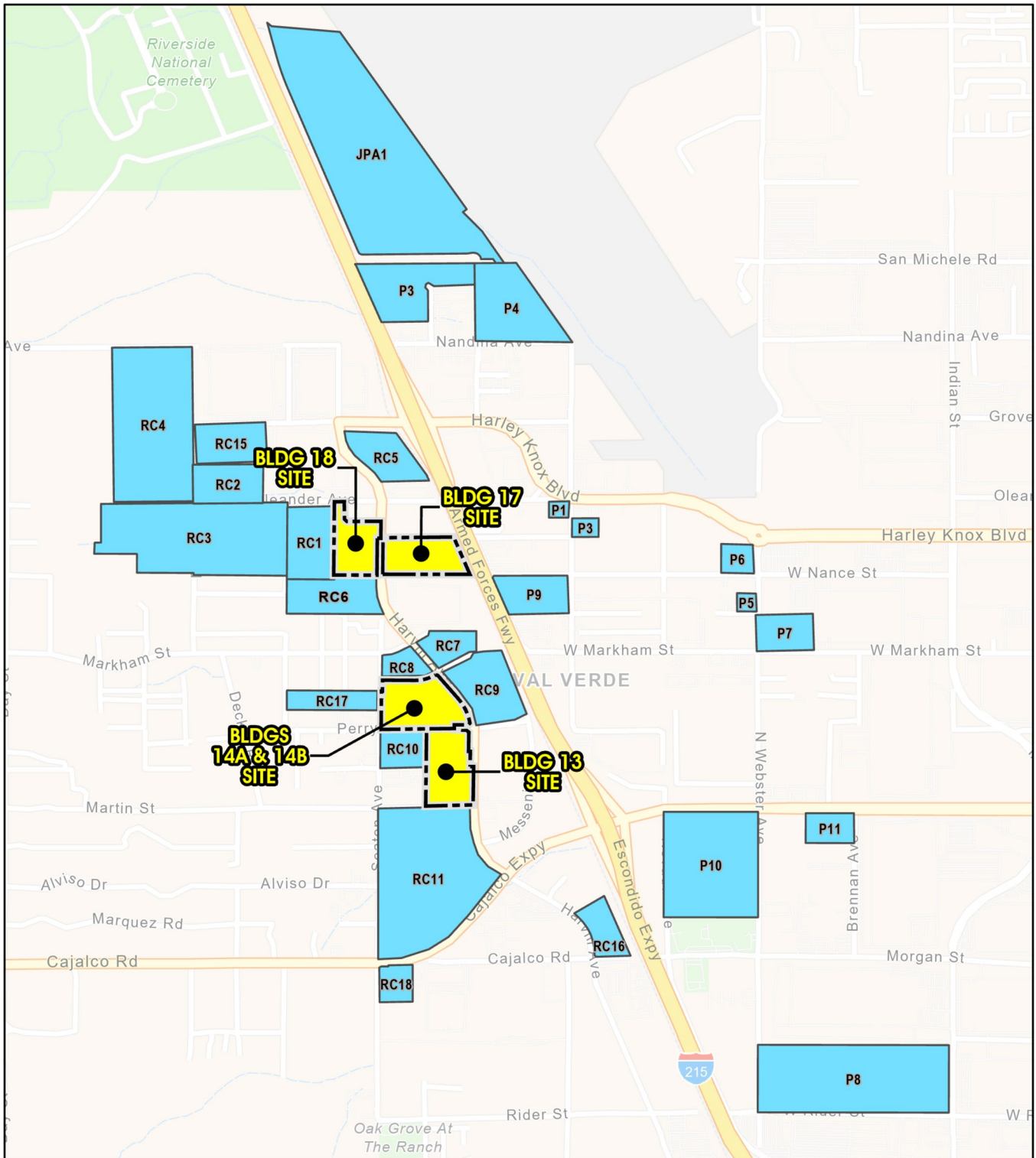


Table 4.0-1 Cumulative Projects List

No.	Project Name / Case Number	Land Use	Quantity	Units ¹
RC1	Majestic Freeway Business Center - Building 20	High-Cube Warehouse	426.821	TSF
RC2	Majestic Freeway Business Center - Building 21,22	Warehousing	241.059	TSF
RC3	Knox Logistics Center	High-Cube Warehouse	1,259.410	TSF
RC4	Oleander Business Park	High-Cube Warehouse	680.000	TSF
RC5	PPT190031	High-Cube Warehouse	418.000	TSF
RC6	Majestic Freeway Business Center - Building 19	Warehousing	364.560	TSF
RC7	Majestic Freeway Business Center - Building 12	Warehousing	154.751	TSF
RC8	Majestic Freeway Business Center - Building 15	Warehousing	90.279	TSF
RC9	Majestic Freeway Business Center - Building 11	High-Cube Warehouse	391.045	TSF
RC10	PPT180025: Seaton Commerce Center	High-Cube Warehouse	210.800	TSF
RC11	Majestic Freeway Business Center - Buildings 1, 3 & 4	Warehousing	48.930	TSF
		High-Cube Warehouse	1,195.740	TSF
RC12	Majestic Freeway Business Center - Building 18	High-Cube Warehouse	333.648	TSF
RC13	Majestic Freeway Business Center - Building 17	High-Cube Warehouse	268.955	TSF
RC14	Majestic Freeway Business Center - Building 13	High-Cube Warehouse	322.997	TSF
RC15	PPT210130	Warehousing	239.308	TSF
RC16	Harvill & Cajalco Warehouse	General Light Industrial	99.770	TSF
		Truck Trailer Yard	133	Spaces
RC17	PPT210022	General Light Industrial	98.940	TSF
RC18	PPT210133	Warehousing	350.481	TSF
P1	Canyon Steel (CS)	Industrial	25.000	TSF
P2	First March Logistics	Warehousing	589.971	TSF
P3	Duke - Patterson at Nance	High-Cube Warehouse	580.000	TSF
P4	Western Industrial (DRP19-00003)	High-Cube Warehouse	250.000	TSF
P5	Marijuana Manufacturing (MM)	Industrial	1.000	TSF
P6	AAA	Industrial	2.000	TSF
P7	Integra Expansion / MMOD 17-05075	High-Cube Warehouse	273.000	TSF
P8	Rados / DPR 07-0119	High-Cube Warehouse	1,200.000	TSF
P9	Patterson Commerce Center	High-Cube Fulfillment	224.247	TSF
		High-Cube Cold Storage	39.573	TSF
		High-Cube Cold Storage	47.511	TSF
P10	Ramona Gateway Commerce Center	High-Cube Fulfillment	902.713	TSF
		High-Cube Cold Storage	47.511	TSF
		Fast-Food Restaurant w/	16.500	TSF
		Fast-Food Restaurant w/	10.200	TSF
		Coffee Shop w/ DT	2.400	TSF
		Automated Car Wash	1.000	Tunnel
		Gas Station w/ Market	16.000	VFP
P11	Ramona & Brennan	Warehousing	162.871	TSF
JPA1	VIP 215	High-Cube Warehouse	2,219.850	TSF

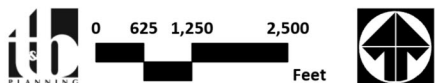
¹ TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

(Urban Crossroads, 2022k, Table 4-7; Urban Crossroads, 2022l, Table 4-7; Urban Crossroads, 2022m, Table 4-7; Urban Crossroads, 2022n, Table 4-7)



Source(s): ESRI, Urban Crossroads (2023)

Figure 4.0-1



Cumulative Development Location Map



“...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is $HI > 1.0$ while the cumulative (facility-wide) is $HI > 3.0$. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”

The cumulative analysis provided in EIR Subsection 4.3 assumes that individual projects that do not generate emissions that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the South Coast Air Basin (SCAB) is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related emissions that exceed SCAQMD thresholds for Project-specific impacts would be considered cumulatively considerable.

Compliance with the SCAQMD guidelines for evaluating direct and cumulatively-considerable impacts due to air quality emissions has been shown to result in a demonstrable reduction in air quality pollutants within the SCAB. As more thoroughly discussed in EIR Subsection 4.3, regulations promulgated by the SCAQMD have led to a dramatic reduction in the level of air quality pollutants within the SCAB, including levels of ozone, particulate matter (PM₁₀ and PM_{2.5}), carbon monoxide (CO), and oxides of nitrogen (NO_x). As noted in the SCAQMD 2016 AQMP, “the remarkable historical improvement in air quality since the 1970s is the direct result of Southern California’s comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs” (SCAQMD, 2017). Improvements also have been seen in ozone levels. Part of the control processes of the SCAQMD’s duty to greatly improve the air quality in the SCAB is the uniform CEQA review procedures required by SCAQMD’s CEQA Handbook (SCAQMD, 2019). The single threshold of significance used to assess Project direct and cumulative impacts has in fact been successful, as evidenced by the track record of the air quality in the SCAB dramatically improving over the course of the past decades (refer to EIR Subsection 4.3 for an additional discussion on the improvement of air quality within the SCAB).

Environmental impacts associated with buildout of the cumulative study area were evaluated in CEQA compliance documents prepared for the respective general plans of each of the above-named jurisdictions. The location where each of these CEQA compliance documents is available for review is provided below. All of the CEQA compliance documents listed below are herein incorporated by reference pursuant to CEQA Guidelines § 15150.



- Riverside County General Plan Program EIR No. 521 (SCH No. 2009041065), available for review at the Riverside County Planning Department, located at 4080 Lemon Street, 12th Floor, Riverside, California 92501.
- City of Moreno Valley General Plan Update EIR (SCH No. 2020039022), available for public review at the City of Moreno Valley Planning Division, located at 14177 Frederick St., Moreno Valley, California 92552.
- City of Perris General Plan 2030 Final EIR (SCH No. 2004031135), available for public review at the City of Perris Planning Division, 101 N. D Street, Perris, California 92570.
- City of Riverside General Plan 2025 Final Program Environmental Impact Report (SCH No. 2004021108), available for public review at the City of Riverside Planning Division, Community Development Department, 3900 Main Street, Riverside, CA 92522.

4.0.3 IDENTIFICATION OF IMPACTS

Subsections 4.1 through 4.21 of this EIR evaluate the 21 environmental subjects warranting analysis pursuant to CEQA. The format of discussion is standardized as much as possible in each Subsection for ease of review. The environmental setting is discussed first, followed by a discussion of the Project's potential environmental impacts based on specified thresholds of significance used as criteria to determine whether potential environmental effects are significant.

The thresholds of significance used in this EIR are based on the thresholds presented in CEQA Guidelines Appendix G and as applied by Riverside County to create the County's standard Environmental Assessment Form. The thresholds are intended to assist the reader of this EIR in understanding how and why this EIR reaches a conclusion that an impact would or would not occur, is significant, or is less than significant.

Serving as the CEQA Lead Agency for this EIR, Riverside County is responsible for determining whether an adverse environmental effect identified in this EIR should be classified as significant or less than significant. While Riverside County has generally elected to use the thresholds presented in CEQA Guidelines Appendix G, it should be noted that CEQA affords the County discretion to formulate standards of significance, and recognizes that the significance of a particular impact may vary with the setting (14 Cal. Code Regs., § 15064(b).) The standards of significance used in this EIR are based on the independent judgment of Riverside County, taking into consideration the current CEQA Guidelines Appendix G, Riverside County's Municipal Code, and adopted County policies and ordinances; the judgment of the technical experts that prepared this EIR's Technical Appendices; performance standards adopted, implemented, and monitored by regulatory agencies; significance standards recommended by regulatory agencies; and the standards in CEQA that trigger the preparation of an EIR. As required by CEQA Guidelines § 15126.2(a), impacts are identified in this EIR as direct, indirect, cumulative, short-term, long-term, on-site, and/or off-site impacts of the proposed Project. A summarized "impact statement" is provided in each Subsection following the analysis.



The following terms are used to describe the level of significance related to the physical conditions within the area affected by the proposed Project:

- No Impact: An adverse change in the physical environment would not occur.
- Less-than-Significant Impact: An adverse change in the physical environment would occur but the change would not be substantial or potentially substantial and would not exceed the threshold(s) of significance presented in this EIR.
- Significant Impact: A substantial or potentially substantial adverse change in the physical environment would occur and would exceed the threshold(s) of significance presented in this EIR, requiring the consideration of mitigation measures.

Each Subsection also includes a discussion or listing of the applicable regulatory criteria (laws, policies, regulations, etc.) that the Project is required to comply with (if any). If impacts are identified as significant after mandatory compliance with regulatory criteria, feasible mitigation measures are presented that would either avoid the impact or reduce the magnitude of the impact. The following terms are used to describe the level of significance following the application of recommended mitigation measures:

- Less-than-Significant Impact with Mitigation: A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR; however, the impact can be avoided or reduced to a less-than-significant level through the application of feasible mitigation measure(s).
- Significant and Unavoidable Impact: A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR. Feasible and enforceable mitigation measure(s) that have a proportional nexus to the Project's impact are either not available or would not be fully effective in avoiding or reducing the impact to below a level of significance.

For any impact identified as significant and unavoidable, Riverside County would be required to adopt a statement of overriding considerations pursuant to CEQA Guidelines § 15093 in order to approve the Project despite its significant impact(s) to the environment. The statement of overriding considerations would list the specific economic, legal, social, technological, and other benefits of the Project, supported by substantial evidence in the Project's administrative record, that outweigh the unavoidable impacts.



4.1 AESTHETICS

This Subsection 4.1 describes the aesthetic qualities and visual resources present on the Project site and in the site's vicinity and evaluates the potential effects that the Project may have on these resources. Descriptions of existing visual characteristics, both on site and in the vicinity of the Project site, and the analysis of potential impacts to aesthetic resources are based, in part, on site photographs included as part of the Project's application materials, analysis of aerial photography (Google Earth, 2021), and Project application materials related to the proposed development that were submitted to Riverside County and described in Section 3.0, *Project Description*, of this EIR. This Subsection also is based in part on information and policies contained in the Riverside County General Plan (Riverside County, 2021a), Riverside County GIS database (RCIT, n.d.), Riverside County Ordinance No. 348 (Riverside County, 2021c), Riverside County Ordinance No. 655 (Riverside County, 1988), and Riverside County Ordinance No. 915 (Riverside County, n.d.).

4.1.1 EXISTING CONDITIONS

A. Existing Aesthetic Conditions

The Project site comprises approximately 70.37 acres generally located east and west of Harvill Avenue, south of Old Oleander Avenue, and north of Martin Street in the Mead Valley community of unincorporated Riverside County. Under existing conditions, the 70.37-acre Project site is vacant and undeveloped, and is routinely disced for fire abatement purposes.

The Building 13 site has been undeveloped or agricultural land since at least 1938. The Buildings 14A/B site has been undeveloped or agricultural land since the early-1900s, but was graded and terraced between 1994 and 2002. (SCS Engineers, 2022a, p. 9; SCS Engineers, 2022b, p. 8; SCS Engineers, 2022c, p. 8)

The Building 17 site was undeveloped or agricultural land from the late-1800s. By 1901, a small structure, likely a rural residence, was located on the southwestern portion of the Building 17 site (18240 Seaton Avenue). By 1942, three small structures were present on the southwestern portion of the Building 17 site. Building permits for the installation of manufactured homes on the Building 17 site were issued in the late 1970s. By 1985, four buildings were located on the Building 17 site, in different locations than previous buildings, likely the manufactured homes and detached garage mentioned in building permits. Between 1980 and 1990, Atchley Trucking was listed as the occupant of the site. By 1990, some of the buildings on the Building 17 site were removed, and by 2006 no structures remained on the site. The Building 17 site has been vacant and undeveloped since 2006. (SCS Engineers, 2022d, p. 11)

The Building 18 site was undeveloped or agricultural land from the late-1800s through at least 1901. By 1938, a rural residence was located on the central-eastern portion of the Building 18 site (18131 Harvill Avenue). A detached garage was added in the early-1940s. By 1967, a new residential structure was built immediately north of the rural residence at 18131 Harvill Avenue. In the 1970s, another rural residence was developed on the southeastern portion of the Building 18 site. During the 2000s, outdoor truck parking was present on the northeastern portion of the site. In 2006, all rural residences and garages were demolished at the eastern side of the Building 18 site. The Building 18 site has been vacant and undeveloped since 2009. (SCS Engineers, n.d., p. 11)



The topography of each portion of the Project site is described below:

- Building 13 Site: The Building 13 site generally slopes gently downwards from the southwest corner to the northeast corner. Elevations on site range from 1,536 feet above mean sea level (amsl) in the southern portion of the western boundary to 1,521 feet amsl at the northeastern corner of the site. Overall topographic relief is approximately 15 feet. (Google Earth, 2021)
- Buildings 14A/B Site: The site proposed for Buildings 14A and 14B generally slopes gently downward from the west to the east. Elevations on site range from 1,544 feet amsl at the southwest corner of the site to 1,517 feet amsl at the southeast corner of the site. Overall topographic relief is approximately 27 feet. (Google Earth, 2021)
- Building 17 Site: The Building 17 site generally slopes gently downward from northwest to southeast. Elevations on site range from 1,534 feet amsl at the southwest corner to 1,516 feet amsl at the southeast corner of the site. Overall topographic relief is approximately 18 feet. (Google Earth, 2021)
- Building 18 Site: The building 18 site generally slopes gently downward from west to east. Elevations on site range from 1,549 feet amsl along the western boundary to 1,536 feet amsl at the southeast corner of the site. Overall topographic relief is approximately 13 feet. (Google Earth, 2021)

To illustrate the existing visual conditions of the Project site in more detail, a photographic inventory was prepared. These photographs, shown on Figure 4.1-1 through Figure 4.1-4, *Site Photos*, were taken in August 2022 and provide a representative visual inventory of the site's visual characteristics as seen from surrounding public viewing areas.

Building 13 Site

- Site Photograph 13-1 (Figure 4.1-1): Site Photograph 13-1 was taken along the northern boundary of the Building 13 site, looking south. In the foreground of the photo, the unimproved portions of Perry Street are visible. In the foreground and central portions of the photo the Building 13 site appears to comprise undeveloped land that was recently disced and that includes only sparse amounts of ruderal vegetation. In the distance in the left portion of the photo are several existing warehouse buildings located on the east side of Harvill Avenue. In the right portion of the photo in the distance, several warehouse buildings and a vehicle parking area are visible. Hills associated with the Gavilan Hills community are scarcely visible along the horizon in the central portion of the photo.
- Site Photograph 13-2 (Figure 4.1-1): Site Photograph 13-2 was taken at the intersection of Perry Street and Harvill Avenue, looking west/southwest. As shown, Harvill Avenue is visible in the foreground, beyond which the Building 13 site is visible. An existing ± 3 -foot-tall slope is visible at the back of the existing sidewalk. From this location the Project site appears as a fully disturbed site with minimal



Site Photo 13-1: From northern edge of the project site, along Perry St, facing south.



Site Photo 13-2: Northeast of the project site, along Harvill Ave facing southwest.



Site Photo 13-3: From southeast corner of the project site, at the intersection of along Harvill Ave & Martin St, facing northwest.



Site Photo 13-4: From southwest edge of the project site, along Martin St, facing northeast.

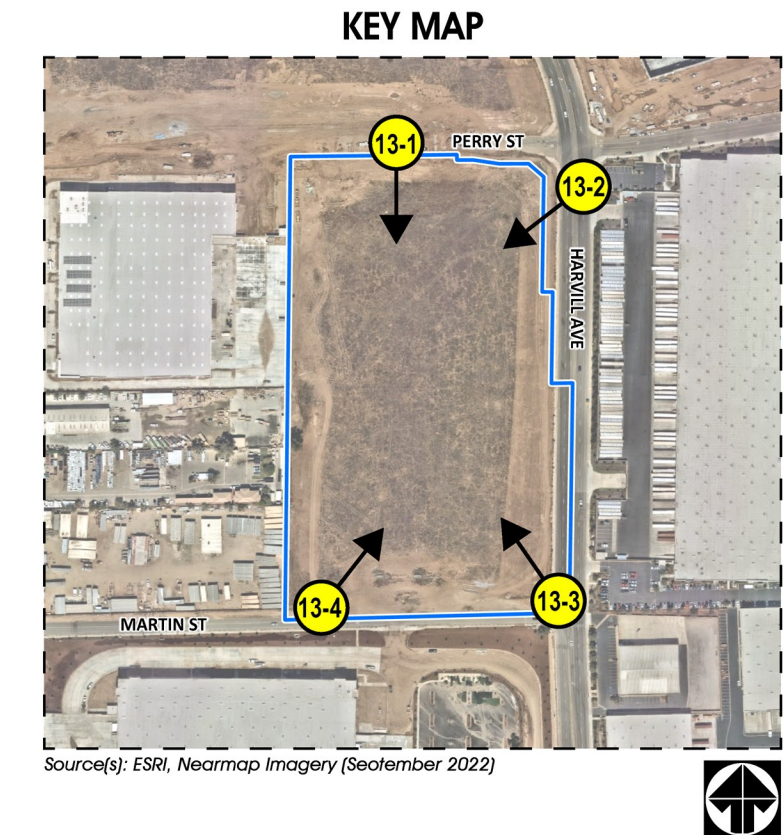


Figure 4.1-1



Site Photo 14-1: From northwest corner of the project site, at the intersection of Commerce Center Dr and Seaton Ave, facing southeast.



Site Photo 14-2: From northeast corner of the project site, along Commerce Center Dr, facing southwest.



Site Photo 14-3: From southeast corner of the project site, along Harvill Ave, facing northwest.



Site Photo 14-4: From southwest corner of the project site, along Seaton Ave, facing northeast.

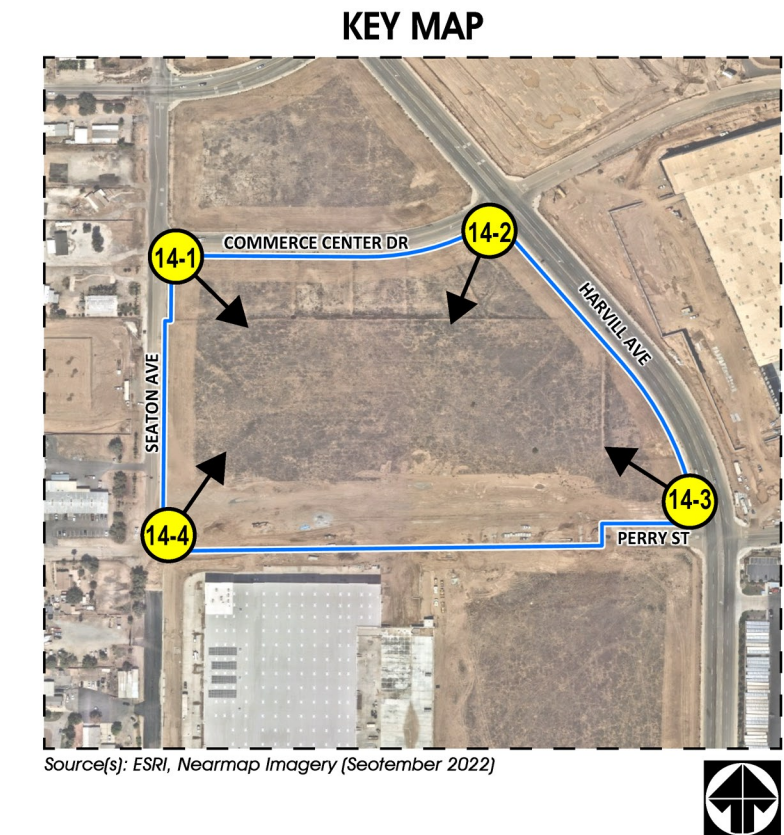


Figure 4.1-2



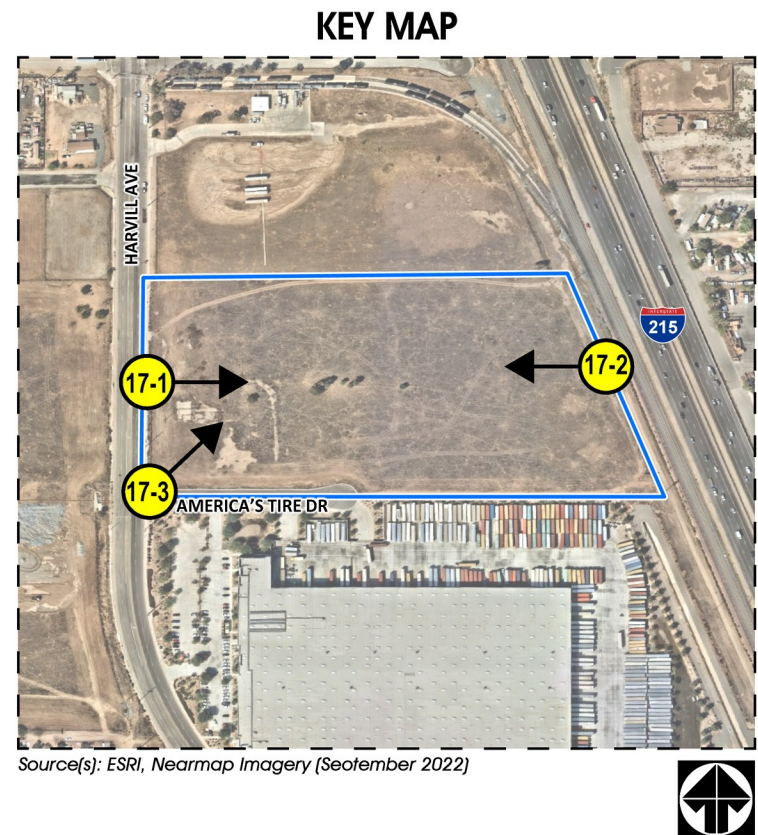
Site Photo 17-1: From western edge of the project site, along Harvill Ave, facing east.



Site Photo 17-2: From eastern edge of the project site, facing west.



Site Photo 17-3: From southwest corner of the project site, at the intersection of Harvill Ave and America's Tire Dr, facing northeast.



Source(s): ESRI, Nearmap Imagery (September 2022)



Figure 4.1-3



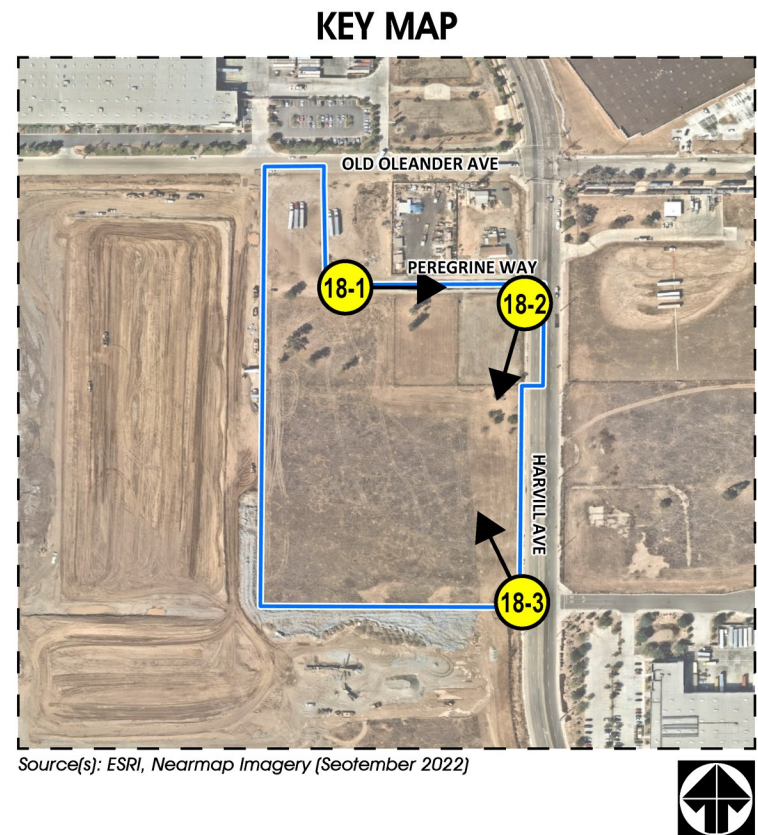
Site Photo 18-1: From northwestern portion of the project site, along Peregrine Way, facing east.



Site Photo 18-2: From eastern corner of the project site, at the intersection of Peregrine Way and Harvill Ave, facing southwest.



Site Photo 18-3: From southeast corner of the project site, along Harvill Ave, facing northwest.



Source(s): ESRI, Nearmap Imagery (September 2022)



Figure 4.1-4



topographic variation and sparse ruderal vegetation. The existing warehouse uses to the east of the Building 13 site are visible in the distance, beyond which the existing rural residential community located west of Seaton Avenue is visible. Hills associated with the Gavilan Hills community are visible along the horizon in the left portion of the photo.

- Site Photograph 13-3 (Figure 4.1-1): Site Photograph 13-3 was taken at the intersection of Martin Street and Harvill Avenue, looking northwest. As shown, Harvill Avenue is visible in the foreground, while Martin Street is visible in the left portion of the photo. The southernmost portions of the Building 13 site appear to be used as a parking area for construction workers associated with the development of warehouse uses on the property to the south. A small slope is visible along the site's frontage with Harvill Avenue, beyond which the Project site appears to comprise heavily disturbed lands with minimal ruderal vegetation. In the distance in the left portion of the photo are several temporary office trailers and the existing warehouse buildings, beyond which the existing rural residential community located west of Seaton Avenue is visible.
- Site Photograph 13-4 (Figure 4.1-1): Site Photograph 13-4 was taken along the southern boundary of the Building 13 site, looking northeast. As shown, the Project site appears as a heavily-disturbed site with sparse low-lying ruderal vegetation. The above-described construction worker vehicles are visible in the right portion of the photo, along with scattered trash and debris. In the distance, a large warehouse building is visible along with landscaping along Harvill Avenue. A large hill associated with the Box Springs Mountain Reserve Park is scarcely visible above the existing warehouse building, while the San Bernardino Mountains are visible along the horizon in the left portion of the photo.

Buildings 14A/4B Site

- Site Photograph 14-1 (Figure 4.1-2): Site Photograph 14-1 was taken near the intersection of Seaton Avenue and Commerce Center Drive, looking south. The Buildings 14A/14B site dominates the foreground of the photo, and appears to comprise heavily-disturbed lands that appear to have recently been disced. In the distance in the left portion of the photo, the existing terraced slope that was graded between 1994 and 2002 is visible. Seaton Avenue is visible in the right portion of the photo, with telephone poles along the eastern site of the road visible, and vegetation and existing rural residential uses are visible to the west of Seaton Avenue. Hills associated with the Gavilan Hills community are visible along the horizon in the center-right portion of the photo.
- Site Photograph 14-2 (Figure 4.1-2): Site Photograph 14-2 was taken near the intersection of Harvill Avenue and Commerce Center Drive, looking southwest. As shown, the Buildings 14A/14B site is clearly visible in the foreground, and appears to be fully disturbed and recently disced, with only scant amounts of ruderal vegetation visible. On the left side of the photo is Harvill Avenue and the associated sidewalks. In the middle ground in the right portion of the photo, the existing terraced slope that was graded between 1994 and 2002 is visible. This portion of the site appears to also be disturbed, but does not appear to have been subject to the recent discing activities visible in the foreground of the photo. In the distance in the left portion of the photo is an existing large warehouse facility. Hills associated with the Gavilan Hills community are visible along the horizon in the right portion of the photo.



- Site Photograph 14-3 (Figure 4.1-2): Site Photograph 14-3 was taken near the intersection of Harvill Avenue and Perry Street, looking northwest. As shown, Harvill Avenue is clearly visible in the foreground, along with the existing improved sidewalk. From this location, the Project site appears to comprise heavily disturbed land, with the portions along Harvill Avenue and Perry Street having been subject to recent discing activities. In the middle ground in the left portion of the photo, the unimproved portions of Perry Street are clearly visible. Construction fencing and construction worker vehicle are visible in the distance along Perry Street. In the distance, the existing rural residential community located west of Seaton Avenue are visible, along with the existing trees, landscaping, and telephone poles.
- Site Photograph 14-4 (Figure 4.1-2): Site Photograph 14-4 was taken near the intersection of Seaton Avenue and Perry Street, looking northeast. From this location, the Project site appears to comprise heavily disturbed land, with the portions of the site located nearest to Seaton Avenue and Perry Street having been recently disced and containing only sparse vegetation. The remaining portions of the Buildings 14A/14B site are visible in the distance, and also appear to have been heavily disturbed with sparse ruderal vegetation. In the distance, the existing warehouse uses east of Harvill Avenue are visible. The San Bernardino Mountains are visible along the horizon in the right portion of the photo.

Building 17 Site

- Site Photograph 17-1 (Figure 4.1-3): Site Photograph 17-1 was taken along the west side of Harvill Avenue near the southwest corner of the Building 17 site, looking east/northeast. As shown, Harvill Avenue is clearly visible in the foreground, along with existing sidewalks and telephone poles. Existing natural vegetation is visible along the back of the existing sidewalk along the east side of Harvill Avenue, while most of the Building 17 site appears to contain low-lying disturbed ruderal vegetation. Several existing trees in the middle portions of the Building 17 site are visible in the right portion of the photo. In the distance, the existing fueling depot located north of the Building 17 site is visible, along with several existing warehouse buildings. The San Bernardino Mountains are visible along the horizon in the right portion of the photo.
- Site Photograph 17-2 (Figure 4.1-3): Site Photograph 17-2 was taken along the central portion of the eastern boundary of the Building 17 site, looking west. As shown, from this location the Building 17 site appears to consist of relatively flat land that is routinely disced for fire abatement purposes. The site as viewed from this location contains only low-lying ruderal vegetation that is heavily disturbed. Several existing trees located in the central portions of the Building 17 site are visible in the right portion of the photo. In the left portion of the photo, the existing warehouse development to the south of the Building 17 site is visible, along with associated landscaping and vegetation. In the distance, the existing telephone poles along Harvill Avenue are visible. Along the horizon in the central portion of the photo is an existing water tank, to the left of which is an existing rural residential community and associated landscaping.



- Site Photograph 17-3 (Figure 4.1-3): Site Photograph 17-3 was taken at the intersection of Harvill Avenue and America's Tire Drive, looking northeast. As shown, an existing sidewalk and stop sign are visible in the foreground along with America's Tire Drive. From this vantage, the Building 17 site appears to comprise relatively flat land that was recently disced for fire abatement purposes, with less disturbed ruderal vegetation visible in the distance. The existing trees in the central portion of the Building 17 site are visible in the middle portion of the photo. In the distance in the left portion of the photo are several existing warehouse buildings, while I-215 is visible in the distance in the central portion of the photo. Further in the distance in the middle and right portion of the photo are existing hills associated with Lake Perris. The San Bernardino Mountains are visible in the left portion of the photo along the horizon.

Building 18 Site

- Site Photograph 18-1 (Figure 4.1-4): Site Photograph 18-1 was taken near the western terminus of Peregrine Way, looking southeast. As shown, Peregrine Way in the foreground appears as a heavily disturbed unpaved roadway. The Project site, visible in the right portion of the photo, appears as a heavily-disturbed site with little topographic variation. Two existing trees located in the northern portion of the Building 18 site are visible in the middle portion of the photo, beyond which is existing wrought iron fencing that surrounds the eastern portions of the Building 18 site. Harvill Avenue and associated telephone poles are visible in the distance, beyond which are several trucks associated with the existing fuel depot. An existing warehouse building is visible in the distance in the left portion of the photo. Several large hills are visible along the horizon.
- Site Photograph 18-2 (Figure 4.1-4): Site Photograph 18-2 was taken at the intersection of Peregrine Way and Harvill Avenue, looking south/southwest. A small, improved portion of Peregrine Way is visible in the foreground, with the unimproved portions of this roadway visible in the right portion of the photo. Harvill Avenue and associated sidewalks and telephone poles are visible in the left portion of the photo. From this vantage, the Building 18 site appears to consist of heavily disturbed lands that are surrounded by wrought iron fencing. In the distance in the right portion of the photo, the existing rural residential community located west of Seaton Avenue is visible. An existing warehouse building also is visible in the left portion of the photo.
- Site Photograph 18-3 (Figure 4.1-4): Site Photograph 18-3 was taken along Harvill Avenue, near the southeastern corner of the Building 18 site looking north/northwest. As shown, the Building 18 site appears to consist of relatively flat topography that is covered by heavily disturbed vegetation. Scattered trash and debris also are visible in the foreground. Harvill Avenue and associated existing sidewalk are visible in the right portion of the photo. Several existing trees located in the northern portions of the Building 18 site are visible in the distance, beyond which are telephone poles located along Oleander Avenue and an existing warehouse building located north of Oleander Avenue. Several minor hills are visible along the horizon in the left and right portions of the photo.



B. Scenic Highways

According to Figure 10 of the Riverside County General Plan’s Mead Valley Area Plan (MVAP), and as shown on Figure 4.1-5, *Mead Valley Area Plan Scenic Highways*, there are no State or County designated scenic highways within the Project vicinity. The nearest State-designated scenic highway is a segment of State Route 74 (SR 74), located approximately 26.3 miles southeast of the Project site. The nearest State-eligible scenic highway is SR 74, located approximately 4.6 miles south of the Project site. The nearest County-eligible scenic highway is Interstate 215 (I-215), located approximately 70 feet east of the Building 17 site. (Riverside County, 2021b, Figure 10; Google Earth, 2021)

4.1.2 APPLICABLE REGULATORY REQUIREMENTS

A. Riverside County General Plan

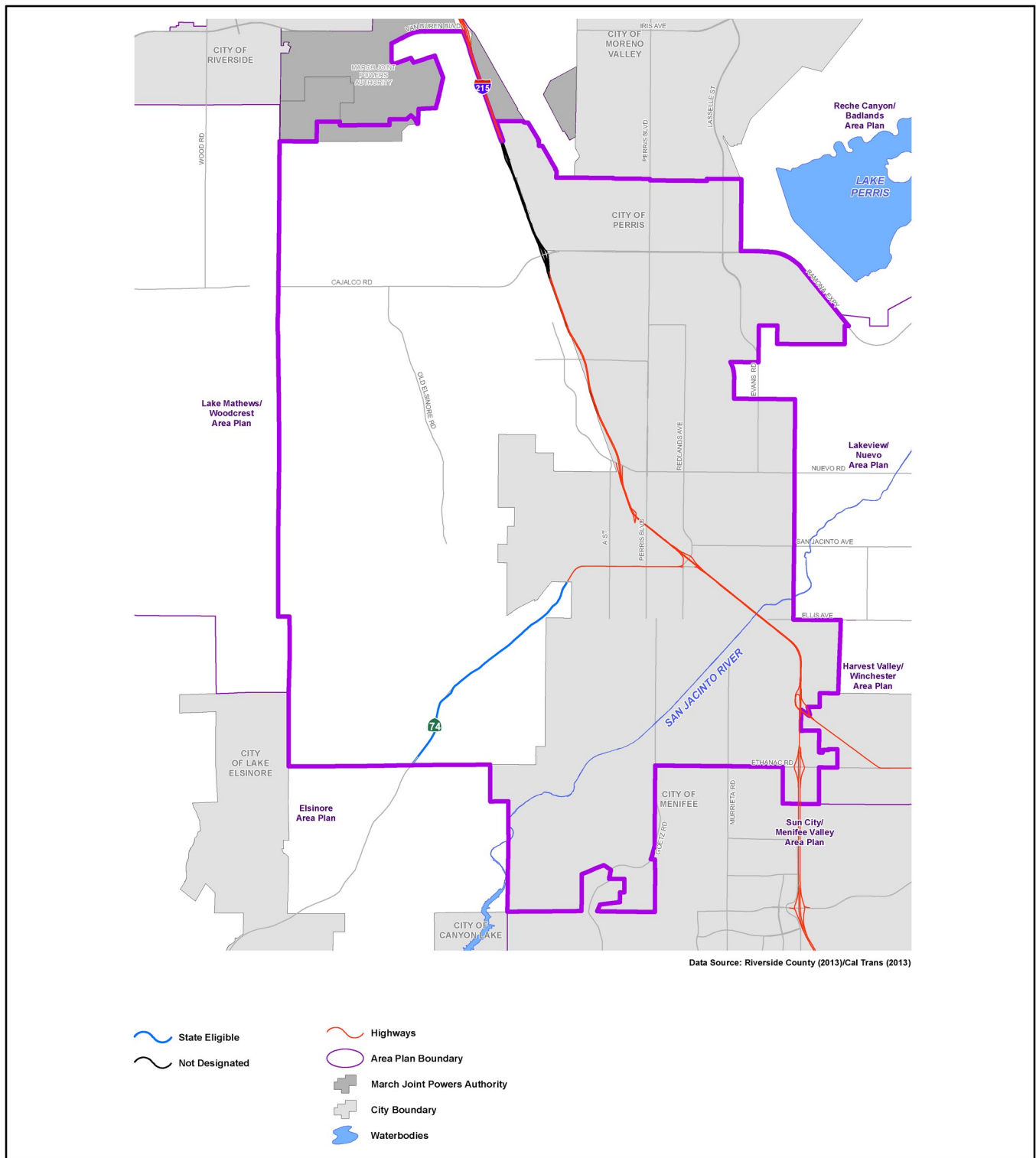
The Riverside County General Plan does not have any specific sections related to aesthetics and visual resources. However, the Land Use Element of the Riverside County General Plan includes policies related to Land Use Compatibility, Community Design, and Scenic Corridors, which have applicability to the topic of aesthetics. The Land Use Element provides direction related to how future development is intended to build out, such as the intensity/density and character of new development. The Land Use Element also addresses the relationship between development, community enhancement, and natural resource management.

The Multipurpose Open Space Element of the Riverside County General Plan also addresses open space and scenic resources in Riverside County. According to the Multipurpose Open Space Element, scenic resources include: “...areas that are visible to the general public and considered visually attractive” and “...natural landmarks and prominent or unusual features of the landscape.” Hillsides and ridges that rise above urban or rural areas or highways can also be considered scenic backdrops. Additionally, the Multipurpose Open Space Element defines scenic vistas as “...points, accessible to the general public, that provide a view of the countryside.” Riverside County General Plan Policy OS 21.1 intends to “[i]dentify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County.” (Riverside County, 2021a, pp. OS-52 to OS-53)

The Circulation Element, Land Use Element, and Multipurpose Open Space Element of the Riverside County General Plan also identify scenic corridors, which are roadways (including State and County eligible and designated scenic highways) that traverse scenic resources, and identify policies that are intended to protect and maintain the scenic resources within these corridors (Riverside County, 2021a, p. OS-52). Scenic highways in the Project vicinity are depicted on Figure 4.1-5. As noted in the MVAP, Policy MVAP 12.1 seeks to “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, 2021b, p. 46).

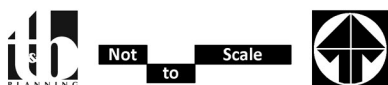
B. Riverside County Ordinance No. 348, Land Use Ordinance

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



Source(s): Mead Valley Area Plan (September 2021)

Figure 4.1-5



Mead Valley Area Plan Scenic Highways



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 should enhance the visual character and aesthetic quality of a site and its surroundings. (Riverside County, 2021c)

C. Riverside County Ordinance No. 655, Regulating Light Pollution

Riverside County has adopted an ordinance regulating light pollution (Ordinance No. 655). Ordinance No. 655 is intended to restrict the permitted use of certain light fixtures emitting light into the night sky which could have a detrimental effect on astronomical observation and research. Ordinance No. 655 sets forth requirements for lamp source and shielding of light emissions for outdoor fixtures to reduce “skyglow” or light pollution that affects day or nighttime views from the Mt. Palomar Observatory, which is located approximately 39.4 miles southeast of the Project site. As shown on MVAP Figure 7 (Mead Valley Area Plan Mt. Palomar Nighttime Lighting Policy Area), the Project site is located within the limits of “Zone B” of the Mt. Palomar Observatory Lighting Policy Area (Riverside County, 2021b, Figure 7). As such, the Project site is subject to the outdoor lighting policies and requirements applicable to Zone B that are stated in Riverside County Ordinance No. 655. This Ordinance includes specific standards for lighting fixtures installed along public roadways and in other common areas and applies to all new development. The use of low-pressure sodium lamps is encouraged where possible by Ordinance No. 655, and the Ordinance also requires the shielding of all nonexempt outdoor lighting fixtures, specifies the hours of operation for non-exempt outdoor lighting fixtures, and regulates lighting fixtures used to illuminate an outdoor advertising display. (Riverside County, 1988)

D. Riverside County Ordinance No. 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. (Riverside County, n.d.)

4.1.3 BASIS FOR DETERMINING SIGNIFICANCE

Section I of Appendix G to the California Environmental Quality Act (CEQA) Guidelines addresses typical adverse effects to aesthetics and includes the following threshold questions to evaluate a project’s impacts to aesthetic resources:

- Would the project have a substantial adverse effect on a scenic vista?
- Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?



- Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality?
- Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Additionally, the following thresholds are derived from Riverside County's Environmental Assessment Checklist, as revised to reflect the December 2018 updates to the State CEQA Guidelines. As such, the following thresholds are used to evaluate the significance of the proposed Project's impacts on aesthetics. The proposed Project would result in a significant impact to aesthetics if the Project or any Project-related component would:

- Have a substantial effect upon a scenic highway corridor within which it is located;*
- 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;*
- 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;*
- Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655;*
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area; or*
- Expose residential property to unacceptable light levels.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist, which are based on Appendix G to the CEQA Guidelines, were used to evaluate the significance of the proposed Project's impacts on aesthetics.

4.1.4 IMPACT ANALYSIS

Threshold a.: Would the Project have a substantial effect upon a scenic highway corridor within which it is located?

As previously indicated and as depicted on Figure 4.1-5, there are no officially-designated scenic highway corridors within the Project's viewshed. The nearest State-eligible scenic highway is SR 74, located approximately 4.6 miles south of the Project site. However, due to distance, intervening topography, and



intervening development, the Project site is not prominently visible from any portion of SR 74. Accordingly, Project would not result in any impacts to officially-designated and State-eligible scenic highways.

The proposed Project would be visible from nearby segments of I-215, a County-eligible scenic highway. In particular, proposed Building 17 is located approximately 70 feet west of I-215 and would be highly visible from I-215. The Project would result in the conversion of the Project site from heavily-disturbed undeveloped land with sparse ruderal vegetation to a proposed light industrial building center consisting of a total of five buildings. Although this represents a substantial change to views along this County-eligible facility, development on site would be required to comply with the various design measures included within the Project's plot plan applications, which include requirements related to site design, building design, grading, landscaping, and walls/fencing. Furthermore, development of the Project site as proposed would appear as a continuation of existing development patterns, as the Project site is located in an area that is developed with and/or planned for light industrial development. In addition, it should be noted that I-215 is not officially designated as a State scenic highway. Based on the foregoing analysis, and assuming mandatory compliance with the Project's plot plan application materials, Project impacts to scenic highways would be less than significant.

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

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

Under existing conditions, the Project site does not contain any rock outcroppings or other unique or landmark features that would represent scenic resources. Although the Project site contains several trees, these existing trees are not visually prominent except in areas immediately surrounding the Project site. In addition, the Project's application materials include a landscape plan that would replace the existing trees on site by trees proposed along the perimeters and within each portion of the Project site. Accordingly, the Project would not substantially damage any scenic resources, including trees, rock outcroppings, or unique or landmark features, and impacts would be less than significant.

As demonstrated by the site photos presented on Figure 4.1-1 through Figure 4.1-4, the Project site and immediately surrounding areas do not offer any prominent scenic vistas or views of scenic resources. Scenic vistas and views available from the Project site are mostly limited to areas immediately surrounding the Project site, while more distant views are obstructed by topography, vegetation, and existing developments. Although distant views of prominent topographic features are available from the Project site, such as distant views of the San Bernardino Mountains and hillsides associated with the Gavilan Hills community, these views are common in the Project area and would continue to be available from public viewing areas in areas surrounding each of



the proposed building sites. Accordingly, the Project would not obstruct any prominent scenic vista or view open to the public, and impacts would be less than significant.

As previously shown in EIR Table 3-2, construction activities associated with the Project would last from approximately May 2024 through November 2025, with each individual plot plan site being subject to construction activities for a period of approximately 11 months. During construction activities associated with the Project, the portions of the Project site subject to development would appear as disturbed sites containing construction equipment and materials. However, under existing conditions lands surrounding the Project site contain numerous properties that have been developed with, or currently are under construction with, light industrial land uses. Thus, the Project's construction activities would not represent a substantial change in the visual character of the Project site and surrounding areas, as the Project's construction activities would merely appear as an extension of existing development already occurring in the area. Moreover, construction activities associated with the Project would be temporary in nature, and thus would not adversely affect visual quality in the local area in the long-term. Accordingly, impacts during construction activities would be less than significant.

Implementation of the Project as proposed would result in the conversion of the Project site from a largely undeveloped property that is heavily disturbed to a proposed light industrial business center that would include five warehouse buildings containing a total of 1,280,183 s.f. of building area¹. Architectural characteristics of the Project's proposed warehouse buildings previously were described in EIR Subsection 3.5. As shown on Figures 3-1, 3-6, 3-13, 3-18, and 3-19, each of the Project's buildings would consist of concrete tilt-up buildings that would be painted with a mixture of white and grey, with blue accent paints to provide visual contrast. Building 18 would measure up to 43 feet in height, Building 13 would measure up to 44 feet in height, Building 17 would measure up to 43 feet in height, Building 14A would measure up to 43.5 feet in height, and Building 14B would measure up to 41 feet in height. In addition, EIR Subsection 3.5 also includes a description of proposed walls and fences. Additionally, extensive landscaping would be required for each of the proposed warehouse buildings, as shown on EIR Figures 3-4, 3-9, 3-14, and 3-20. Although the Project's proposed warehouse development represents a substantial change to the visual character of the Project site, the design of the Project as shown in the Project's plot plan application materials would ensure that the proposed development is not visually offensive; thus, the Project would not result in the creation of an aesthetically offensive site open to public view. Impacts would be less than significant.

According to mapping information from the United States Census Bureau (USCB), the Project site is located in an urbanized area (USCB, 2010). The proposed Project has been designed to fully comply with all components of the County's zoning regulations and ordinances related to visual quality, and the Project Applicant is not seeking any waivers or reductions of requirements as set forth in the County's Municipal Code. Accordingly, the Project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.

¹ Although the Project's application materials include only 1,219,222 s.f. of total building area, for purposes of analysis throughout this EIR it is assumed the Project's buildings would comprise a total of 1,280,183 s.f. of building area in order to account for any minor changes to the building area as part of final design.



Threshold d.: Would the Project interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?

As shown on MVAP Figure 7 (Mead Valley Area Plan Mt Palomar Nighttime Lighting Policy Area), the Project site is located within the limits of “Zone B” of the Mt. Palomar Observatory Lighting Policy Area (Riverside County, 2021b, Figure 7). All development projects within Zone B of the Mt. Palomar Nighttime Lighting Policy Area are required to adhere to the requirements of Riverside County Ordinance No. 655, which controls artificial lighting sources to protect the Observatory. Ordinance No. 655 states that low-pressure sodium lamps are the preferred illuminating source, and that outdoor lighting fixtures are required to be shielded. Pursuant to Section 7 of Ordinance No. 655, future building permits would be required to include specific information with regards to lighting, as follows: 1) the location of the site where outdoor light fixtures would be installed; 2) plans indicating the location and type of fixtures of the premises; and 3) a description of the outdoor light fixtures, including, but not limited to, manufacturer’s catalog cuts and drawings. The required plans and descriptions would enable the County to determine whether compliance with the requirements of the ordinance is met. No building permits would be issued by the County unless the building permit applications demonstrate consistency with the applicable provisions of Ordinance No. 655. As such, the Project has no potential to interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655, and impacts would be less than significant. (Riverside County, 1988)

Threshold e.: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Threshold f.: Would the Project expose residential property to unacceptable light levels?

Construction Activities

Construction activities associated with the Project primarily would occur during the daytime hours pursuant to Riverside County Ordinance No. 847 (Regulating Noise), and as such lighting is not anticipated in association with the majority of Project-related construction activities. However, nighttime concrete pouring activities likely would occur as a part of Project building construction activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours and are generally limited to the actual building pad area. Thus, nighttime lighting would be required during the construction of the proposed buildings. Due to the temporary nature of building construction activities, impacts to nighttime views in the area would be less than significant. Although the majority of the Project’s plot plan sites occur more than 0.1-mile away from the nearest residential properties, the Buildings 14A/14B site occurs immediately to the east of existing residences. Accordingly, during nighttime building construction activities, the Project has the potential to expose nearby residential property to unacceptable light levels. This is evaluated as a potentially significant impact for which mitigation would be required.

Long-Term Operations

Future development on the Project site would be subject to Riverside County Ordinance No. 915. Ordinance No. 915 requires that all outdoor luminaires shall be located, adequately shielded, and directed such that no



direct light falls outside the parcel of origin, or onto the public right-of-way. In order to conceptually demonstrate compliance with Ordinance No. 915, photometric plans were prepared as part of the Project's application materials (refer to Sheet E1.20 of each of the plot plan application materials), which demonstrate that proposed lighting would not expose neighboring properties to spillover lighting, including the existing residential uses located to the west of Seaton Avenue or to the north of Peregrine Way. Accordingly, the Project would not expose neighboring properties to unacceptable light levels and would not adversely affect day or nighttime views in the area, and impacts would be less than significant.

Furthermore, none of the Project's proposed building materials would consist of reflective materials, except for the proposed windows at the office locations at the corners of the buildings, which would not be mirrored and would have similar low-potential glare characteristics, as do other glass windows on buildings in the Project vicinity. The proposed Project does not include any components that would generate substantial amounts of reflective surfaces. Accordingly, implementation of the Project would result in a less-than-significant impact related to new sources of light or glare.

Based on the foregoing analysis, and because the Project would be required to comply with the lighting provisions of Riverside County Ordinance No. 915, under long-term operations impacts due to Project lighting and glare would be less than significant.

4.1.5 CUMULATIVE IMPACT ANALYSIS

For purposes of analysis, the Project's cumulative study area includes all areas within the Project's viewshed, as the Project does not have the potential to result in cumulatively-considerable impacts to visual quality outside of areas in which the Project site is visible.

As discussed under the analysis of Threshold a., there are no officially-designated scenic highway corridors within the Project's viewshed. Although the Project site is located approximately 70 feet west of I-215, a County-eligible scenic highway, development on site would be required to comply with the various design measures included within the Project's plot plan applications, which include requirements related to site design, building design, grading, landscaping, and walls/fencing. Furthermore, development of the Project site as proposed would appear as a continuation of existing development patterns, as the Project site is located in an area that is developed with and/or planned for light industrial development. In addition, it should be noted that I-215 is not officially designated as a State scenic highway. As such, the Project would not have a substantial effect on a scenic highway corridor, and impacts would be less-than-cumulatively considerable.

Aside from several existing trees, the Project site does not contain any scenic resources under existing conditions. The majority of the Project site appears as a relatively flat property that is covered in low lying vegetation that is heavily disturbed and routinely disced for fire abatement purposes. Although the Project would result in the removal of the existing trees, the Project would include extensive landscaping, including trees that would be provided on site and along the site's frontages with abutting roadways. Accordingly, Project impacts to scenic resources would be less than significant on a cumulatively-considerable basis.



As discussed under the analysis of Thresholds b. and c., the Project site and immediately surrounding areas do not offer any prominent scenic vistas or views of scenic resources. Scenic vistas and views available from the Project site are mostly limited to areas immediately surrounding the Project site, while more distant views are obstructed by topography, vegetation, and existing developments. Although distant views of prominent topographic features are available from the Project site, such as distant views of the San Bernardino Mountains and hillsides associated with the Gavilan Hills community, these views are common in the Project area and would continue to be available from public viewing areas in areas surrounding each of the proposed building sites. Accordingly, cumulatively-considerable impacts to prominent scenic vistas or views open to the public would be less than significant. Although Project-related construction activities would result in adverse visual conditions, the Project area is in the process of developing with a large number of light industrial buildings, and the Project's construction activities would appear as a continuation of the existing character of the local area. As such, cumulatively-considerable impacts during construction would be less than significant. In addition, mandatory compliance with the Project's application materials, which include site-specific plans detailing the architectural and landscaping characteristics of the Project, would ensure that the proposed development is not visually offensive. Accordingly, cumulatively-considerable impacts due to the creation of an aesthetically offensive site open to public view would be less than significant.

As previously indicated, although the Project site is located in an urbanized area, the Project has been designed to fully conform with all components of the County's zoning regulations and ordinances related to visual quality (USCB, 2010). Accordingly, the Project has no potential to conflict with zoning or other regulations governing scenic quality, and impacts would therefore be less-than-cumulatively considerable.

The Project and other cumulative developments within the Project's viewshed would be required to comply with Riverside County Ordinance No. 655 requirements pertaining to Zone B. Compliance with Ordinance No. 655 would be assured through future County review of building permit applications. As other cumulative developments similarly would be required to comply with Riverside County Ordinance No. 655 (or similar ordinances within local cities), cumulatively-considerable impacts due to a conflict with Ordinance No. 655 would not occur.

During construction of the Project's proposed buildings, nighttime concrete pouring activities are anticipated, which would in turn require the use of nighttime lighting that could adversely affect nearby residential properties. As other light industrial buildings in the local area also could be under simultaneous construction, the Project's potential impacts due to nighttime lighting associated with concrete pouring activities would be cumulatively considerable.

The proposed Project as well as other cumulative developments within the Project's viewshed would be subject to compliance with Riverside County Ordinance Nos. 655 and 915. In order to conceptually demonstrate compliance with Ordinance No. 915, photometric plans were prepared as part of the Project's application materials (refer to Sheet E1.20 of each of the plot plan application materials), which demonstrate that proposed lighting would not expose neighboring properties to spillover lighting, including the existing residential uses to the west of Seaton Avenue and north of Peregrine Way. Although the Project and cumulative developments may incorporate building materials with the potential to create glare, only limited building materials such as glass would have the potential to create glare impacts, and such impacts would be minor and would not



adversely affect day or nighttime views in the area. Impacts due to light and glare would be less-than-cumulatively considerable.

4.1.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a.: Less-than-Significant Impact. The Project site is not located within the viewshed of any officially designated State or County scenic highways or State-Eligible scenic highways. Although the Project site is located approximately 70 feet west of I-215, a County-eligible scenic highway, development on site would be required to comply with the various design measures included within the Project's plot plan applications, which include requirements related to site design, building design, grading, landscaping, and walls/fencing. Furthermore, development of the Project site as proposed would appear as a continuation of existing development patterns, as the Project site is located in an area that is developed with and/or planned for light industrial development. In addition, it should be noted that I-215 is not officially designated as a State scenic highway. As such, Project impacts to scenic highways would be less than significant.

Thresholds b. and c.: Less-than-Significant Impact. Construction and long-term operation of the proposed Project would not substantially damage scenic resources; obstruct any prominent scenic vista or view open to the public; result in the creation of an aesthetically offensive site open to public view; substantially degrade the existing visual quality or character of the site or its surroundings; or conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

Threshold d.: Less-than-Significant Impact. Project compliance with the provisions of County Ordinance No. 655 would be assured through future County review of building permits. Impacts due to a conflict with Ordinance No. 655 would be less than significant.

Thresholds e. and f.: Significant Direct and Cumulatively-Considerable Impact. During long-term operations, mandatory compliance with Riverside County Ordinance Nos. 655 and 915, would ensure that Project-related lighting and glare would not adversely affect day or nighttime views in the area, and also would ensure the Project does not expose residential property to unacceptable light levels. However, lighting would be required during nighttime construction-related concrete pouring activities, which has the potential to adversely affect nearby residential properties. Accordingly, the use of nighttime lighting during construction represents a significant impact of the Project for which mitigation would be required.

4.1.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- The Project is required to comply with Riverside County Ordinance No. 655, which is intended to restrict the permitted use of certain light fixtures emitting light into the night sky which could have a detrimental effect on astronomical observation and research. Ordinance No. 655 sets forth



requirements for lamp source and shielding of light emissions for outdoor fixtures to reduce “skyglow” or light pollution that affects day or nighttime views from the Mount Palomar Observatory (located approximately 36.5 miles south of the Project site in northern San Diego County). Pursuant to the requirements of Ordinance No. 655, all lighting shall consist of low-pressure sodium lighting, or other lamp types that emit 4050 lumens or less. If light fixtures are proposed above 4050 lumens, then the lighting shall be fully shielded in conformance with the requirements of Ordinance No. 655.

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

Mitigation

MM 4.1-1 Prior to issuing a Construction-Related Exception authorizing nighttime construction and associated noise pursuant to Section 7.a.1 of Riverside County Ordinance No. 847 (Regulating Noise), the Project Applicant shall provide the Director of the Building and Safety Department with a plan depicting the location of all nighttime lighting elements in relation to the nearest sensitive residential receptors. The Director shall review the nighttime lighting plan to ensure that all lighting elements are directed away from the nearest sensitive residential receptors, and only shall issue an exception to the provisions of Ordinance No. 847 upon verification that nighttime lighting elements would not adversely affect nearby residential receptors. During building construction, the Project’s construction contractors shall allow County Building & Safety officials access to the site to verify compliance with the nighttime lighting plan.

4.1.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Thresholds e. and f.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.1-1 would ensure that nighttime lighting plans are prepared and implemented during Project nighttime construction activities. The Director of the Building and Safety Department would review the nighttime lighting plan to verify that all lighting elements are directed away from nearby sensitive residential receptors. Accordingly, implementation of the required mitigation would reduce the Project’s nighttime lighting impacts to less-than-significant levels.



4.2 AGRICULTURE AND FORESTRY RESOURCES

The information and analysis in this Subsection 4.2 are based in part on a Project-specific technical study prepared by T&B Planning, entitled, “Land Evaluation and Site Assessment Model for the Majestic Freeway Business Center Phase II Project” (herein, “LESA Analysis”), dated May 25, 2023, and included as EIR *Technical Appendix O* (T&B Planning, 2023). The analysis in this Subsection also is based on information obtained from the California Department of Conservation (CDC) Farmland Mapping & Monitoring Program (FMMP) (CDC, 2021), Riverside County GIS (RCIT, n.d.), and the Riverside County General Plan Amendment 960 Final EIR (Riverside County, 2015b). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.2.1 EXISTING CONDITIONS

A. 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. As shown in Figure 4.5.2 of the Riverside County General Plan Update Draft EIR No. 521, aside from sparsely scattered lowland forests/woodlands, there are no forestry resources in the Project’s vicinity under existing conditions. The nearest forest land to the Project site occurs within the Cleveland National Forest, located approximately 15.5 miles west of the Project site. (Riverside County, 2015a, Figure 4.5.2)

B. Agricultural Resources

1. Regional Agricultural Setting

According to information available from the Riverside County Agricultural Commissioner’s Office, the top three categories of agricultural resources cultivated in Riverside County (by value) are nursery stock, milk, and alfalfa. In 2020 (the most recent year for which data is available), the total gross value of agricultural production in Riverside County was approximately \$1.42 billion, which represents a 7.3% increase from 2019 when total values were \$1.32 billion. (Agricultural Commissioner, 2021)

The CDC reports that agricultural lands face continuing pressure from urbanization and rising production costs. The CDC’s “2014-2016 California Farmland Conversion Report” summarizes land use conversion between 2014 and 2016 (the most recent years for which information has been reported by the CDC), and states that Riverside County as a whole experienced a net loss of 3,635 acres of Important Farmland between 2014 and 2016, representing a decline of 0.9% (CDC, n.d., Table A-25). Important Farmlands include Prime Farmland, Statewide Important Farmland, and Unique Farmland.

2. Historic and Existing Site Conditions

As previously discussed in EIR subsection 2.5.1, the Building 13 site has been undeveloped or agricultural land since at least 1938, but under existing conditions is vacant and undeveloped and is not used for agricultural production. The Buildings 14A/B site has been undeveloped or agricultural land since the early-1900s, but was graded and terraced between 1994 and 2002. The Buildings 14A/B site is not used for agricultural production



under existing conditions. (SCS Engineers, 2022a, p. 9; SCS Engineers, 2022b, p. 8; SCS Engineers, 2022c, p. 8)

The Building 17 site was undeveloped or agricultural land from the late-1800s, but was developed over time with residences, and between 1980 and 1990, Atchley Trucking (a commercial business) was listed as the occupant of the Building 17 site. By 1990, some of the buildings on the Building 17 site were removed, and by 2006 no structures remained on the site. The Building 17 site has been vacant and undeveloped since 2006, and is not currently used for agricultural production. (SCS Engineers, 2022d, p. 11)

The Building 18 site was undeveloped or agricultural land from the late-1800s through at least 1901. By 1938, a rural residence was located on the central-eastern portion of the Building 18 site (18131 Harvill Avenue). A detached garage was added in the early-1940s. By 1967, a new residential structure was built immediately north of the rural residence at 18131 Harvill Avenue. In the 1970s, another rural residence was developed on the southeastern portion of the Building 18 site. During the 2000s, outdoor truck parking was present on the northeastern portion of the site. In 2006, all rural residences and garages were demolished at the eastern side of the Building 18 site. The Building 18 site has been vacant and undeveloped since 2009, and is not currently used for agricultural production. (SCS Engineers, n.d., p. 11)

3. Zoning

As described in EIR subsection 2.4.4, under existing conditions a majority of the Project site is zoned for “Manufacturing – Service Commercial (M-SC)” land uses, while the western ±200 feet of the Buildings 14A/14B site is zoned for “Industrial Park (I-P)” land uses. According to Riverside County Ordinance No. 625, the I-P and M-SC zoning classifications do not comprise lands that are zoned primarily for agricultural purposes. (Riverside County, 1994; RCIT, n.d.)

4. Agricultural Land Classifications

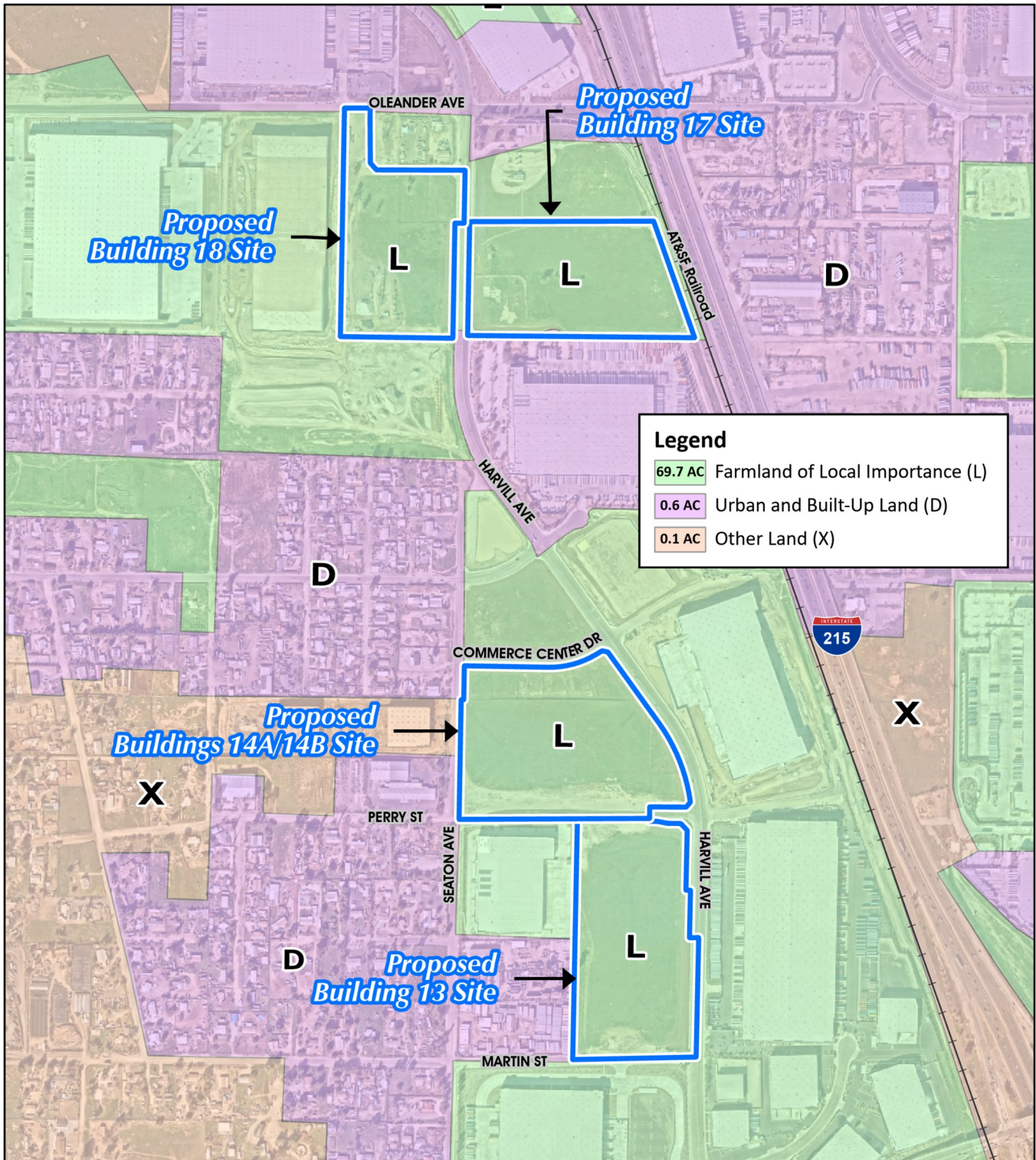
The goal of the CDC’s FMMP is to provide consistent, timely, and accurate data to decision makers for use in planning for the present and future of California's agricultural land resources. To meet this goal, the FMMP's objective is to provide maps and statistical data to the public, academia, and local, State, and federal governments to assist them in making informed decisions for the best utilization of California's farmland. The FMMP was established in 1982 in response to what was by then a critical need for data on the nature, location, and extent of farmland, grazing land, and urban built-up areas in the State. California Government Code § 65570 mandates the FMMP to biennially report to the Legislature on the conversion of farmland and grazing land, and to provide maps and data to local governments and the public. The FMMP also was directed to prepare and maintain an automated map and database system to record and report changes in the use of agricultural lands. It was the intent of the Legislature and a broad coalition of building, business, government, and conservation interests that the FMMP be non-regulatory, and provide a consistent and impartial analysis of agricultural land use and change in California. With this in mind, the FMMP provides basic data from which observations and analyses can be made in the land use planning process. (CDC, 2004, p. 3)



Pursuant to the FMMP, all lands within California are classified into one of seven map categories. The minimum mapping unit is generally 10 acres, except as otherwise noted (CDC, 2004, p. 6). Provided below is a description of the various map categories established by the FMMP:

- **Prime Farmland (P):** Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. (CDC, 2004, p. 6)
- **Farmland of Statewide Importance (S):** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. (CDC, 2004, p. 6)
- **Unique Farmland (U):** Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date. (CDC, 2004, p. 6)
- **Farmland of Local Importance (L):** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. (CDC, 2004, p. 6)
- **Grazing Land (G):** Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres. (CDC, 2004, p. 6)
- **Urban and Built-Up Land (D):** Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes. (CDC, 2004, p. 6)
- **Other Land (X):** Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land. (CDC, 2004, p. 6)

As shown on Figure 4.2-1, *FMMP Farmland Map*, the Project site is classified by the FMMP as “Farmland of Local Importance” (CDC, 2021). “Farmland” is defined in Section II (a) of Appendix G of the California



Source(s): ESRI, NearMap Imagery (May 2023), RCTLMA (2022), FMMP (2018)

Figure 4.2-1





Environmental Quality Act (CEQA) Guidelines and by Riverside County to mean “Prime Farmland,” “Farmland of Statewide Importance,” and “Unique Farmland.” Thus, the Project site does not contain any areas of “Farmland” as mapped by the FMMP.

5. *Williamson Act Land Preserves and Agricultural Preserves*

Agricultural preserves are the result of Riverside County’s participation in the California Land Conservation Act (CLCA) of 1965, also known as the Williamson Act, CA Gov. Code § 51200, et seq. This program allows owners of agricultural land to have their properties assessed for tax purposes on the basis of agricultural production rather than current market value. The main purpose of the Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. According to Riverside County GIS, the Project site is not included in any agricultural preserves, and is not subject to a Williamson Act Contract. The nearest agricultural preserve and Williamson Act contracted land occurs approximately 2.2 miles southeast of the Project site (Perris Valley 3 Agricultural Preserve). (RCIT, n.d.)

4.2.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the state and local environmental laws and related regulations governing the protection of agricultural and forest resources.

A. State Regulations

1. *California Land Conservation Act (CLCA)*

The California Land Conservation Act (CLCA) of 1965, also known as the Williamson Act (CA Gov. Code § 51200, et seq.), enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Pursuant to California Government Code § 51230, counties and cities may establish Agricultural Preserves, which define boundaries of those areas within which the city or county will be willing to enter into contracts pursuant to the CLCA. Contracts pursuant to the CLCA are only allowed for areas within established Agricultural Preserves. Agricultural Preserves generally must be at least 100 acres in size; however, a city or county may allow for lesser acreage if a finding is made that the characteristics of the agricultural enterprises in the area are unique and that the establishment of preserves of less than 100 acres is consistent with the general plan of the county or city. Once established, land uses within an Agricultural Preserve must be agricultural in nature, or other such uses that are not incompatible with agricultural uses. For lands within Agricultural Preserves, individual landowners may enter into a Contract with a county or city, which would provide for the exclusion of uses other than agricultural, and other than those compatible with agricultural uses, for the duration of the Contract, even if the land is sold to a new owner. In return for entering into a Contract, the landowner is granted preferential taxes that are based upon agricultural and related land uses rather than fair market value. Contracts may be exited at the option of the landowner or local government by initiating the process of term nonrenewal. Under this process, the remaining contract term (nine years in the case of an original term of ten years) is allowed to lapse, with the contract null and void at the end of the term. During the nonrenewal process, the annual tax assessment continually increases each year until it is equivalent to current tax rates at the end of the nonrenewal period. Under a set of specifically defined



circumstances, a Contract may be cancelled without completing the process of term nonrenewal. Contract cancellation, however, involves a comprehensive review and approval process, and the payment of a fee by the landowner equal to 12.5 percent of the full market value of the property in question. (CDC, 2019; CA Legislative Info, n.d.)

2. Farmland Mapping and Monitoring Program (FMMP)

The goal of the CDC's FMMP is to provide consistent, timely, and accurate data to decision makers for use in planning for the present and future of California's agricultural land resources. To meet this goal, the FMMP's objective is to provide maps and statistical data to the public, academia, and local, state, and federal governments to assist them in making informed decisions for the best utilization of California's farmland. The FMMP was established in 1982 in response to what was by then a critical need for data on the nature, location, and extent of farmland, grazing land, and urban built-up areas in the State. California Government Code § 65570 mandates FMMP to biennially report to the Legislature on the conversion of farmland and grazing land, and to provide maps and data to local government and the public. The FMMP was also directed to prepare and maintain an automated map and database system to record and report changes in the use of agricultural lands. It was the intent of the Legislature and a broad coalition of building, business, government, and conservation interests that FMMP be non-regulatory, and provide a consistent and impartial analysis of agricultural land use and change in California. With this in mind, FMMP provides basic data from which observations and analyses can be made in the land use planning process. Pursuant to the FMMP, all lands within California are classified into one of seven map categories, as previously summarized in subsection 4.2.1. (CDC, 2004, p. 3)

3. California Forest Practice Act

The California Department of Forestry and Fire Protection (CAL FIRE) enforces the laws that regulate logging on privately-owned lands in California. The Forest Practice Act was enacted in 1973 to ensure that logging is done in a manner that will preserve and protect fish, wildlife, forests and streams. The State Board of Forestry and Fire Protection (BFFP) enacts and enforces additional rules to protect these resources. (CAL FIRE, n.d.)

CAL FIRE ensures that private landowners abide by these laws when harvesting trees. Although there are specific exemptions in some cases, compliance with the Forest Practice Act and BFFP rules apply to all commercial harvesting operations for landowners of small parcels, to ranchers owning hundreds of acres, and large timber companies with thousands of acres. (CAL FIRE, n.d.)

The Timber Harvesting Plan (THP) is the environmental review documents submitted by landowners to CAL FIRE outlining what timber they want to harvest, how it will be harvested, and the steps that will be taken to prevent damage to the environment. THPs are prepared by Registered Professional Foresters (RPFs) who are licensed to prepare these comprehensive, detailed plans. THPs can range from about 100 pages to more than 500 pages. (CAL FIRE, n.d.)

CAL FIRE does not have the authority to deny a THP that is in compliance with state and federal rules and laws simply because the logging plan is unpopular with the public. The Department reviews and approves between 500 to 1,400 THPs each year. A THP that does not comply with all forestry and environmental



regulations is returned to the RPF. It is only approved after the RPF and landowner agree to make the changes necessary to ensure compliance with all laws. CAL FIRE follows-up on approved THPs with site inspections and can shut down operations, cite or fine RPFs, Licensed Timber Operators (LTOs), and landowners if illegal operations are found. (CAL FIRE, n.d.)

B. Local Regulations

The following ordinances address farmland and agricultural preserves within unincorporated Riverside County.

- Riverside County Ordinance No. 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.
- Riverside County Ordinance No. 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 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: A-1 (Light Agriculture); A-P (Light Agriculture with Poultry); A-2 (Heavy Agriculture); A-D (Agriculture-Dairy); or C/V (Citrus/Vineyard).

4.2.3 BASIS FOR DETERMINING SIGNIFICANCE

Section II of Appendix G to the CEQA Guidelines addresses typical adverse effects to forestry and agricultural resources, and includes the following threshold questions to evaluate a project’s impacts on forest and agricultural resources:

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



- Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
- Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- Would the project result in the loss of forest land or conversion of forest land to non-forest use?
- Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section II of Appendix G to the CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact on forestry or agricultural resources if construction and/or operation if the Project would:

- a. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;*
- b. *Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve;*
- c. *Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm");*
- d. *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use;*
- e. *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));*
- f. *Result in the loss of forest land or conversion of forest land to non-forest use; or*
- g. *Involve other changes in the existing environment which, due to their location or nature, could result in con-version of forest land to non-forest use.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist were used to evaluate the significance of the proposed Project's impacts on forestry and agricultural resources.



4.2.4 METHODOLOGY

A. Land Evaluation and Site Assessment Model (LESA Model)

The LESA Model is a point-based approach that uses measurable factors to quantify the relative value of agricultural land resources and assist in the determination of the significance of agricultural land conversions. Many states have developed LESA Models specific to their local contexts. The California LESA Model was created as a result of Senate Bill 850 (Chapter 812/1993) and provides lead agencies with an optional methodology to ensure that potentially significant effects on the environment associated with agricultural land conversions are quantitatively and consistently considered in the environmental review process (CDC, 1997, p. 4). The California LESA Model is the methodology used by the County of Riverside to determine whether important agricultural resources are present on a property, and was utilized to evaluate the Project site's feasibility for agricultural resources.

The California LESA Model is made up of two components, known as "Land Evaluation" (LE) and "Site Assessment" (SA), that are scored and weighted separately to yield a total LE subscore and SA subscore. The Final LESA Score is the sum of the LE and SA subscores and has a maximum possible score of 100 points. Based on the Final LESA Score, numerical thresholds are used to determine the significance of a project's impacts on agricultural resources (CDC, 1997, p. 31).

1. Land Evaluation

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

Land Capability Classification (LCC) Rating

There are eight (8) classes of LCC (I through VIII). Soils designated "I" have the fewest limitations for agricultural production and soils designated "VIII" are least suitable for farmland. The LCC is further divided into subclasses (designated by lowercase letters *e*, *w*, *s*, or *c*) to describe limitations, including a soil's susceptibility to erosion ("e"), limitations due to water in or on the soil ("w"), shallow or stony soils ("s"), or climate ("c") (USDA, 2023).

Once the LCC for each soil mapping unit is obtained from the USDA NRCS soil survey, the LCC classification is converted into a numeric score established by the California LESA Model. Table 4.2-1, *Numeric Conversion of Land Capability Classification Units*, summarizes the LCC numeric conversion scores used by the LESA model. The LCC Score accounts for 25 percent of the total California LESA Model Score (CDC, 1997, p. 7).

For properties with multiple soil mapping units, the LCC Score used in the LESA Model is determined by multiplying the LCC Rating for each map unit by the corresponding map unit's proportion of the property's



total acreage. The LCC Score for each map unit is summed together for a total, single LCC Score for the property (CDC, 1997, p. 7).

Table 4.2-1 Numeric Conversion of Land Capability Classification Units

LCC	I	Ile	IIs, w	IIIe	IIIs, w	IVe	IVs, w	V	VI	VII	VIII
Rating	100	90	80	70	60	50	40	30	20	10	0

(CDC, 1997)

□ Storie Index Rating

The Storie Index is a quantitative method of rating the agricultural capability of soils. The Storie Index has been used in California for over 50 years, with the most recent version of the Storie Index being published in 1978. The Storie Index is based on four factors: 1) degree of soil profile development; 2) surface texture; 3) slope; 4) other soil and landscape conditions including drainage, alkalinity, nutrient level, acidity, erosion, and microrelief. Soils are graded on a 100-point scale that represents the relative value of a given soil when used for intensive agricultural purposes (University of California, 1978, p. 1). The Storie Index Score accounts for 25 percent of the total California LESA Model Score (CDC, 1997, p. 12).

For properties with multiple soil mapping units, the Storie Index Score is calculated by multiplying the Storie Index rating by the map unit’s proportion of the property’s total acreage. The Storie Index Score for each map unit is added together to provide a single Storie Index Score for the property (CDC, 1997, p. 12).

2. Site Assessment (SA)

The SA subscore consists of four factors that measure social, economic, and geographic features that contribute to the overall value of agricultural land. The SA factors include Project Size, Water Resource Availability, Surrounding Agricultural Land, and Protected Resource Land (CDC, 1997, p. 13).

□ Project Size

The Project Size rating evaluates the potential viability of potential agricultural productivity on a property. Generally, high quality soils (high rate of economic return per acre planted) only need to be present in relatively small quantities on a property to be considered important, whereas lower quality soils (low or moderate rate of economic return per acre planted) need to be present in larger quantities to be considered important.

The Project Size rating corresponds with the acreage of each LCC Class identified on a property. Table 4.2-2, *Project Size Scoring*, summarizes the different Project Size scoring combinations. For properties with multiple map units within the subject property, the mapping unit that generates the highest Project Size score is used as the final Project Size score for the Project site. The Project Size score accounts for 15 percent of the total California LESA Model Score (CDC, 1997, pp. 13-15).



Table 4.2-2 Project Size Scoring

LCC Class I or II soils		LCC Class III soils		LCC Class IV or lower	
Acreage	Points	Acreage	Points	Acreage	Points
80 or above	100	160 or above	100	320 or above	100
60-79	90	120-159	90	240-319	80
40-59	80	80-119	80	160-239	60
20-39	50	60-79	70	100-159	40
10-19	30	40-59	60	40-99	20
Fewer than 10	0	20-39	30	Fewer than 40	0
		10-19	10		
		Fewer than 10	0		

(CDC, 1997)

Water Resource Availability Scoring

The Water Resources Availability rating measures the reliability of a property’s water resources that could be used for agricultural production during non-drought and drought years (water availability score) and the proportion of the property served by each water source (weighted availability score). The water availability score established by the California LESA Model is summarized in Table 4.2-3, *Water Resources Availability Scoring*. The total Water Resources score is the sum of the weighted availability score(s). The Water Resources Availability score accounts for 15 percent of the total California LESA Score (CDC, 1997, pp. 16, 29).

Table 4.2-3 Water Resources Availability Scoring

Non-Drought Years			Drought Years			SCORE
Restrictions			Restrictions			
Irrigation Feasible	Physical Restrictions	Economic Restrictions	Irrigation Feasible	Physical Restrictions	Economic Restrictions	
YES	NO	NO	YES	NO	NO	100
YES	NO	NO	YES	NO	YES	95
YES	NO	YES	YES	NO	YES	90
YES	NO	NO	YES	YES	NO	85
YES	NO	NO	YES	YES	YES	80
YES	YES	NO	YES	YES	NO	75
YES	YES	YES	YES	YES	YES	65
YES	NO	NO	NO	-- --	-- --	50
YES	NO	YES	NO	-- --	-- --	45
YES	YES	NO	NO	-- --	-- --	35
YES	YES	YES	NO	-- --	-- --	30
Irrigated production not feasible, but rainfall adequate for dryland production in both drought and non-drought years						25
Irrigated production not feasible, but rainfall adequate for dryland production in non-drought years (but not in drought years)						20
Neither irrigated nor dry land production feasible						0

(CDC, 1997)



Surrounding Agricultural Land

The Surrounding Agricultural Land rating accounts for the potential effect of development on properties containing important agricultural resources that surround a project site. The Surrounding Agricultural Land rating is dependent on the amount of agricultural land or related open space within a project’s “Zone of Influence” (ZOI). The ZOI is determined by drawing the smallest rectangle that will completely contain the Project site on a map (Rectangle A) and creating a second rectangle that extends 0.25-mile beyond Rectangle A on all sides (Rectangle B). All parcels that are within or intersected by Rectangle B are included within the project’s ZOI (CDC, 1997, pp. 23-25). The ZOI for the Project site is illustrated on Figure 4.2-2, *Zone of Influence*.

The Surrounding Agricultural Land rating is determined by the proportion of land within a project’s ZOI that is currently used for agricultural production. The Surrounding Agricultural Land score established by the California LESA Model is summarized in Table 4.2-4, *Surrounding Agricultural Land Score*. Data for surrounding agricultural land can be obtained from the Department of Conservation’s Important Farmland Map Series, the Department of Water Resources’ Land Use Map Series, locally derived maps, and/or inspection of the site. The surrounding agricultural land score accounts for 15 percent of the total California LESA Model Score (CDC, 1997, pp. 26, 29).

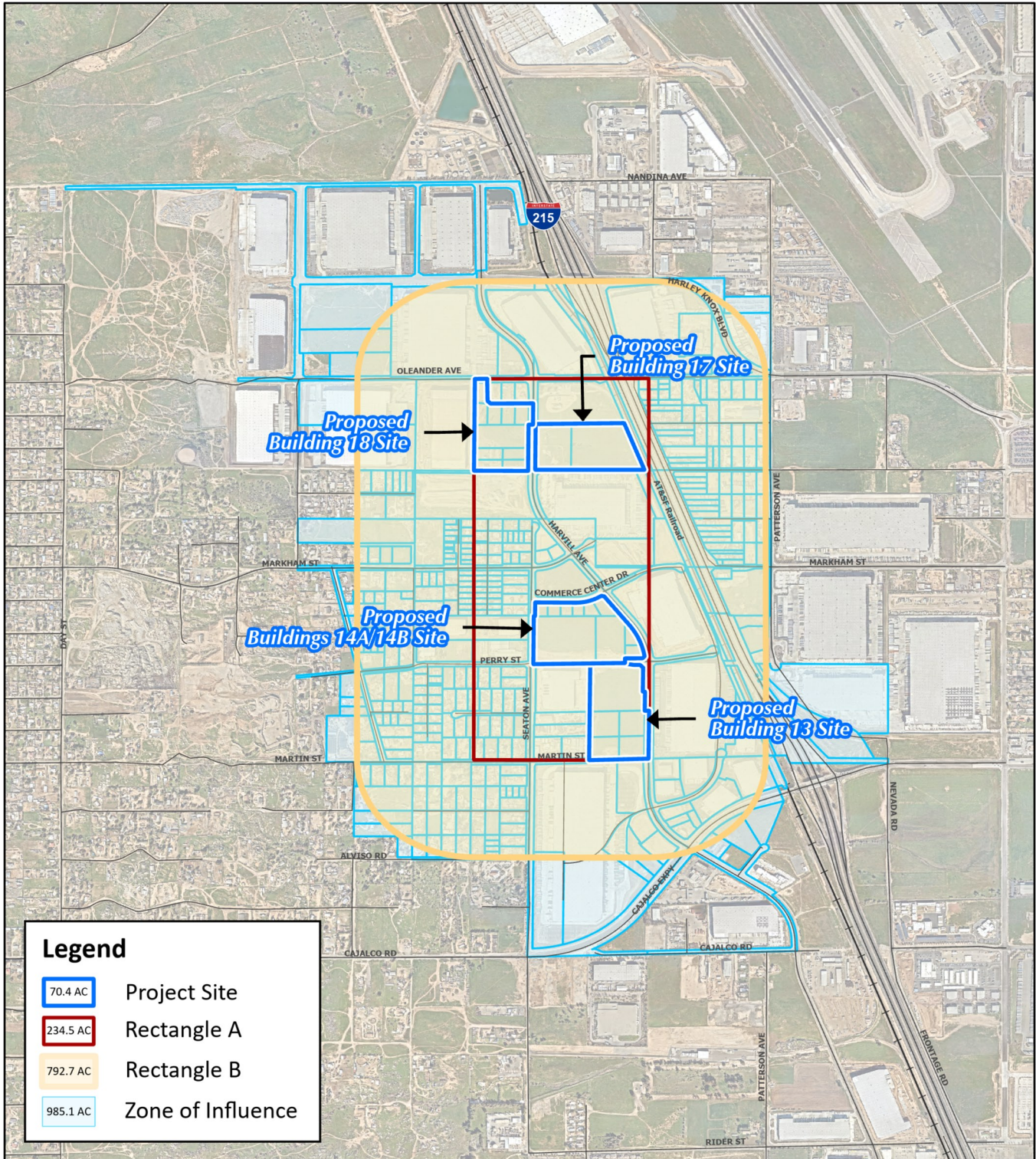
Table 4.2-4 Surrounding Agricultural Land Score

Percent of Project’s ZOI in Agricultural Use	Surrounding Agricultural Land Score
90 – 100 percent	100 Points
80 – 89	90
75 – 79	80
70 – 74	70
65 - 69	60
60 - 64	50
55 - 59	40
50 - 54	30
45 - 49	20
40 - 44	10
<40	0

Source: (CDC, 1997)

Surrounding Protected Resource Land

Similar to the Surrounding Agricultural Land rating, the California LESA Model considers the potential effect of development on protected resource lands surrounding a project site. Protected resource lands include Williamson Act contracted lands, publicly owned lands maintained as park, forest, or watershed resources, and lands with natural resource easements (e.g., agricultural, wildlife habitat, open space).

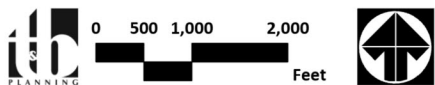


Legend

- 70.4 AC Project Site
- 234.5 AC Rectangle A
- 792.7 AC Rectangle B
- 985.1 AC Zone of Influence

Source(s): ESRI, NearMap Imagery (May 2023), RCTLMA (2022)

Figure 4.2-2



Zone of Influence



The Surrounding Protected Resource Land rating is determined by the proportion of protected resource lands within a project’s ZOI. The Surrounding Protected Resource Land scoring system established by the California LESA Model is summarized in Table 4.2-5, *Surrounding Protected Resource Land Score*. The Surrounding Protected Resource Land score accounts for 5 percent of the total California LESA Score (CDC, 1997, pp. 28-29).

Table 4.2-5 Surrounding Protected Resource Land Score

Percent of Project’s ZOI Defined as Protected	Surrounding Protected Resource Land Score (Points)
90 – 100	100
80 – 89	90
75 – 79	80
70 – 74	70
65 - 69	60
60 - 64	50
55 - 59	40
50 - 54	30
45 - 49	20
40 - 44	10
<40	0

Source: (CDC, 1997)

4.2.5 IMPACT ANALYSIS

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

A. FMMP Classifications

As mapped by the CDC’s FMMP, the entire Project site is mapped as containing “Farmland of Local Importance.” As previously noted, “Farmland of Local Importance” is not considered “Farmland,” as that term is defined by CEQA, the County, or the CDC, meaning that the Project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any other “Farmland” as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. The Project would result in impacts to approximately 70.37 acres of “Farmland of Local Importance.” Thus, based on FMMP mapping, the Project would not result in the conversion of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance (Farmland) to a non-agricultural use.

B. LESA Model

As previously noted, a site-specific LESA Analysis was prepared for the Project, and is included as EIR *Technical Appendix O*. The LESA Model is a point-based approach that uses measurable factors to quantify



the relative value of agricultural land resources and assist in the determination of the significance of agricultural land conversions. Many states have developed LESA Models specific to their local contexts. The California LESA Model was created as a result of Senate Bill 850 (Chapter 812/1993) and provides lead agencies with an optional methodology to ensure that potentially significant effects on the environment associated with agricultural land conversions are quantitatively and consistently considered in the environmental review process (CDC, 1997, p. 4). The California LESA Model is the methodology used by the County of Riverside to determine whether important agricultural resources are present on a property. Provided below is a summary of the results of the Project’s LESA Analysis.

1. Land Evaluation (LE)

The LE subscore measures the agricultural suitability of soils identified on a property by using the LCC Rating and Storie Index for each present soil map unit. The Project study area consists of seven (7) soil map units including: Arlington fine sandy loam, 2 to 8 percent slopes (AnC), Arlington fine sandy loam, deep, 2 to 8 percent slopes (AoC), Exeter sandy loam, 2 to 8 percent slopes, eroded (EnC2), Fallbrook fine sandy loam, 2 to 8 percent slopes, eroded (FfC2), Greenfield sandy loam, 2 to 8 percent slopes eroded (GyC2), Hanford coarse sandy loam, 2 to 8 percent slopes (HcC), and Hanford fine sandy loam, 0 to 2 percent slopes (HgA). (T&B Planning, 2023, p. 11)

Land Capability Classification

Refer to Table 4.2-6, *Land Capability Classification Score*, below, for the LCC Scores of the Project site. The Project site’s overall LCC Score is 70.0 (T&B Planning, 2023, p. 11).

Table 4.2-6 Land Capability Classification Score

Soil Map Unit	Acres	Proportion of Project Site (percent)	LCC	LCC Rating	LCC Score
AnC	13.8	19.6	IIIe	70	13.7
AoC	28.3	40.3	IIIe	70	28.2
EnC2	1.8	2.6	IIIe	70	1.8
FfC2	1.2	1.7	IIIe	70	1.2
GyC2	6.4	9.0	IIIe	70	6.3
HcC	12.3	17.5	IIIe	70	12.3
HgA	6.6	9.3	IIIc	70	6.5
Totals	70.4	100¹			70.0

¹Rounded to the nearest 10th.

The non-irrigated LCC was utilized because under existing conditions, the Project site does not have an irrigation system. (T&B Planning, 2023, Table 4-1; USDA, 2023)

Storie Index

Refer to Table 4.2-7, *Storie Index Score*, below, for the total Storie Index scores for the Project site. The Project site’s overall Storie Index score is 71.5 (T&B Planning, 2023, p. 11).



Table 4.2-7 Storie Index Score

Soil Map Unit	Acres	Proportion of Project Site (percent)	Storie Index	Storie Index Score
AnC	13.8	19.6	28	5.5
AoC	28.3	40.3	48	19.3
EnC2	1.8	2.6	36	0.94
FfC2	1.2	1.7	46	0.78
GyC2	6.4	9.0	87	7.8
HcC	12.3	17.5	82	14.4
HgA	6.6	9.3	85	7.9
Totals	70.4	100¹		56.6

¹Rounded to the nearest 10th.

(USDA, 2023; T&B Planning, 2023, Table 4-2)

2. **Site Assessment (SA)**

As previously noted, the SA subscore is based on a combination of a property’s size, the availability of water resources, the presence/absence of surrounding agricultural lands, and the presence/absence of surrounding protected resource lands (T&B Planning, 2023, p. 12).

Project Size

Refer to Table 4.2-8, *Project Size Score*, below, for the total Project Size scores for the Project site. The Project’s overall Project Size score is 100. (T&B Planning, 2023, p. 12)

Table 4.2-8 Project Size Score

	Soil Class		
	LCC Class I-II	LCC Class III	LCC Class IV-VIII
Acres of Project site	0	70.4	0
Project Size Scores	0	70	0

Refer to Table 4.2-2 for Project Size Scoring, which is based on LCC Class and acreage.

(USDA, 2023; T&B Planning, 2023, Table 4-3)

Water Resource Availability

The Project site does not have existing irrigation systems; therefore, the California LESA model considers irrigated production to be infeasible on the Project site (CDC, 1997, p. 18). Notwithstanding, the LESA Model analyzes the potential for dryland production. The County is characterized as having an arid climate and receives little rainfall throughout the year. The average annual precipitation in the general Project site vicinity is approximately 11 inches (Best Places, 2023). Dryland farming can be productive with as little as 10-12 inches of rain per year (CAWSI, 2022). Accordingly, at the Project site, dryland farming is considered feasible during normal years but not feasible during drought years, which corresponds to Water Resources Availability scores of 20 (refer to Table 4.2-3). (T&B Planning, 2023, p. 12)



Surrounding Agricultural Land

The Surrounding Agricultural Land score is dependent on the presence or absence of active agricultural production land within a project’s ZOI. Figure 4.2-3, *Surrounding Agricultural and Protected Resources Land*, illustrates the active agricultural production lands in the ZOIs for the Project site. Table 4.2-9, *Surrounding Agricultural Land Score*, summarizes the Surrounding Agricultural Land score for the Project site; the Project site’s Surrounding Agricultural Land score is 0. (T&B Planning, 2023, p. 12)

Table 4.2-9 Surrounding Agricultural Land Score

Zone of Influence			Surrounding Agricultural Land Score
Total Acres	Acres of Surrounding Agricultural Land	Percent Surrounding Agricultural Land	
985.1	0	0.0	0

(T&B Planning, 2023, Table 4-4)

Surrounding Protected Resource Land

The Surrounding Protected Resource Land score is dependent on the presence or absence of lands within a project’s ZOI that have long-term use restrictions that are compatible with or supportive of agricultural uses. Figure 4.2-3 illustrates the protected resource lands in the Project site’s ZOI. As illustrated on Figure 4.2-3, there are no protected resource lands within the Project site’s ZOI. Table 4.2-10, *Surrounding Protected Resource Land Score*, summarizes the Surrounding Protected Resource Land score for the Project site; the Project site’s Surrounding Protected Resource Land score is 0. (T&B Planning, 2023, p. 13)

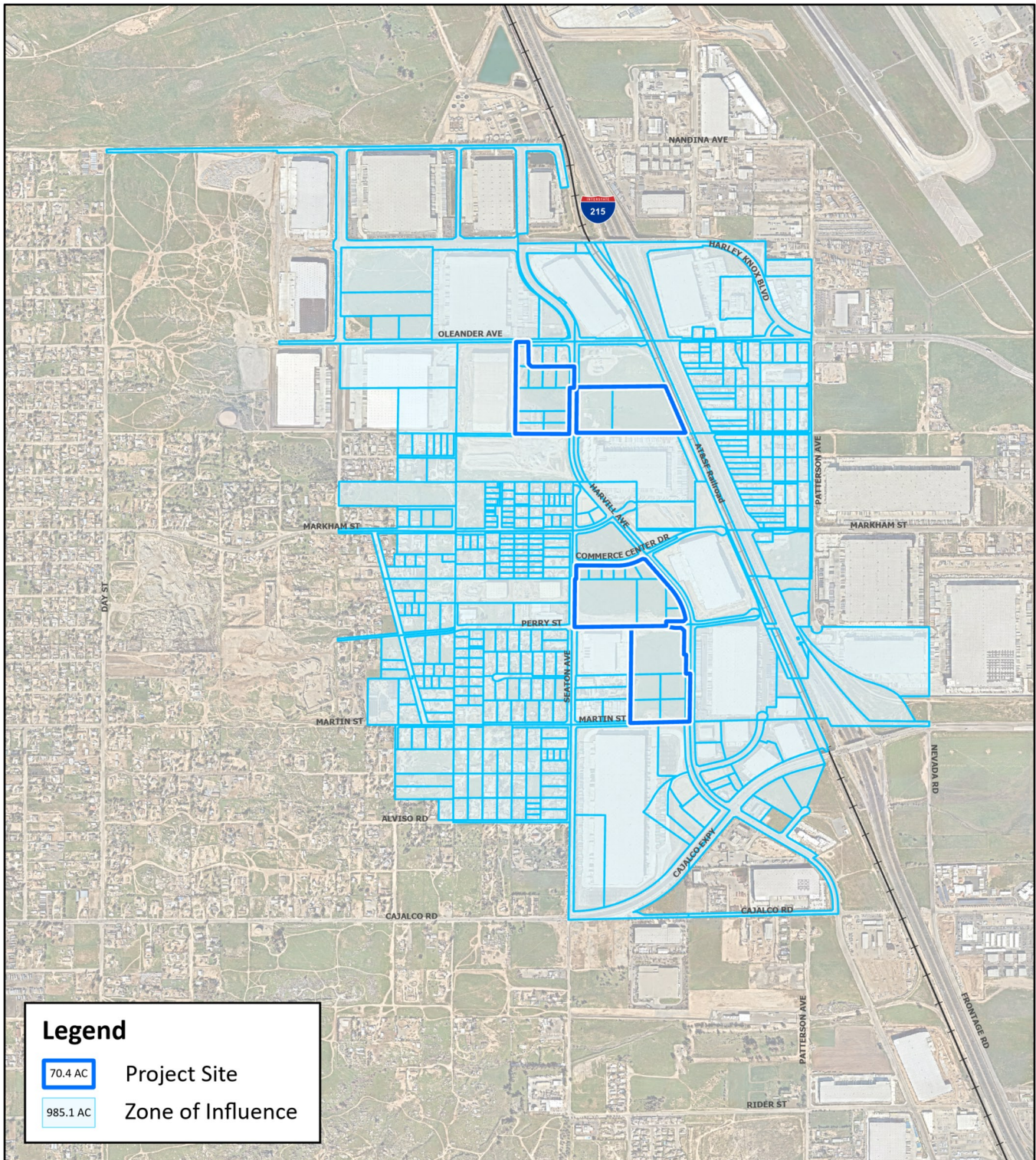
Table 4.2-10 Surrounding Protected Resource Land Score

Zone of Influence			Surrounding Protected Resource Land Score
Total Acres	Acres of Protected Resource Land	Percent Protected Resource Land	
985.1	0	0.0	0

(T&B Planning, 2023, Table 4-5)

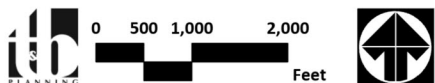
3. Total LESA Score

The total LESA Score is calculated by summing the Project site’s LE and SA subscores. The Project site’s LESA subscores are summarized in Table 4.2-11, *Total LESA Score Sheet – Project Site*. The Project site’s final LESA score is 54.2. As shown in Table 4.2-12, *California LESA Model Scoring Thresholds*, impacts to land that receives a LESA score between 40 and 59 are considered significant under CEQA if the LE and SA subscores are each greater than or equal to 20 points. As shown in Table 4.2-11, the Project’s LE score is 31.7 and the SA score is 13.5. Thus, because the SA score is not greater than or equal to 20, the Project site is determined to have a relatively low value for agricultural production, indicating that the Project site does not contain any areas of important farmland types. (T&B Planning, 2023, p. 15)



Source(s): ESRI, NearMap Imagery (May 2023), RCTLMA (2022)

Figure 4.2-3



Surrounding Agricultural & Protected Resources Land



Table 4.2-11 Total LESA Score Sheet – Project Site

	Factor Scores	Factor Weight	Weighted Factor Scores
<i>LE Factors</i>			
LCC	70.0	0.25	17.5
Storie Index	56.6	0.25	14.2
		<i>LE Subtotal</i>	<i>31.7</i>
<i>SA Factors</i>			
Project Size	70	0.15	10.5
Water Resource Availability	20	0.15	3.0
Surrounding Agricultural Land	0	0.15	0.0
Protected Resource Land	0	0.05	0.0
		<i>SA Subtotal</i>	<i>13.5</i>
Final LESA Score			45.2

(T&B Planning, 2023, Table 4-6)

Table 4.2-12 California LESA Model Scoring Thresholds

Total LESA Score	Scoring Decision
0 to 39	Not Considered Significant
40 to 59	Considered Significant <u>only</u> if LE <u>and</u> SA subscores are <u>each</u> greater than or equal to 20 points
60 to 79	Considered Significant <u>unless</u> either LE <u>or</u> SA subscore is <u>less</u> than 20 points
80 to 100	Considered Significant

(CDC, 1997, Table 9)

C. Conclusion

As indicated in the preceding analysis, the Project only would result in impacts to approximately 70.37 acres Farmland of Local Importance, neither of which comprise “Farmland,” as that term is defined by CEQA, the County, or the CDC, meaning that the Project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any other “Farmland” as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Even if “Farmland” included Farmland of Local Importance based on the Project’s LESA Analysis (*Technical Appendix O*), all of the Project’s impacts on Farmland still would be less than significant. The Project site’s final LESA score is 45.2, with an LE score of 31.7 and an SA score of 13.5. Thus, because the SA score is not greater than or equal to 20, the Project site is determined to have a relatively low value for agricultural production, indicating that the Project site does not contain any areas of important farmland types, and therefore, conversion of the Project site’s Farmland of Local Importance to non-agricultural use would be less than significant. Accordingly, 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, and impacts would be less than significant.



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

As defined by Riverside County Ordinance No. 625, “lands primarily zoned for agricultural use” include properties that are zoned for “Light Agriculture (A-1),” “Light Agriculture with Poultry (A-P),” “Heavy Agriculture (A-2),” “Agriculture-Dairy (A-D),” or “Citrus/Vineyard (C/V).” (Riverside County, 1994). Under existing conditions, the Project site is zoned M-SC and I-P, which are not agricultural zoning classifications. The nearest property that is zoned for agricultural purposes occurs approximately 113 feet southwest of the Buildings 14A/14B site. As such, the Project would not conflict with existing agricultural zoning, and no impact would occur.

Under existing conditions, the Project site is not used for agricultural production. In addition, there are no active agricultural uses in the surrounding area, although some parcels in the Project vicinity may be used for dryland farming. There are no components of the proposed Project that could conflict with existing agricultural uses in the local area. As such, impacts would be less than significant.

According to Riverside County GIS, there are no agricultural preserves or Williamson Act contracted land within the Project vicinity. The nearest lands that are included within an agricultural preserve and/or are subject to a Williamson Act Contract occur approximately 2.2 miles southeast of the Project site (Perris Valley 3 Agricultural Preserve) (RCIT, n.d.). Due to the distance between the Project site and the Perris Valley 3 site, the Project has no potential to result in conflicts with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve. No impact would occur.

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

Under existing conditions, parcels within 300 feet of the Project site and that are zoned for agricultural uses include two adjoining parcels located approximately 113 feet to the southwest of the Buildings 14A/14B site, which are zoned for A-1-1 uses; however, both of these parcels are developed with residential uses, and no agricultural uses occur on these properties. There are no other parcels zoned primarily for agricultural use located within 300 feet of any portion of the Project site; thus, there would be no potential for a conflict with Riverside County Ordinance No. 625 for Buildings 13, 17, or 18, and no impact would occur. Although the Buildings 14A/14B site occurs within 300 feet of lands zoned primarily for agricultural purposes, the plot plan for Buildings 14A and 14B (PPT220015) would be subject to the provisions of Riverside County Ordinance No. 625, which protects agricultural operations from nuisance complaints and encourages the development, improvement, and long-term viability of agricultural land. Mandatory compliance with Ordinance No. 625, as would be assured through the Project’s conditions of approval, would ensure that Project-related construction and operational activities would not indirectly cause or contribute to the conversion of off-site farmland to non-agricultural use. Based on the mandatory compliance with Ordinance No. 625, impacts would be less than significant.



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

There are no components of the Project that would involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. Although agricultural uses occur in the Project vicinity (refer to the discussion of Threshold c.), there are no components of the proposed Project that could indirectly affect these existing agricultural uses. Additionally, as indicated under the analysis of Threshold c., the plot plan for Buildings 14A and 14B (PPT220015) would be subject to the provisions of Riverside County Ordinance No. 625, which protects agricultural operations from nuisance complaints and encourages the development, improvement, and long-term viability of agricultural land. Compliance with Ordinance No. 625 would ensure that future development on the Buildings 14A/14B site does not result in indirect impacts to existing agricultural uses in the surrounding area. Thus, the Project would not result in any other changes to the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, and impacts would be less than significant.

Threshold e.: Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?

Threshold f.: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

Threshold g.: Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?

The Project site and surrounding areas are not zoned for forest land (as defined in Public Resources Code (PRC) § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g)) (RCIT, n.d.). As such, the Project has no potential to conflict with such zoning, and no impact would occur.

As shown in Figure 4.5.2 of the Riverside County General Plan Update Draft EIR No. 521, which was prepared in conjunction with the County's 2015 General Plan Update, aside from sparsely scattered lowland forests/woodlands there are no forestry resources in the Project's vicinity under existing conditions. The nearest forest land to the Project site is the Cleveland National Forest, located approximately 15.5 miles west of the Project site; however, no timber production occurs in association with the Cleveland National Forest (Riverside County, 2015a, Figure 4.5.2). Based on a review of aerial imagery, there are no forest-related uses within the vicinity of the Project site (Google Earth, 2021). As such, the Project has no potential to result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.

Furthermore, 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 would occur.



4.2.6 CUMULATIVE IMPACT ANALYSIS

The cumulative study area for the evaluation of potential impacts to agriculture and forestry resources includes all of western Riverside County. Lands within western Riverside County generally exhibit similar climate, geologic, and soil characteristics, and agricultural production is evaluated by Riverside County and the State of California at the County level. Additionally, agricultural lands throughout western Riverside County are subject to future development that would preclude agricultural uses, based on the various land use designations applied to lands throughout western Riverside County by the County's General Plan and the general plans of other local jurisdictions.

As discussed under Threshold a., implementation of the proposed Project would result in direct and indirect impacts to up to 70.37 acres of the Project site, all of which is mapped as containing Farmland of Local Importance. Additionally, based on the Project's LESA Analysis, the Project site is determined to have a relatively low value for agricultural production, further demonstrating that the Project site does not contain any areas of important farmland types. Although it is possible that cumulative developments could result in significant impacts to important farmland types, the Project would not impact any important farmland types and therefore Project impacts would be less than significant on a cumulatively-considerable basis.

As there are no lands zoned primarily for agricultural use within the Project site, and the Project would not result in a conflict with existing agricultural zoning; thus, impacts would be less-than-cumulatively considerable. The Project site also does not contain any agricultural uses under existing conditions, the Project site is not located within a Riverside County Agricultural Preserve, and the site is not subject to a Williamson Act contract. There are no components of the proposed Project that could indirectly affect any Agricultural Preserves or Williamson Act-contracted lands within the Project vicinity. Therefore, Project impacts due to a conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve would be less-than-cumulatively considerable.

Although the Buildings 14A/14B site occurs within 300 feet of agriculturally-zoned property, the plot plan for Buildings 14A and 14B (PPT220015) would be subject to the provisions of Riverside County Ordinance No. 625, which protects existing agricultural operations from nuisance complaints and encourages the development, improvement, and long-term viability of agricultural land. Other cumulative developments within the Project vicinity that are located within 300 feet of agriculturally-zoned property similarly would be subject to compliance with Ordinance No. 625. Mandatory compliance with Ordinance No. 625 would ensure that cumulatively-considerable impacts due to the conversion of off-site farmland to non-agricultural use would be less than significant.

There are no components of the Project that would involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. Accordingly, cumulatively-considerable impacts would not occur.

The Project site and surrounding areas are not zoned for forest land (as defined in PRC § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g)). As such, the Project has no potential to conflict with such zoning, and no cumulatively-considerable



impacts would occur. In addition, the Project has no potential to result in the loss of forest land or conversion of forest land to non-forest use, and no cumulatively-considerable impacts due to the loss or conversion of forest land would occur. Furthermore, there are no components of the proposed Project that could result in the conversion of forest land to non-forest use, as there are no lands used for forest land uses; thus, no cumulatively-considerable impacts would occur.

4.2.7 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a.: Less-than-Significant Impact. The Project would result in impacts to approximately 70.37 acres Farmland of Local Importance, which does not comprise “Farmland,” as that term is defined by CEQA, the County, or the CDC, meaning that the Project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any other “Farmland” as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Even if “Farmland” included Farmland of Local Importance and Grazing Land, based on the Project’s LESA Analysis (*Technical Appendix O*), all of the Project’s impacts on Farmland still would be less than significant. The Project site’s final LESA score is 45.2, with an LE score of 31.7 and an SA score of 13.5. Thus, because the SA score is not greater than or equal to 20, the Project site is determined to have a relatively low value for agricultural production, indicating that the Project site does not contain any areas of important farmland types, and therefore, conversion of the Project site’s Farmland of Local Importance to non-agricultural use would be less than significant. Accordingly, 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, and impacts would be less than significant.

Threshold b.: Less-than-Significant Impact. The Project site is not zoned for agricultural uses under existing conditions. Therefore, the Project would not conflict with existing agricultural zoning, and no impact would occur. There are no components of the proposed Project that could result in indirect impacts to off-site agricultural uses such that agricultural use of off-site properties would be adversely affected. Accordingly, Project impacts to existing agricultural uses would be less than significant. Additionally, the Project site is not subject to a Williamson Act contract and is not located within any County Agricultural Preserves, and there are no components of the proposed Project that have the potential to adversely affect agricultural operations at the nearest agricultural preserve/Williamson Act-contracted lands. As such, Project impacts to agricultural preserves and Williamson Act-contracted lands would be less than significant.

Threshold c.: Less-than-Significant Impact. Although the Buildings 14A/14B site occurs within 300 feet of agriculturally-zoned property, the plot plan for Buildings 14A and 14B (PPT220015) would be subject to the provisions of Riverside County Ordinance No. 625, which protects agricultural operations from nuisance complaints and encourages the development, improvement, and long-term viability of agricultural land. With mandatory compliance with Riverside County Ordinance No. 625, impacts due to the development of non-agricultural uses within 300 feet of agriculturally zoned property would be less than significant.

Threshold d.: Less-than-Significant Impact. Assuming mandatory compliance with Riverside County Ordinance No. 625, there are no components of the Project that would involve other changes in the existing



environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. Impacts would be less than significant.

Thresholds e., f., and g.: No Impact. There are no forest lands in the Project vicinity, and no lands in the Project vicinity are zoned for timberland, timberland production, or forest uses. The Project would not result in the conversion of forest land to non-forest use. No impact would occur.

4.2.8 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- In the event that new agricultural uses become established on agriculturally-zoned lands (as defined by Riverside County Ordinance No. 625) prior to Project occupancy, the provisions of Ordinance No. 625 shall apply. Ordinance No. 625 requires that when lands are developed adjacent to properties zoned primarily for agricultural purposes (that support agricultural operations that have been in place for at least three years and not considered a nuisance operation at the time the operation began), future land buyers must be notified of any agricultural operations that are on-going in the area, and mandate that such agricultural uses shall not be the subject of nuisance complaints.

Mitigation

Impacts to Agriculture and Forestry Resources were determined to be less than significant; therefore, mitigation measures are not required.



4.3 AIR QUALITY

This Subsection 4.3 focuses on the Project’s potential impacts to air quality. The analysis in this subsection is based on several Project-level technical studies prepared by Urban Crossroads, Inc. (Urban Crossroads) and listed below.

- “Majestic Freeway Business Center (Building 13) (PPT220008) Air Quality Impact Analysis,” dated January 24, 2023, and included as *Technical Appendix B1* to this EIR (herein referred to as, “Building 13 AQIA”) (Urban Crossroads, 2023a).
- “Majestic Freeway Business Center (Buildings 14A/14B) (PPT220015) Air Quality Impact Analysis,” dated January 24, 2023, and included as *Technical Appendix B2* to this EIR (herein referred to as, “Buildings 14A/14B AQIA”) (Urban Crossroads, 2023b).
- “Majestic Freeway Business Center (Building 17) (PPT220009) Air Quality Impact Analysis,” dated January 24, 2023, and included as *Technical Appendix B3* to this EIR (herein referred to as, “Building 17 AQIA”) (Urban Crossroads, 2023c).
- “Majestic Freeway Business Center (Building 18) (PPT220003) Air Quality Impact Analysis,” dated January 24, 2023, and included as *Technical Appendix B4* to this EIR (herein referred to as, “Building 18 AQIA”) (Urban Crossroads, 2023d).
- “Majestic Freeway Business Center (Building 13) (PPT220008) Mobile Source Health Risk Assessment,” dated January 24, 2023, and included as *Technical Appendix B5* to this EIR (herein referred to as, “Building 13 HRA”) (Urban Crossroads, 2023e).
- “Majestic Freeway Business Center (Building 14) (PPT220015) Mobile Source Health Risk Assessment,” dated January 24, 2023, and included as *Technical Appendix B6* to this EIR (herein referred to as, “Buildings 14A/14B HRA”) (Urban Crossroads, 2023f).
- “Majestic Freeway Business Center (Building 17) (PPT220009) Mobile Source Health Risk Assessment,” dated January 24, 2023, and included as *Technical Appendix B7* to this EIR (herein referred to as, “Building 17 HRA”) (Urban Crossroads, 2023g).
- “Majestic Freeway Business Center (Building 18) (PPT220003) Mobile Source Health Risk Assessment,” dated January 24, 2023, and included as *Technical Appendix B8* to this EIR (herein referred to as, “Building 18 HRA”) (Urban Crossroads, 2023h).
- “Majestic Freeway Business Center (Buildings 13, 14, 17 & 18) (PPT220008, PPT220015, PPT220009, PPT220003) Air Quality Impact Analysis,” dated February 24, 2023, and included as *Technical Appendix B9* to this EIR (herein, “Overall AQIA”) (Urban Crossroads, 2023q).
- “Majestic Freeway Business Center (Buildings 13, 14, 17 & 18) (PPT220008, PPT220015, PPT220009, PPT220003) Mobile Source Health Risk Assessment”, dated February 24, 2023, and included as *Technical Appendix B10* to this EIR (herein, “Overall HRA”) (Urban Crossroads, 2023r).

Refer to Section 7.0, *References*, for a complete list of these and other reference sources.



4.3.1 EXISTING CONDITIONS

A. South Coast Air Basin

The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The SCAB encompasses a 6,745-square mile subregion of the SCAQMD, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego Air Basin to the south. (Urban Crossroads, 2023a, p. 9)

B. Regional Climate

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality. The annual average temperatures throughout the SCAB vary from the low to middle 60s degrees Fahrenheit (°F). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F. (Urban Crossroads, 2023a, p. 9)

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO₂) to sulfates (SO₄) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71% along the coast and 59% inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast. (Urban Crossroads, 2023a, p. 9)

More than 90% of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast. (Urban Crossroads, 2023a, p. 9)

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year, there are approximately 10 hours of possible sunshine, and on the longest day of the year, there are approximately 14½ hours of possible sunshine. (Urban Crossroads, 2023a, p. 10)



The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed “Santa Anas” each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the “Catalina Eddy,” a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections. (Urban Crossroads, 2023a, p. 10)

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level. (Urban Crossroads, 2023a, p. 10)

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NO_x) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline. (Urban Crossroads, 2023a, p. 10)

C. Wind Patterns

The distinctive climate of the Project area and the SCAB is determined by its terrain and geographical location. The SCAB is located in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter. Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season. (Urban Crossroads, 2023a, pp. 10-11)



D. Criteria Pollutants

Criteria pollutants are pollutants that are regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. Criteria pollutants, their typical sources, and health effects are identified below.

1. Carbon Monoxide (CO)

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO emissions come from any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment, and residential heating. CO concentrations tend to be 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 (O₃), motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. (Urban Crossroads, 2023a, Table 2-1)

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen (O₂) supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with O₂ transport and competing with O₂ to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for O₂ supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (O₂ deficiency) as seen at high altitudes. (Urban Crossroads, 2023a, Table 2-1)

2. Sulfur Oxides (SO_x)

Sulfur dioxide (SO₂) is a colorless, extremely irritating gas or liquid. It 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 SO₂ oxidizes in the atmosphere, it forms SO₄. Collectively, these pollutants are referred to as sulfur oxides (SO_x). Sources of SO_x include coal or oil burning power plants and industries, refineries, and diesel engines. (Urban Crossroads, 2023a, Table 2-1)

A few minutes of exposure to low levels of SO₂ can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO₂. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO₂. Animal studies suggest that despite SO₂ being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO₂ levels. In these studies, efforts to separate the effects of SO₂ from those of fine particles have not



been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor. (Urban Crossroads, 2023a, Table 2-1)

3. *Nitrogen Oxides (NO_x)*

Nitrogen Oxides (NO_x) consist of nitric oxide (NO), nitrogen dioxide (NO₂), and nitrous oxide (N₂O) and are formed when nitrogen (N₂) combines with O₂. Their lifespan in the atmosphere ranges from one to seven days for NO and NO₂, to 170 years for N₂O. NO_x are typically created during combustion processes and are major contributors to smog formation and acid deposition. NO_x result from any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating. NO₂ is a criteria air pollutant and may result in numerous adverse health effects. It absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of NO_x compounds, NO₂ is the most abundant in the atmosphere. As ambient concentrations of NO₂ are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO₂ than those indicated by a regional monitoring station. (Urban Crossroads, 2023a, Table 2-1)

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO₂ at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO₂ in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups. In animals, exposure to levels of NO₂ considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of Ozone (O₃) exposure increases when animals are exposed to a combination of O₃ and NO₂. (Urban Crossroads, 2023a, Table 2-1)

4. *Ozone (O₃)*

O₃ is a highly reactive and unstable gas that is formed when reactive organic gases (ROG) and NO_x, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil), solvents, petroleum processing, and storage and pesticides. O₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant. (Urban Crossroads, 2023a, Table 2-1)

Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible subgroups for O₃ effects. Short-term exposure (lasting for a few hours) to O₃ at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O₃ levels are associated with increased school absences. In recent years, a correlation between elevated ambient O₃ levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple outdoor sports and live in communities with high O₃ levels. O₃ exposure



under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes O₃ may be more toxic than exposure to O₃ alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes. (Urban Crossroads, 2023a, Table 2-1)

5. *Particulate Matter (PM)*

Particulate matter (PM) includes inhalable particles with diameters that are generally 10 micrometers and smaller, which are referred to as PM₁₀, and fine inhalable particles with diameters that are generally 2.5 micrometers and smaller, which are referred to as PM_{2.5}. (Urban Crossroads, 2023a, Table 2-1)

PM₁₀ is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Sources of PM₁₀ include road dust, windblown dust, and construction. PM₁₀ also is formed from other pollutants (acid rain, NO_x, SO_x, and organics), and from the incomplete combustion of any fuel. Particulate matter pollution is a major cause of reduced visibility (haze) which is caused by the scattering of light and consequently the significant reduction of air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. Additionally, PM₁₀ is a criteria air pollutant. (Urban Crossroads, 2023a, Table 2-1)

PM_{2.5} is a similar air pollutant to PM₁₀ consisting of tiny solid or liquid particles that are 2.5 microns or smaller (often referred to as fine particles). PM_{2.5} comes from fuel combustion in motor vehicles, equipment, and industrial sources, and residential and agricultural burning. PM_{2.5} also is formed from reaction of other pollutants (acid rain, NO_x, SO_x, and organics). These particles are formed in the atmosphere from primary gaseous emissions that include SO₄ formed from SO₂ release from power plants and industrial facilities and nitrates that are formed from NO_x release from power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. PM_{2.5} is a criteria air pollutant. (Urban Crossroads, 2023a, Table 2-1)

A consistent correlation between elevated ambient fine particulate matter (PM₁₀ and PM_{2.5}) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer. Daily fluctuations in PM_{2.5} concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter. The elderly, people with preexisting respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM₁₀ and PM_{2.5}. (Urban Crossroads, 2023a, Table 2-1)



6. *Volatile Organic Compounds (VOCs)*

Volatile Organic Compounds (VOCs) are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O₃ to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide (CO₂), carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The terms VOC and ROG (as discussed below) are used interchangeably. (Urban Crossroads, 2023a, Table 2-1)

Organic chemicals are widely used as ingredients in household products. Paints, varnishes, and wax all contain organic solvents, as do many cleaning, disinfecting, cosmetic, degreasing, and hobby products. Fuels are made up of organic chemicals. All of these products can release organic compounds while in use, and, to some degree, when they are stored. (Urban Crossroads, 2023a, Table 2-1)

Breathing VOCs can irritate the eyes, nose, and throat; can cause difficulty breathing and nausea; and can damage the central nervous system as well as other organs. Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several. (Urban Crossroads, 2023a, Table 2-1)

7. *Reactive Organic Gases (ROGs)*

Similar to VOCs, Reactive Organic Gases (ROGs) are also precursors in forming O₃ and consist of compounds containing methane (CH₄), ethane (C₂H₆), propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_x react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The terms ROG and VOC (see above discussion) are used interchangeably. Sources of ROGs and health effects of ROGs are similar to VOCs, and are described above. (Urban Crossroads, 2023a, Table 2-1)

8. *Lead (Pb)*

Lead (Pb) is a heavy metal that is highly persistent in the environment and is considered a criteria pollutant. In the past, the primary source of Pb in the air was emissions from vehicles burning leaded gasoline. The major sources of Pb emissions include ore and metals processing, particularly Pb smelters; resource recovery; the deterioration of Pb-based paints; and leaded gasoline use and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. (Urban Crossroads, 2023a, Table 2-1)

Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotients. In adults, increased Pb levels are associated with increased blood pressure. Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system.



Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers. (Urban Crossroads, 2023a, Table 2-1)

9. Odor

Odor means the perception experienced by a person when one or more chemical substances in the air come into contact with the human olfactory nerves. Odors can come from many sources including animals, human activities, industry, nature, and vehicles. (Urban Crossroads, 2023a, Table 2-1)

Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, studies have shown that the VOCs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress. (Urban Crossroads, 2023a, Table 2-1)

E. Existing Air Quality

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table 4.3-1, *Ambient Air Quality Standards*. (Urban Crossroads, 2023a, p. 18)

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards. The most recent State and federal standards were updated by the California Air Resources Board (CARB) on May 4, 2016 and are presented in Table 4.3-1. The air quality in a region is considered to be in attainment by the State if the measured ambient air pollutant levels for O₃, CO (except 8-hour Lake Tahoe), SO₂ (1 and 24 hour), NO₂, PM₁₀, and PM_{2.5} are not to be exceeded. All others are not to be equaled or exceeded. It should be noted that the three-year period is presented for informational purposes and is not the basis for how the State assigns attainment status. Attainment status for a pollutant means that the SCAQMD meets the standards set by the federal Environmental Protection Agency (EPA) or the California EPA (CalEPA). Conversely, nonattainment means that an area has monitored air quality that does not meet the NAAQS or CAAQS standards. In order to improve air quality in nonattainment areas, a State Implementation Plan (SIP) is drafted by CARB. The SIP outlines the measures that the State will take to improve air quality. Once nonattainment areas meet the standards and additional redesignation requirements, the EPA will designate the area as a maintenance area. (Urban Crossroads, 2023a, p. 18)



Table 4.3-1 Ambient Air Quality Standards

Ambient Air Quality Standards							
Pollutant	Averaging Time	California Standards ¹		National Standards ²			
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷	
Ozone (O ₃) ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry	
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)			
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	20 µg/m ³		—			
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	—	—	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³			15 µg/m ³
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	—	Non-Dispersive Infrared Photometry (NDIR)	
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)			
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—			
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	—	Gas Phase Chemiluminescence	
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)			Same as Primary Standard
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)	
	3 Hour	—		—			0.5 ppm (1300 µg/m ³)
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹			—
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) ¹¹			—
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption	
	Calendar Quarter	—		1.5 µg/m ³ (for certain areas) ¹²			Same as Primary Standard
	Rolling 3-Month Average	—		0.15 µg/m ³			
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards			
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography				
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence				
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography				

See footnotes on next page ...

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California Air Resources Board (5/4/16)



Table 4.3-1 Ambient Air Quality Standards (Cont'd)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standard of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM10 standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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(Urban Crossroads, 2023a, Table 2-2)



2. Regional Air Quality

Air pollution contributes to a wide variety of adverse health effects. The EPA has established NAAQS for six of the most common air pollutants: CO, Pb, O₃, particulate matter (PM₁₀ and PM_{2.5}), NO₂, and SO₂ which are known as criteria pollutants. The SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Pb air monitoring sites throughout the air district. On January 5, 2021, CARB posted the 2020 amendments to the state and national area designations. See Table 4.3-2, *Attainment Status of Criteria Pollutants in the SCAB*, for attainment designations for the SCAB. Appendix 2.1 to the Building 13 AQIA (*Technical Appendix B1*) provides geographic representation of the State and federal attainment status for applicable criteria pollutants within the SCAB. (Urban Crossroads, 2023e, p. 21)

Table 4.3-2 Attainment Status of Criteria Pollutants in the SCAB

Criteria Pollutant	State Designation	Federal Designation
O ₃ – 1-hour standard	Nonattainment	--
O ₃ – 8-hour standard	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO ₂	Attainment	Unclassifiable/Attainment
SO ₂	Attainment	Unclassifiable/Attainment
Pb ¹	Attainment	Unclassifiable/Attainment

1. The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB. Note: See Appendix 2.1 to the Building 13 AQIA (*Technical Appendix B1*) for a detailed map of State/National Area Designations within the SCAB.

--“ = The national 1-hour O₃ standard was revoked effective June 15, 2005. (Urban Crossroads, 2023a, Table 2-3)

F. Local Air Quality

The SCAQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas [SRA]) throughout the district in order to provide Southern California residents about the air quality conditions. The Project site is located within the Perris Valley area (SRA 24). The Perris Valley monitoring station is located approximately 3.9 miles south of the Project site and reports air quality statistics for O₃ and PM₁₀. As the Perris Valley monitoring station does not provide data for CO, NO₂, or PM_{2.5}, the next nearest monitoring stations will be utilized. Data for CO and NO₂ was obtained from the Elsinore Valley monitoring station, located in SRA 25, approximately 11.8 miles southwest of the Project site. The nearest station for PM_{2.5} data was obtained from the Metropolitan Riverside County monitoring station which is located approximately 13.9 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. (Urban Crossroads, 2023a, p. 21)



The most recent three (3) years of data available is shown on Table 4.3-3, *Project Area Air Quality Monitoring Summary (2018-2020)*, which identifies the number of days ambient air quality standards were exceeded for the study area and is considered to be representative of the local air quality at the Project site. Data for O₃, CO, NO₂, PM₁₀, and PM_{2.5} for 2018 through 2020 was obtained from the SCAQMD Air Quality Data Tables. Additionally, data for SO₂ has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO₂ concentrations. (Urban Crossroads, 2023a, pp. 21-22)

Table 4.3-3 Project Area Air Quality Monitoring Summary (2018-2020)

Pollutant	Standard	Year		
		2018	2019	2020
O ₃				
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 ₂				
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 ₁₀				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 150 µg/m ³	64	97	77
Annual Federal Arithmetic Mean (µg/m ³)		29.7	25.3	35.9
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m ³	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m ³	3	4	6
PM _{2.5}				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 35 µg/m ³	50.70	46.70	41.00
Annual Federal Arithmetic Mean (µg/m ³)	> 12 µg/m ³	12.41	11.13	12.63
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m ³	2	4	4

ppm = Parts Per Million

µg/m³ = Microgram per Cubic Meter

Source: Data for O₃, CO, NO₂, PM₁₀, and PM_{2.5} was obtained from SCAQMD Air Quality Data Tables.

(Urban Crossroads, 2023a, Table 2-4)

G. Regional Air Quality Improvement

The Project is within the jurisdiction of the SCAQMD. In 1976, California adopted the Lewis Air Quality Management Act which created SCAQMD from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino counties. The geographic area that SCAQMD regulates



is known as the SCAB. SCAQMD develops comprehensive plans and regulatory programs for the region to attain federal standards by dates specified in federal law. The agency is also responsible for meeting state standards by the earliest date achievable, using reasonably available control measures. (Urban Crossroads, 2023a, p. 26)

SCAQMD rule development through the 1970s and 1980s resulted in dramatic improvement in SCAB air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform CEQA review throughout the SCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the state level by CARB. (Urban Crossroads, 2023a, p. 26)

The SCAQMD is the lead agency charged with regulating air quality emission reductions for the entire SCAB. SCAQMD created Air Quality Management Plans (AQMPs) which represent a regional blueprint for achieving healthful air on behalf of the 16 million residents of the SCAB. The 2012 AQMP states, “the remarkable historical improvement in air quality since the 1970’s is the direct result of Southern California’s comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs.” (Urban Crossroads, 2023a, p. 26)

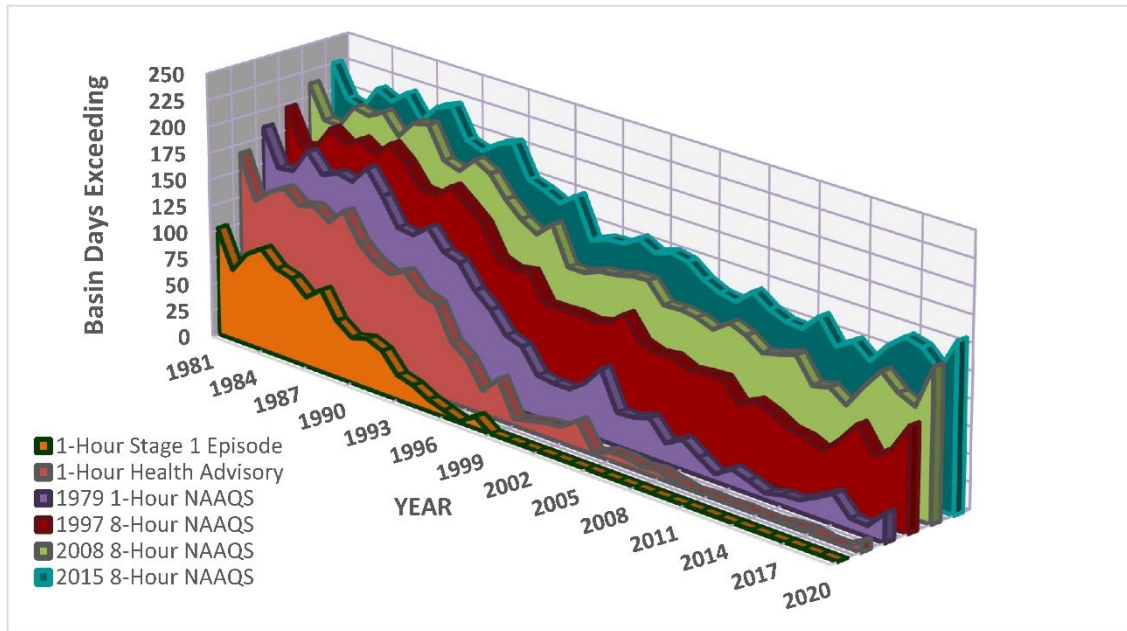
Emissions of O₃, NO_x, VOC, and CO have been decreasing in the SCAB since 1975 and are projected to continue to decrease through 2020. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NO_x and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy. O₃ contour maps show that the number of days exceeding the 8-hour NAAQS has generally decreased between 1980 and 2020. For 2020, there was an overall decrease in exceedance days compared with the 1980 period. However, as shown on Figure 4.3-1, *SCAB O₃ Trend*, O₃ levels have increased in the past three years due to higher temperatures and stagnant weather conditions. Notwithstanding, O₃ levels in the SCAB have decreased substantially over the last 30 years with the current maximum measured concentrations being approximately one-third of concentrations within the late 1970’s. (Urban Crossroads, 2023a, pp. 26-27)

The overall trends of PM₁₀ and PM_{2.5} levels in the air (not emissions) show an overall improvement since 1975. Direct emissions of PM₁₀ have remained somewhat constant in the SCAB and direct emissions of PM_{2.5} have decreased slightly since 1975. Area wide sources (fugitive dust from roads, dust from construction, and other sources) contribute the greatest amount of direct particulate matter emissions. (Urban Crossroads, 2023a, p. 27)

As with other pollutants, the most recent PM₁₀ statistics show an overall improvement as illustrated in Figure 4.3-2, *SCAB Average 24-Hour Concentration PM₁₀ Trend (Based on Federal Standard)*, and Figure 4.3-3, *SCAB Annual Average Concentration PM₁₀ Trend (Based on State Standard)*. During the period for which data are available, the 24-hour national annual average concentration for PM₁₀ decreased by approximately 46%,

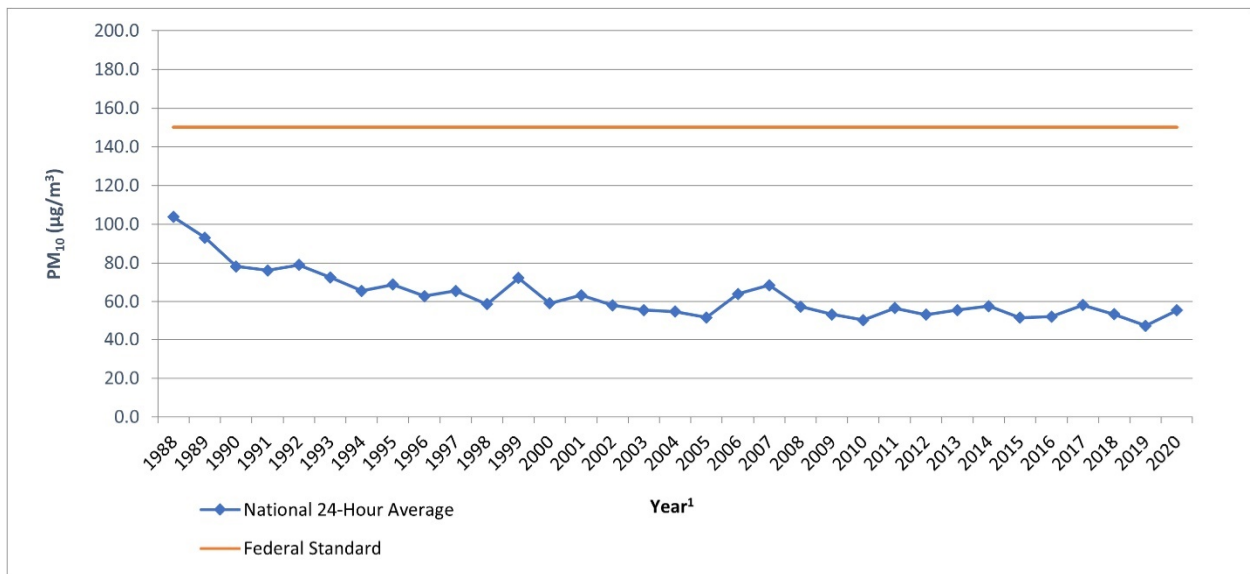


Figure 4.3-1 SCAB O₃ Trend



(Urban Crossroads, 2023a, Table 2-5)

Figure 4.3-2 SCAB Average 24-Hour Concentration PM₁₀ Trend (Based on Federal Standard)

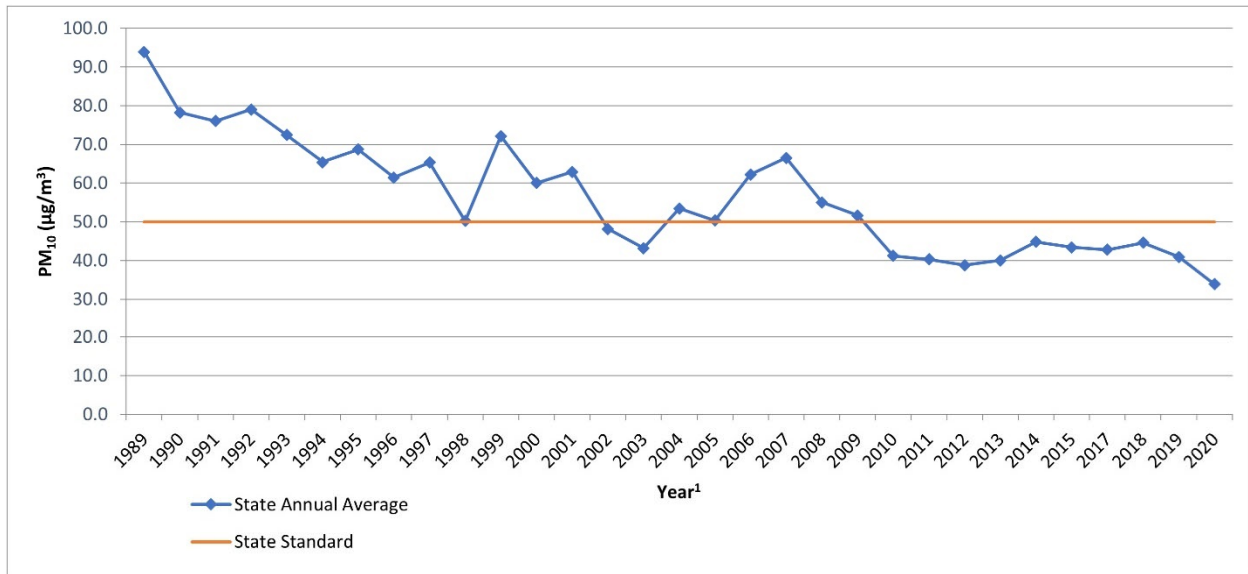


Source: 2020 CARB, iADAM: Top Four Summary: PM₁₀ 24-Hour Averages (1988-2020)

¹ Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

(Urban Crossroads, 2023a, Table 2-6)

Figure 4.3-3 SCAB Annual Average Concentration PM₁₀ Trend (Based on State Standard)



Source: 2020 CARB, iADAM: Top Four Summary: PM₁₀ 24-Hour Averages (1988-2020)

¹ Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

(Urban Crossroads, 2023a, Table 2-7)

from 103.7 microgram per cubic meter (µg/m³) in 1988 to 55.5 µg/m³ in 2020. Although the values are below the federal standard, it should be noted that there are days within the year where the concentrations would exceed the threshold. The 24-hour state annual average for emissions for PM₁₀, have decreased by approximately 64%, from 93.9 µg/m³ in 1989 to 33.9 µg/m³ in 2020. Although data in the late 1990's show some variability, this is probably due to the advances in meteorological science rather than a change in emissions. Similar to the ambient concentrations, the calculated number of days above the 24-hour PM₁₀ standards has also shown an overall drop. (Urban Crossroads, 2023a, pp. 27-28)

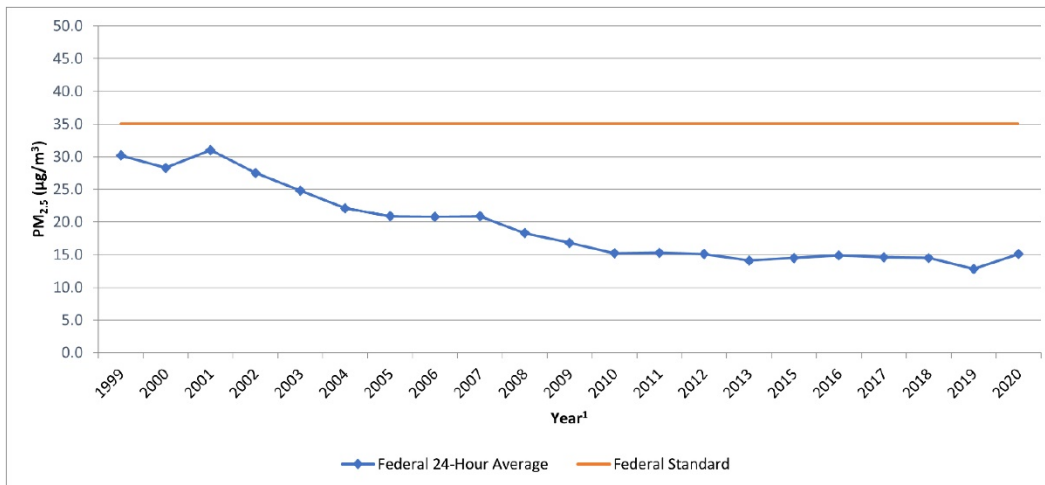
Figure 4.3-4, *SCAB 24-Hour Average Concentration PM_{2.5} Trend (Based on Federal Standard)*, Figure 4.3-5, *SCAB 24-Hour Average Concentration PM_{2.5} Trend (Based on State Standard)*, shows the most recent 24-hour average PM_{2.5} concentrations in the SCAB from 1999 through 2020. Overall, the national and State annual average concentrations have decreased by almost 50% and 31% respectively. It should be noted that the SCAB is currently designated as nonattainment for the state and federal PM_{2.5} standards. (Urban Crossroads, 2023a, p. 29)

While the 2012 AQMP PM₁₀ attainment demonstration and the 2015 associated supplemental SIP submission indicated that attainment of the 24-hour standard was predicted to occur by the end of 2015, it could not anticipate the effect of the ongoing drought on the measured PM_{2.5}. (Urban Crossroads, 2023a, p. 30)

The 2006 to 2010 base period used for the 2012 attainment demonstration had near-normal rainfall. While the trend of PM_{2.5} equivalent emission reductions continued through 2015, the severe drought conditions contributed to the PM_{2.5} increases observed after 2012. As a result of the disrupted progress toward attainment



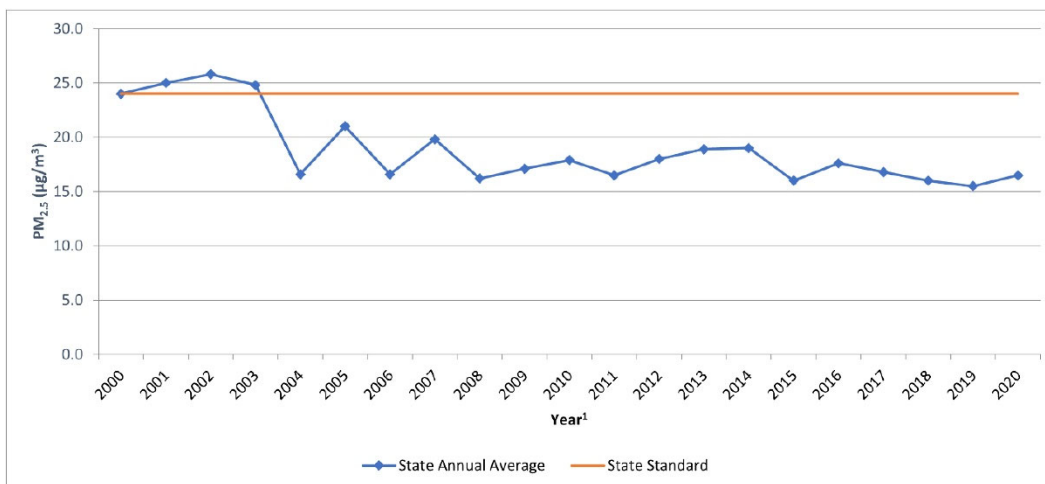
Figure 4.3-4 SCAB 24-Hour Average Concentration PM_{2.5} Trend (Based on Federal Standard)



Source: 2020 CARB, iADAM: Top Four Summary: PM_{2.5} 24-Hour Averages (1999-2020)

¹ Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

Figure 4.3-5 SCAB 24-Hour Average Concentration PM_{2.5} Trend (Based on State Standard)



Source: 2020 CARB, iADAM: Top Four Summary: PM_{2.5} 24-Hour Averages (1999-2020)

¹ Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

of the federal 24-hour PM_{2.5} standard, SCAQMD submitted a request and the EPA approved, in January 2016, a “bump up” to the nonattainment classification from “moderate” to “serious,” with a new attainment deadline as soon as practicable, but not beyond December 31, 2019. As of March 14, 2019, the EPA approved portions of a SIP revision submitted by California to address CAA requirements for the 2006 24-hour PM_{2.5} NAAQS in the Los Angeles-SCAB Serious PM_{2.5} nonattainment area. The EPA also approved 2017 and 2019 motor vehicle emissions budgets for transportation conformity purposes and inter-pollutant trading ratios for use in transportation conformity analyses. (Urban Crossroads, 2023a, p. 30)

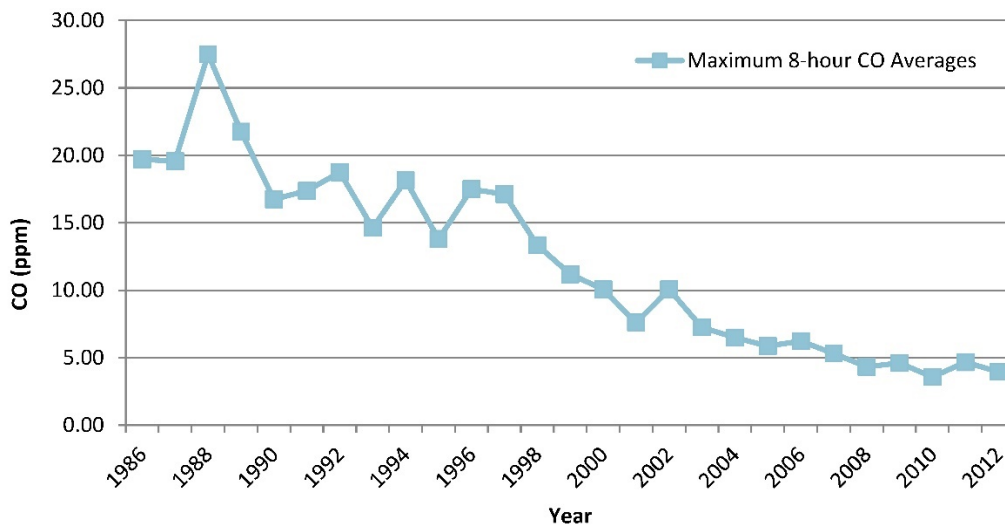
In August 2022 the SCAQMD released the draft 2022 AQMP and the public comment period closed on October 18, 2022. The SCAQMD Governing Board adopted the draft 2022 AQMP at its December 2, 2022,



meeting. The draft 2022 AQMP requires CARB’s adoption before submittal for U.S. EPA’s final approval, which is expected to occur sometime in 2023. The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, particularly the EPA’s strengthened ozone standard. These approaches include the use of 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. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) and updated emission inventory methodologies for various source categories (Urban Crossroads, 2023a, p. 30)

The most recent CO concentrations in the SCAB are shown in Figure 4.3-6, *SCAB 8-Hour Average Concentration CO Trend*. CO concentrations in the SCAB have decreased markedly – a total decrease of more about 80% in the peak 8-hour concentration from 1986 to 2012. It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the SCAB. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations. (Urban Crossroads, 2023a, p. 30)

Figure 4.3-6 SCAB 8-Hour Average Concentration CO Trend



Source: 2020 CARB, iADAM: Top Four Summary: CO 8-Hour Averages (1986-2012)

¹ The most recent year where 8-hour concentration data is available is 2012.

(Urban Crossroads, 2023a, Table 2-10)

Part of the control process of the SCAQMD’s duty to greatly improve the air quality in the SCAB is the uniform CEQA review procedures required by SCAQMD’s 1993 CEQA Air Quality Handbook (1993 CEQA Handbook). The single threshold of significance used to assess Project direct and cumulative impacts has in fact “worked” as evidenced by the track record of the air quality in the SCAB dramatically improving over the course of the past decades. As stated by the SCAQMD, the SCAQMD’s thresholds of significance are based



on factual and scientific data and are therefore appropriate thresholds of significance to use for project-level analyses. (Urban Crossroads, 2023a, p. 31)

The most recent NO₂ data for the SCAB is shown in Figure 4.3-7, *SCAB 1-Hour Average NO₂ Concentration Trend (Based on Federal Standard)*, and Figure 4.3-8, *SCAB 1-Hour Average NO₂ Concentration Trend (Based on State Standard)*. Over the last 50 years, NO₂ values have decreased significantly; the peak 1-hour national and state averages for 2020 is approximately 80% lower than what it was during 1963. The SCAB attained the State 1-hour NO₂ standard in 1994, bringing the entire state into attainment. A new state annual average standard of 0.030 parts per million (ppm) was adopted by CARB in February 2007. The new standard is just barely exceeded in the SCAQMD. NO₂ is formed from NO_x emissions, which also contribute to O₃. As a result, the majority of the future emission control measures would be implemented as part of the overall O₃ control strategy. Many of these control measures would target mobile sources, which account for more than three-quarters of California's NO_x emissions. These measures are expected to bring the SCAQMD into attainment of the state annual average standard. (Urban Crossroads, 2023a, p. 31)

H. Toxic Air Contaminants (TAC) Trends

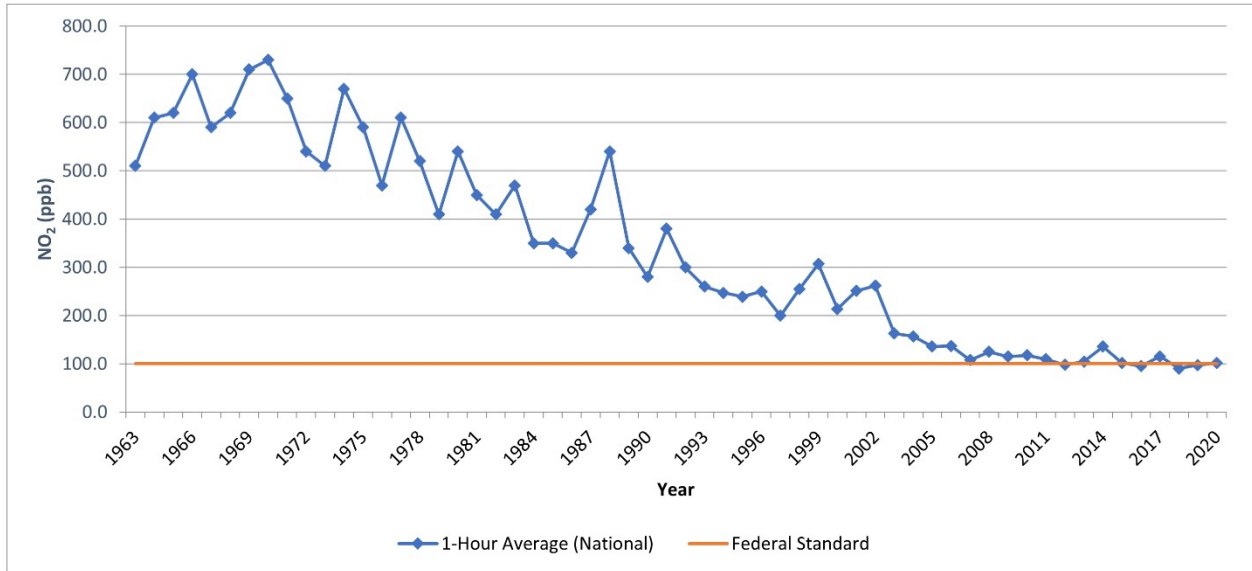
In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of Toxic Air Contaminant (TAC) emissions resulting from mobile and area sources, such as cars, trucks, stationary sources, and consumer products. According to the *Ambient and Emission Trends of Toxic Air Contaminants in California* journal article, which was prepared for CARB, results show that between 1990-2012, ambient concentration and emission trends for the seven TACs responsible for most of the known cancer risk associated with airborne exposure in California have declined significantly (between 1990 and 2012). The seven TACs studied include those that are derived from mobile sources: diesel particulate matter (DPM), benzene (C₆H₆), and 1,3-butadiene (C₄H₆); those that are derived from stationary sources: perchloroethylene (C₂Cl₄) and hexavalent chromium (Cr(VI)); and those derived from photochemical reactions of emitted VOCs: formaldehyde (CH₂O) and acetaldehyde (C₂H₄O). The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk. (Urban Crossroads, 2023a, pp. 32-33)

1. Mobile Source TACs

CARB introduced two programs that aimed at reducing mobile emissions for light and medium duty vehicles through vehicle emissions controls and cleaner fuel. In California, light-duty vehicles sold after 1996 are equipped with California's second-generation On-Board Diagnostic (OBD-II) system. The OBD-II system monitors virtually every component that can affect the emission performance of the vehicle to ensure that the vehicle remains as clean as possible over its entire life and assists repair technicians in diagnosing and fixing problems with the computerized engine controls. If a problem is detected, the OBD-II system illuminates a warning lamp on the vehicle instrument panel to alert the driver. This warning lamp typically contains the phrase "Check Engine" or "Service Engine Soon." The system also would store important information about the detected malfunction so that a repair technician can accurately find and fix the problem. CARB has recently developed similar OBD requirements for heavy-duty vehicles over 14,000 pounds (lbs). CARB's phase II Reformulated Gasoline Regulation (RFG-2), adopted in 1996, also led to a reduction of mobile source emissions. Through such regulations, benzene levels declined 88% from 1990-2012. 1,3-Butadiene

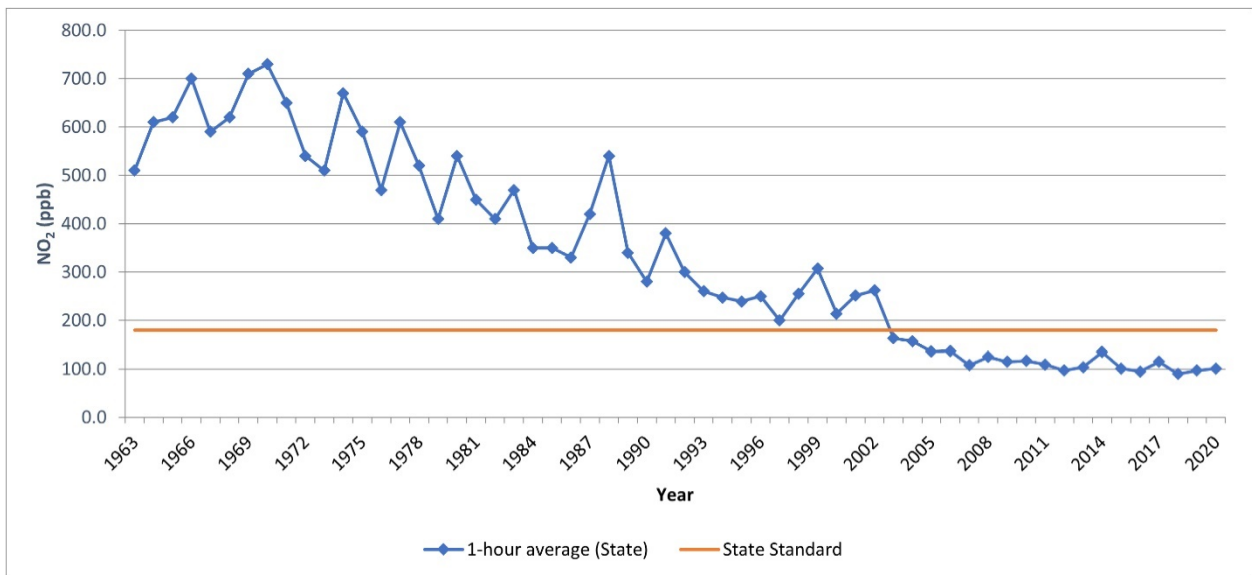
concentrations also declined 85% from 1990-2012 as a result of the use of reformulated gasoline and motor vehicle regulations. (Urban Crossroads, 2023a, p. 33)

Figure 4.3-7 SCAB 1-Hour Average NO₂ Concentration Trend (Based on Federal Standard)



(Urban Crossroads, 2023a, Table 2-11)

Figure 4.3-8 SCAB 1-Hour Average NO₂ Concentration Trend (Based on State Standard)



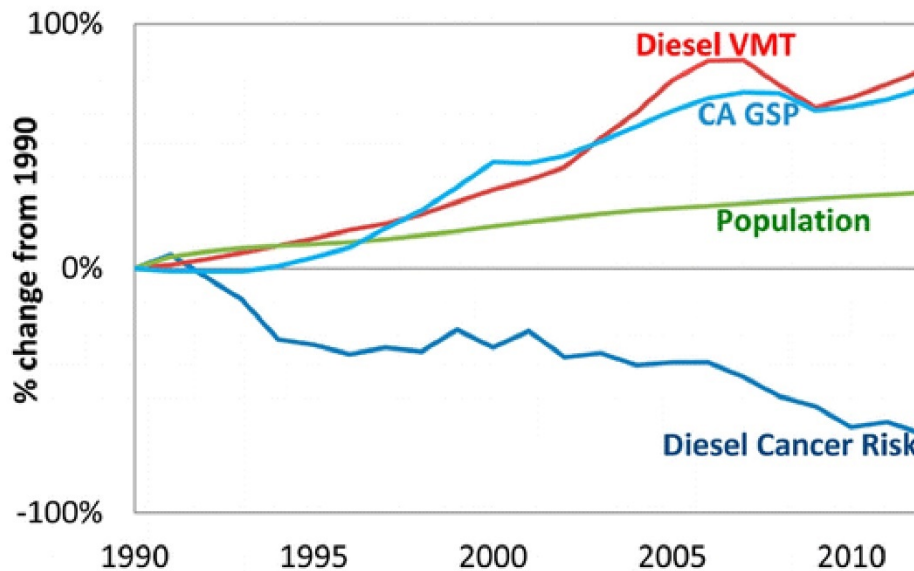
(Urban Crossroads, 2023a, Table 2-12)



In 2000, CARB’s Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15 ppm) diesel fuel. As a result of these measures, DPM concentrations have declined 68% since 2000, even though the State’s population increased 31% and the amount of diesel vehicles miles traveled increased 81%, as shown on Figure 4.3-9, *DPM and Diesel Vehicle Miles Trend*. With the implementation of these diesel-related control regulations, CARB expects a DPM decline of 71% for 2000-2020. (Urban Crossroads, 2023a, p. 33)

Figure 4.3-9 DPM and Diesel Vehicle Miles Trend

**California Population, Gross State Product (GSP),
Diesel Cancer Risk, Diesel Vehicle-Miles-Traveled (VMT)**



(Urban Crossroads, 2023a)

2. Diesel Regulations

CARB and the Ports of Los Angeles and Long Beach (POLA and POLB) have adopted several iterations of regulations for diesel trucks that are aimed at reducing DPM. More specifically, CARB Drayage Truck Regulation, 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 would be replaced with newer, cleaner trucks as a function of these regulatory requirements. (Urban Crossroads, 2023a, p. 34)

Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, would be reduced dramatically due to the aforementioned regulatory requirements. Diesel emissions identified in this analysis would therefore overstate future DPM emissions since not all the regulatory requirements are reflected in the modeling. (Urban Crossroads, 2023a, p. 34)



3. Cancer Risk Trends

Based on information available from CARB, overall cancer risk throughout the SCAB has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. The SCAQMD initiated a comprehensive urban toxic air pollution study called the Multiple Air Toxics Exposure Study (MATES). DPM accounts for more than 70% of the cancer risk. (Urban Crossroads, 2023a, p. 34)

In January 2018, as part of the overall effort to reduce air toxics exposure in the SCAB, SCAQMD began conducting the MATES V Program. MATES V field measurements were conducted at ten fixed sites (the same sites selected for MATES III and IV) to assess trends in air toxics levels. MATES V also included measurements of ultrafine particles (UFP) and black carbon (BC) concentrations, which can be compared to the UFP levels measured in MATES IV. The final report for the MATES V study was published August 2021. In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. First, MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways. This approach is consistent with how cancer risks are estimated in South Coast AQMD's programs such as permitting, Air Toxics Hot Spots (AB2588), and CEQA. Previous MATES studies quantified the cancer risks based on the inhalation pathway only. Second, along with cancer risk estimates, MATES V includes information on the chronic non-cancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic non-cancer risks from MATES II through IV measurements have been re-examined using current Office of Environmental Health Hazard Assessment (OEHHA) and CalEPA risk assessment methodologies and modern statistical methods to examine the trends over time. (Urban Crossroads, 2023a, p. 35)

MATES-V calculated cancer risks based on monitoring data collected at ten fixed sites within the SCAB. None of the fixed monitoring sites are within the local area of the Project site. However, MATES-V has extrapolated the excess cancer risk levels throughout the SCAB by modeling the specific grids. The Project is located within a quadrant of the geographic grid of the MATES-V model which predicted a cancer risk of 293 in one million for the area containing the Project site. DPM is included in this cancer risk along with all other TAC sources. As in previous MATES iterations, DPM is the largest contributor to overall air toxics cancer risk. However, the average levels of DPM in MATES V are 53% lower at the 10 monitoring sites compared to MATES IV. Cumulative Project generated TACs are limited to DPM. (Urban Crossroads, 2023a, p. 35)

The reductions in cancer and non-cancer risks and heavy truck-related air quality emissions within the SCAB also has been documented in a technical memorandum prepared by Ramboll US Consulting, Inc. (Ramboll). This technical memorandum, which is herein incorporated by reference pursuant to CEQA Guidelines § 15150, is entitled, "Technical Comments in Response to the December 2022 Report Titled *A Region In Crisis: The Rationale For A Public Health State Of Emergency In The Inland Empire*" (herein, "Ramboll Report"), is dated February 13, 2023¹. As demonstrated by the Ramboll Report, emissions of DPM and NO_x and vehicle miles traveled (VMT) from heavy truck trips have consistently declined within the Inland Empire (IE) and are

¹ Available for public review at: https://naiopic.org/wp-content/uploads/2023/03/Ramboll-Comments-on-A-Region-in-Crisis_021323.pdf.

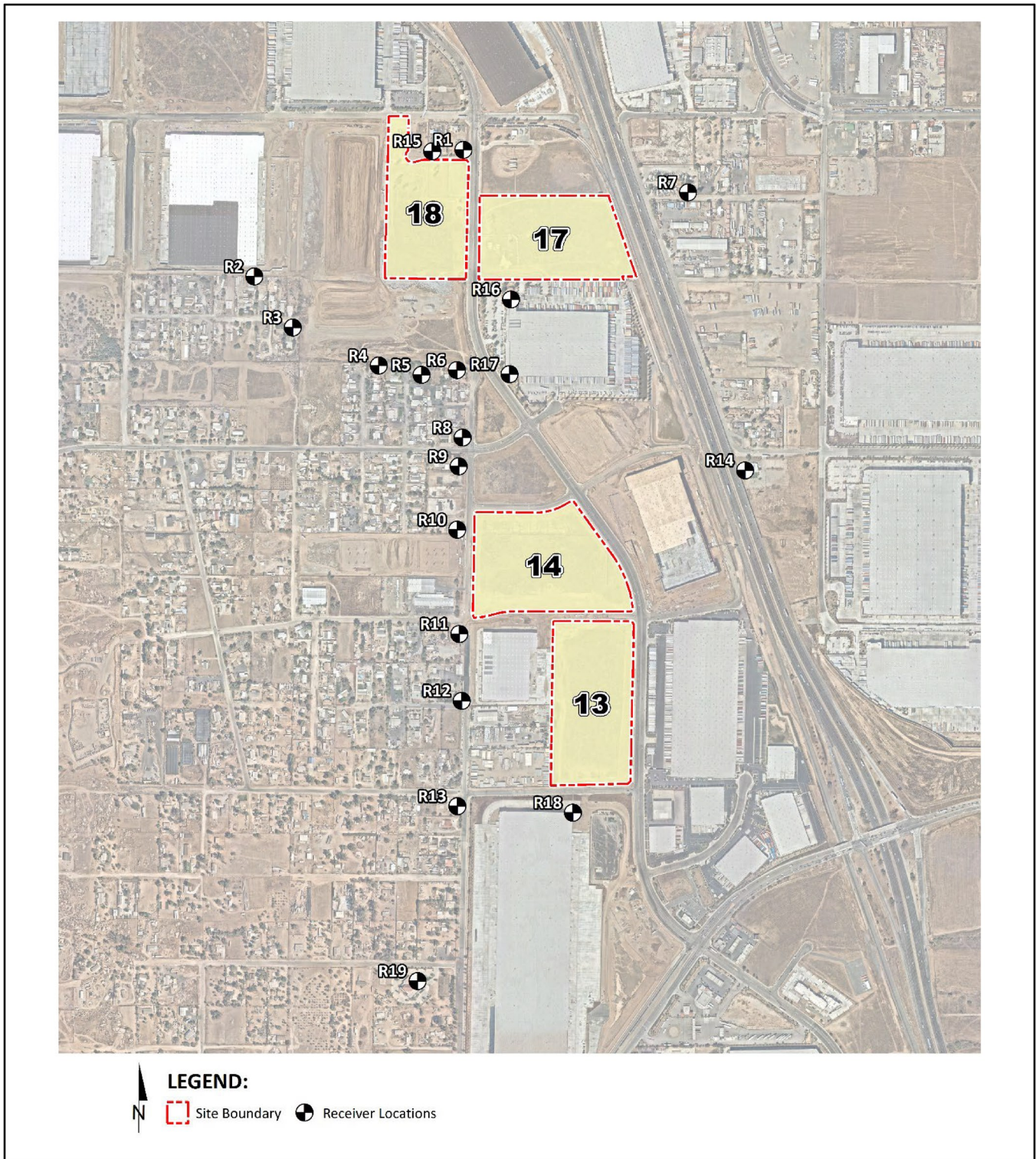


expected to continue to decline through at least 2040. The Ramboll Report also notes that “[e]xisting regulatory requirements have reduced PM and NO_x emissions from trucks in the IE by 94% and 82% respectively from 2000 to 2023,” and further notes that “[a]dditional reductions of PM (7%) and NO_x (27%) emissions are expected to occur from 2023 to 2040 as a result of the recently adopted Low NO_x Heavy-Duty Omnibus and ACT regulations that are already transitioning the diesel vehicles to cleaner technologies including Zero Emission (ZE) trucks.” The Ramboll Report also demonstrates that the DPM emissions from trucks operating in the IE were reduced by 77% from 2016 to 2023, and shows that the DPM emissions from Transport Refrigeration Units (TRUs) operating in the IE also have been reduced by 39% since 2016. This reduction in DPM emission rates has resulted in a corresponding significant reduction in risk as well, despite increasingly conservative regulatory guidance in the preparation of HRAs, particularly OEHHA’s adoption of age sensitivity factors in their revised HRA guidance released in 2015. Moreover, the results of Ramboll’s study showed an estimated basin-wide air toxics cancer risk of 336 in a million in 2023, representing a 20% reduction as compared to 2018 when the basin average air toxics cancer risk was estimated at 424 in a million, as reported by MATES V. The Ramboll Report concludes that “substantial air quality improvements have occurred and will continue to occur based on existing regulatory requirements and the transition to ZE trucks as they become more commercially available will only further improve an already dramatically improved air quality environment.” (Ramboll, 2023, pp. 14, 24, and 26)

I. Sensitive Receptors

Receptors in the Project study area are described below and shown on Figure 4.3-10, *Sensitive Receptor Locations*. Localized air quality impacts were evaluated at sensitive receptor land uses nearest the Project site. 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 to the Project site. (Urban Crossroads, 2023a, p. 48; Urban Crossroads, 2023b, p. 48; Urban Crossroads, 2023c, p. 48; Urban Crossroads, 2023d, p. 48)

- R1: Location R1 represents the existing residence at 22980 Peregrine Way, approximately 76 feet north of the Building 18 site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R1 is placed at the building façade.
- R2: Location R2 represents the existing residence at 22710 Redwood Drive, approximately 999 feet west of the Building 18 site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R2 is placed at the building façade.
- R3: Location R3 represents the existing residence at 22721 Redwood Drive, approximately 801 feet southwest of the Building 18 site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R3 is placed at the building façade.
- R4: Location R4 represents the existing residence at 18412 Donna Lane, approximately 675 feet south of the Building 18 site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade.
- R5: Location R5 represents the existing residence at 22948 Markham Street, approximately 741 feet south of the Building 18 site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R5 is placed at the building façade.



Source(s): Urban Crossroads (02-24-2023)

Figure 4.3-10



Not to Scale



Sensitive Receptor Locations



- R6: Location R6 represents the existing residence at 18412 Donna Lane, approximately 700 feet south of the Building 18 site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R6 is placed at the building façade.
- R7: Location R7 represents the existing residence at 18100 California 395, approximately 613 feet east of the Building 17 site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R7 is placed at the building façade.
- R8: Location R8 represents the existing residence at 22990 Markham Street, approximately 580 feet northwest of the Buildings 14A/14B site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R8 is placed at the building façade.
- R9: Location R9 represents the existing residence at 22971 Markham Street, approximately 376 feet northwest of the Buildings 14A/14B site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R9 is placed at the building façade.
- R10: Location R10 represents the existing residence at 18605 Seaton Avenue, approximately 132 feet west of the Buildings 14A/14B site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R10 is placed at the building façade.
- R11: Location R11 represents the existing residence at 18605 Seaton Avenue, approximately 168 feet southwest of the Buildings 14A/14B site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R11 is placed at the building façade.
- R12: Location R12 represents the existing residence at 22970 Cougar Street, approximately 646 feet southwest of the Buildings 14A/14B site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R12 is placed at the building façade.
- R13: Location R13 represents the existing residence at 22985 Martin Street, approximately 733 feet southwest of the Building 13 site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R13 is placed at the building façade.
- R14: Location R14 represents the Iglesia Cristiana Templo Clavrio at 1275 W. Markham Street, approximately 1,206 feet northeast of the Buildings 14A/14B site.
- R15: Location R16 represents the potential worker receptor at 22950 Peregrine Way, approximately 76 feet north of the Building 18 site.
- R16: Location R16 represents the northwest corner of the Exel Worksite facility at 18310 Harvill Avenue, approximately 169 feet south of the Building 17 site.
- R17: Location R17 represents the southwest corner of the Exel Worksite facility located at 18310 Harvill Avenue, approximately 1,052 feet north of the Buildings 14A/14B site.
- R18: Location R18 represents the Freeway Business Center facility located at 19115 Harvill Avenue, approximately 219 feet south of the Building 13 site.
- R19: Location R19 represents the Perris Spanish Seventh Day Adventist Church located at 22905 Alviso Drive, approximately 1,826 feet southwest of the Building 13 site.



In addition, and although not depicted on Figure 4.3-10, the Project's HRAs (*Technical Appendices B5 through B8* and *Technical Appendix B10*) also include an evaluation of the Maximally Exposed Individual School Child (MEISC), which for purposes of analysis includes school services at the Perris Spanish Seventh-Day Adventist Church (Location R19), located at 22905 Alviso Drive, or approximately 1,800 feet southwest of the Building 13 site. (Urban Crossroads, 2023e, p. 23)

Consistent with the SCAQMD's Localized Significance Threshold (LST) Methodology, the nearest land use where an individual could remain for 24 hours to the Project site has been used to determine construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5}, since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time. The nearest receptor used for evaluation of localized impacts of PM₁₀ and PM_{2.5} is the existing residence at 22980 Peregrine Way, approximately 76 feet north of the Building 18 site. (Urban Crossroads, 2023a, p. 47; Urban Crossroads, 2023d, p. 48)

Consistent with SCAQMD's LST Methodology, the nearest industrial/commercial use to the Project site is used to determine construction and operational LST air impacts for emissions of NO_x and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to eight hours. Thus, the nearest receptor used for evaluation of localized impacts of NO_x and CO is potential worker receptor (Receptor R1) at 22950 Peregrine Way, approximately 76 feet north of the Building 18 site. (Urban Crossroads, 2023d, pp. 48-49)

4.3.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations governing air quality emissions.

A. Federal Regulations

1. Federal Clean Air Act

The Clean Air Act (CAA; 42 U.S.C. § 7401 et seq.) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants, which include ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO_x), sulfur dioxide (SO₂), particulate matter (PM₁₀), PM_{2.5}, and lead (Pb). (EPA, 2020a)

One of the goals of the CAA was to set and achieve NAAQS in every state by 1975 in order to address the public health and welfare risks posed by certain widespread air pollutants. The setting of these pollutant standards was coupled with directing the states to develop state implementation plans (SIPs), applicable to appropriate industrial sources in the state, in order to achieve these standards. The CAA was amended in 1977 and 1990 primarily to set new goals (dates) for achieving attainment of NAAQS since many areas of the country had failed to meet the deadlines. (EPA, 2020a)



The sections of the federal CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions address the urban air pollution problems of O₃ (smog), CO, and PM₁₀. Specifically, it clarifies how areas are designated and re-designated "attainment." It also allows EPA to define the boundaries of "nonattainment" areas: geographical areas whose air quality does not meet Federal air quality standards designed to protect public health. (EPA, 2020b) Mobile source emissions are regulated in accordance with the CAA Title II provisions. These standards are intended to reduce tailpipe emissions of hydrocarbons, CO, and NO_x on a phased-in basis that began in model year 1994. Automobile manufacturers also are required to reduce vehicle emissions resulting from the evaporation of gasoline during refueling. These provisions further require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. (EPA, 2020c)

Section 112 of the Clean Air Act addresses emissions of hazardous air pollutants. Prior to 1990, CAA established a risk-based program under which only a few standards were developed. The 1990 Clean Air Act Amendments revised Section 112 to first require issuance of technology-based standards for major sources and certain area sources. "Major sources" are defined as a stationary source or group of stationary sources that emit or have the potential to emit 10 tons per year or more of a hazardous air pollutant or 25 tons per year or more of a combination of hazardous air pollutants. An "area source" is any stationary source that is not a major source. (EPA, 2020a)

For major sources, Section 112 requires that EPA establish emission standards that require the maximum degree of reduction in emissions of hazardous air pollutants. These emission standards are commonly referred to as "maximum achievable control technology" or "MACT" standards. Eight years after the technology-based MACT standards are issued for a source category, EPA is required to review those standards to determine whether any residual risk exists for that source category and, if necessary, revise the standards to address such risk. (EPA, 2020a)

2. National Emissions Standards for Hazardous Air Pollutants (NESHAPs) Program

National Emission Standards for Hazardous Air Pollutants (NESHAP) are stationary source standards for hazardous air pollutants. Hazardous air pollutants (HAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. The EPA develops national enforcement initiatives that focus on significant environmental risks and noncompliance patterns. For Fiscal Years 2014 to 2016, the Cutting Hazardous Air Pollutants National Initiatives Strategy focuses on categories of sources that emit HAPs. (EPA, 2020d)

Sources subject to NESHAPs are required to perform an initial performance test to demonstrate compliance. To demonstrate continuous compliance, sources are generally required to monitor control device operating parameters which are established during the initial performance test. Sources may also be required to install and operate continuous emission monitors to demonstrate compliance. Consistent with EPA's Clean Air Act Stationary Source Compliance Monitoring Strategy, NESHAP sources that meet the Clean Air Act definition of "major source" generally receive a full compliance evaluation by the state or regional office at least once every two years. (EPA, 2020d)



B. State Regulations

1. California Clean Air Act (CCAA)

The California Clean Air Act (CCAA) establishes numerous requirements for district plans to attain state ambient air quality standards for criteria air contaminants. The CCAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the State's ambient air quality standards, the California Ambient Air Quality Standards (CAAQS), by the earliest practical date. The California Air Resources Board (CARB) established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, established standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. Generally, the CAAQS are more stringent than the NAAQS. For districts with serious air pollution, its attainment plan should include the following: no net increase in emissions from new and modified stationary sources; and best available retrofit technology for existing sources. (SCAQMD, n.d.)

2. Air Toxic "Hot Spots" Information and Assessment Act

The Air Toxic "Hot Spots" Information and Assessment Act of 1987, commonly known as AB 2588, (Health & Safety Code §§ 44300, et seq.) requires facilities emitting specified quantities of pollutants to conduct risk assessments describing the health impacts to neighboring communities created by their emissions of numerous specified hazardous compounds. If the district determines the health impact to be significant, neighbors must be notified. In addition, state law requires the facility to develop and implement a plan to reduce the health impacts to below significance, generally within five years. Additional control requirements for hazardous emissions from specific industries are established by the state and enforced by districts. (SCAQMD, n.d.)

3. Air Quality Management Planning

The California Air Resources Board (CARB) and local air districts throughout the State are responsible for developing clean air plans to demonstrate how and when California will attain air quality standards established under both the CAA and CCAA. For the areas within California that have not attained air quality standards, CARB works with local air districts to develop and implement State and local attainment plans. In general, attainment plans contain a discussion of ambient air quality data and trends; a baseline emissions inventory; future year projections of emissions, which account for growth projections and already adopted control measures; a comprehensive control strategy of additional measures needed to reach attainment; an attainment demonstration, which generally involves complex modeling; and contingency measures. Plans may also include interim milestones for progress toward attainment. Air quality planning activities undertaken by CARB also include the development of policies, guidance, and regulations related to State and federal ambient air quality standards; coordination with local agencies on transportation plans and strategies; and providing assistance to local districts and transportation agencies. (CARB, 2012)

4. Title 24 Energy Efficiency Standards and California Green Building Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels



would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The 2022 version of Title 24 was adopted by the CEC and will become effective on January 1, 2023. The 2022 Building Energy Efficiency Standards focuses on four key areas in newly constructed homes and businesses: (1) encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units; (2) establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking and electric vehicle (EV) charging options whenever they choose to adopt those technologies; (3) expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available onsite and complement the State's progress toward a 100 percent clean electricity grid; and strengthening ventilation standards to improve indoor air quality. The 2019 Building Energy Efficiency Standards already were seven (7) percent more efficient than the previous (2016) Building Energy Efficiency Standards for residential construction and 30 percent more efficient than the previous Standards for non-residential construction. The 2016 Building Energy Efficiency Standards also already were 28 percent more efficient for residential construction and five (5) percent more efficient for nonresidential construction than the 2013 Building Energy Efficiency Standards they replaced. (CEC, n.d.)

Part 11 of Title 24 is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.” The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code.

As previously stated, the Title 24 Building Energy Efficient Standards and CALGreen Code are updated on a regular basis, with the most recent approved updates consisting of the 2022 Building Energy Efficiency Standards and 2022 CALGreen Code, which will become effective on January 1, 2023. Non-residential mandatory measures included in the 2022 CALGreen Code include:

- 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).

5. California Air Resources Board Rules

The CARB enforces rules related to air pollutant emissions in the State of California. Rules with applicability to the Project include, but are not limited to, those listed below.

- CARB Rule 2480 (13 CCR 2480): Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools, which limits nonessential idling for commercial trucks and school buses within 100 feet of a school.
- CARB Rule 2485 (13 CCR 2485): Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling, which limits nonessential idling to five minutes or less for commercial trucks.
- CARB Rule 2449 (13 CCR 2449): In-Use Off-Road Diesel Idling Restricts, which limits nonessential idling to five minutes or less for diesel-powered off-road equipment.

6. South Coast Air Quality Management District Rules

The South Coast Air Quality Management District (SCAQMD) enforces rules related to air pollutant emissions in the SCAB. Rules with applicability to the Project include, but are not limited to, those listed below.

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



- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 431.2: Low Sulfur Fuel
- SCAQMD Rule 1113: Table of Standards
- SCAQMD Rule 1186: PM₁₀ Emissions from Paved and Unpaved Roads, and Livestock Operations

7. *Truck & Bus Regulation*

Under the Truck and Bus Regulation, adopted by CARB in 2008, all diesel truck fleets operating in California are required to adhere to an aggressive schedule for upgrading and replacing heavy-duty truck engines. Older, more polluting trucks are required to be replaced first, while trucks that already have relatively clean engines are not required to be replaced until later. Pursuant to the Truck and Bus Regulation, all pre-1994 heavy trucks (trucks with a gross vehicle weight rating greater than 26,000 pounds) were removed from service on California roads by 2015. Between 2015 and 2020, pre-2000 heavy trucks were equipped with PM filters and upgraded or replaced with an engine that meets 2010 emissions standards. The upgrades/replacements occurred on a rolling basis based on model year. By 2023, all heavy trucks operating on California roads must have engines that meet 2010 emissions standards. Lighter trucks (those with a gross vehicle weight rating of 14,001 to 26,000 pounds) adhered to a similar schedule, and were all replaced by 2020. (CARB, n.d.)

8. *Advanced Clean Truck Regulation*

In June 2020, CARB adopted a new Rule requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California will be required to be zero-emission. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines would be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. CARB reports that as of 2020, most commercially-available models of zero-emission vans, trucks and buses operate less than 100 miles per day. Commercial availability of electric-powered long-haul trucks is very limited. However, as technology advances over the next 20 years, zero-emission trucks will become suitable for more applications, and several truck manufacturers have announced plans to introduce market ready zero-emission trucks in the future. (CARB, 2020)

9. *Senate Bill 535 – Disadvantaged Communities*

Senate Bill 535 (“SB 535”; De León, Chapter 830, 2012) recognizes the potential vulnerability of low-income and disadvantaged communities to poor air quality. Disadvantaged communities in California are specifically targeted for investment of proceeds from the State’s cap-and-trade program. These investments are aimed at improving public health, quality of life, and economic opportunity in California’s most burdened communities while at the same time reducing pollution that causes climate change. Authorized by the California Global Warming Solutions Act of 2006 (AB 32), the State’s cap-and-trade program is one of several strategies that California uses to reduce greenhouse gas emissions that cause climate change. The funds must be used for programs that further reduce emissions of greenhouse gases. SB 535 requires that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that provide a benefit to disadvantaged communities. The California Environmental Protection Agency (CalEPA) is charged with the duty to identify disadvantaged



communities. CalEPA bases its identification of these communities on geographic, socioeconomic, public health, and environmental hazard criteria (Health and Safety Code, section 39711, subsection (a)). In this capacity, CalEPA currently defines a disadvantaged community, from an environmental hazard and socioeconomic standpoint, as a community that scores within the top 25 percent of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 3.0 (CalEnviroScreen). (OEHHA, 2022)

The Project site's Census Tract 6065042010 is designated as a disadvantaged community. It is ranked by the State as being in the 71st percentile for pollution burden which, based on the Census Tract's demographic characteristics, results in the Office of Environmental Health Hazard Assessment (OEHHA) ranking the area in the 79th percentile of communities that are disproportionately burdened by multiple sources of pollution. OEHHA's CalEnviroScreen 4.0, is a screening methodology that the State uses to identify California communities that are disproportionately burdened by multiple sources of pollution. The CalEnviroScreen 4.0 indicators for the Project site's Census Tract were shown in Table 2-1 in EIR Section 2.0, *Environmental Setting*. As indicated in Table 2-1, for the Project site's Census Tract, the highest environmental exposures from air pollutants are from ozone (O₃), traffic, and cleanup sites. The highest human health hazard factors in the Project site's Census Tract are include compromised health conditions related to cardiovascular disease, low levels of educational attainment, poverty, and housing burden. (OEHHA, 2022; CalEPA, 2022)

10. Senate Bill 1000 – Environmental Justice in Local Land Use Planning

In an effort to address the inequitable distribution of pollution and associated health effects in low-income communities and communities of color, the Legislature passed and Governor Brown signed Senate Bill 1000 (SB 1000) in 2016, requiring local governments to identify environmental justice communities (called “disadvantaged communities”) in their jurisdictions and address environmental justice in their general plans. This new law has several purposes, including to facilitate transparency and public engagement in local governments' planning and decision-making processes, reduce harmful pollutants and the associated health risks in environmental justice communities, and promote equitable access to health-inducing benefits, such as healthy food options, housing, public facilities, and recreation. SB 1000 requires environmental justice elements to identify objectives and policies to reduce unique or compounded health risks in disadvantaged communities. Generally, environmental justice elements will include policies to reduce the community's exposure to pollution through air quality improvement. SB 1000 affirms the need to integrate environmental justice principles into the planning process to prioritize improvements and programs that address the needs of disadvantaged communities. (OAG, n.d.)

11. Assembly Bill 617

Assembly Bill 617 (AB 617) was enacted into law in 2017 and relates to criteria air pollutants and toxic air contaminants from sources other than vehicles. In response to AB 617, the California Air Resources Board (CARB) established the Community Air Protection Program (CAPP or Program). The Program's focus is to reduce exposure in communities most impacted by air pollution. Communities around the State are working together to develop and implement new strategies to measure air pollution and reduce health impacts. This first-of-its-kind statewide effort includes community air monitoring and community emissions reduction programs. In addition, the Legislature appropriated funding to support early actions to address localized air



pollution through targeted incentive funding to deploy cleaner technologies in these communities, as well as grants to support community participation in the AB 617 process. AB 617 also includes new requirements for accelerated retrofit of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State. This new effort provides an opportunity to continue to enhance air quality planning efforts and better integrate community, regional, and State level programs to provide clean air. (CARB, n.d.)

12. *Senate Bill 1137 (SB 1137)*

SB 1137 is intended to protect the public health of California’s communities by creating a minimum health and safety distance of 3,200-feet between sensitive receptors, such as a residence, school, childcare facility, playground, hospital, or nursing home and an oil and gas production well. Specifically, the bill prohibits the California Geological Energy Management Division (CalGEM) from approving the drilling, re-drilling, or significant alteration of any oil and gas well within this “health protection zone.” SB 1137 also requires oil and gas facility operators in these protection zones to implement strict pollution controls, and to develop response plans to protect the health of Californians currently living within 3,200 feet of an existing oil well. SB 1137 also requires operators of wells/facilities to provide an individual indemnity bond sufficient to pay the full cost of properly plugging and abandoning the well and decommissioning the facility in order to prevent operators from failing to properly decommission. (CA Legislative Info, n.d.)

C. Local Regulations

1. *Riverside County General Plan Air Quality Element*

The Riverside County General Plan Air Quality Element identifies goals, policies, and programs that are meant to balance Riverside County’s actions regarding land use, circulation, and other issues with their potential effects on air quality. The Air Quality Element addresses ambient air quality standards set forth by the EPA and CARB. The Air Quality Element contains policies designed to establish a regional basis for improving air quality. The following relevant and applicable policies from Riverside County’s General Plan Air Quality Element have been identified for the Project:

AQ 1.1: Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.

AQ 1.4: Coordinate with the SCAQMD and [Mojave Desert Air Quality Management District (MDAQMD)] to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.

AQ 2.1: The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible.

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.

AQ 2.3: Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.



AQ 3.1: Allow the market place, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.

AQ 3.3: Encourage large employers and commercial/industrial complexes to create Transportation Management Associations.

AQ 4.1: Require the use of all feasible building materials/methods which reduce emissions.

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.

AQ 4.6: Require stationary air pollution sources to comply with applicable air district rules and control measures.

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.

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.

4.3.3 BASIS FOR DETERMINING SIGNIFICANCE

A. Thresholds of Significance

Section III of Appendix G to the CEQA Guidelines addresses typical adverse effects to air quality, and includes the following threshold questions to evaluate a project's impacts due to air quality emissions (OPR, 2018a):

- Would the project conflict with or obstruct implementation of the applicable air quality plan?
- Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- Would the project expose sensitive receptors to substantial pollutant concentrations?
- Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section III of Appendix G to the CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact due to air quality emissions if construction and/or operation of the Project would:

- a. *Conflict with or obstruct implementation of the applicable air quality plan;*
- b. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;*



- c. *Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations; or*
- d. *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.*

The significance thresholds set forth in Riverside County’s Environmental Assessment Checklist were used to evaluate the significance of the proposed Project’s impacts due to air quality emissions. Riverside County also has chosen to apply SCAQMD significance thresholds, as presented in SCAQMD’s CEQA Air Quality Significance Thresholds (April 2019), to evaluate the Project’s air quality impacts against the above thresholds.

Accordingly, Threshold a., which addresses Section III.a of Appendix G to the State CEQA Guidelines, evaluates whether the proposed Project would conflict with SCAQMD’s 2022 AQMP, which addresses State and federal requirements under the CAA. A conflict with the AQMP standards and requirements would inhibit the SCAQMD’s ability to achieve State and federal standards for air quality.

Threshold b. addresses Section III.b of Appendix G to the CEQA Guidelines, and emissions generated by a development project would be significant under Threshold b. if emissions are projected to exceed the Regional Thresholds established by the SCAQMD for criteria pollutants.

Threshold c. addresses Section III.c of Appendix G to the State CEQA Guidelines. Under this threshold, impacts would be potentially significant if emissions are projected to exceed the LSTs established by the State of California and the SCAQMD for criteria pollutants, if the Project would cause or contribute to CO “Hot Spots,” or if the Project were to result in cancer or health hazard impacts that exceed the SCAQMD thresholds of significance.

Threshold d. evaluates Section III.d of Appendix G of the State CEQA Guidelines. SCAQMD Rule 402 (“Nuisance”) and California Health & Safety Code, Division 26, Part 4, Chapter 3, Section 41700 prohibit the emission of any material which causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of the public, including odors. The potential to violate Rule 402 or § 41700 is used herein as a basis to consider a project’s odors or other emissions to be significant and require feasible mitigation measures.

B. Regional Thresholds

The SCAQMD has developed regional significance thresholds for other regulated pollutants, as summarized in Table 4.3-4, *Maximum Daily Regional Emissions Thresholds*. The SCAQMD’s CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively-considerable significant air quality impact. (Urban Crossroads, 2023a, p. 37)



Table 4.3-4 Maximum Daily Regional Emissions Thresholds

Pollutant	Regional Construction Threshold	Regional Operational Thresholds
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

lbs/day = Pounds Per Day
(Urban Crossroads, 2023a, Table 3-1)

C. Localized Thresholds

1. Localized Thresholds for Construction Activity

As described in further detail in Subsection 3.6 of the Project’s AQIA Technical Reports (*Technical Appendices B1 through B4*), approximately 3.5 acres can be disturbed per day during Project site preparation and approximately 4.0 acres can be disturbed per day during grading activities at each of the Project’s four Plot Plan sites. For the overall Project, and in order to provide a “worst case” analysis of the Project’s air quality impacts, the analysis herein assumes that grading activities on the Buildings 13 and Building 14A/14B sites would occur at the same time that site preparation activities are occurring on the Building 17 and Building 18 sites. Thus, the analysis assumes a maximum of 7.0 acres can be disturbed per day during simultaneous site preparation activities at the Building 17 and Building 18 sites, and that a maximum of 8.0 acres can be disturbed per day during grading activities at the Building 13 and Buildings 14A/14B sites, with the site preparation and grading activities all occurring at the same time. This analysis relies on the SCAQMD’s screening look-up tables to determine impacts. It should be noted that since the look-up tables identify thresholds at only 1 acre, 2 acres, and 5 acres. In order to determine localized significance thresholds for the estimated 4.0 acres that would be disturbed per day at each of the Project’s four Plot Plan sites, linear regression was utilized. For the analysis of the Project overall, the 5-acre LST look-up tables have been 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 all four of the Project’s Plot Plans would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site construction 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 construction activities are used as a screening tool to determine if further detailed analysis is required, as summarized in Table 4.3-5, *Maximum Daily Localized Emissions Thresholds*. (Urban Crossroads, 2023a, p. 46; Urban Crossroads, 2023b, p. 46; Urban Crossroads, 2023c, p. 47; Urban Crossroads, 2023h, p. 47; Urban Crossroads, 2023q, p. 22)



Table 4.3-5 Maximum Daily Localized Emissions Thresholds

Activity	CO		NO _x	PM ₁₀	PM _{2.5}
	Averaging Time				
	1 Hour	8 Hour	1 Hour	24 Hours	24 Hours
Site Preparation/Grading	20	9	0.18	10.4	10.4
Long-Term Operations	20	9	0.18	2.5	2.5

Notes: PM₁₀ and PM_{2.5} concentrations are expressed in micrograms per cubic meter (µg/m³). All others are expressed in parts per million (ppm).

(Urban Crossroads, 2023a, Table 3-10; Urban Crossroads, 2023b, Table 3-10; Urban Crossroads, 2023c, Table 3-10; Urban Crossroads, 2023d, Table 3-10)

2. Localized Thresholds for Project Operations

As noted previously, 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, as summarized in Table 4.3-5. Refer to Subsection 3.6 of the Project’s AQIA Technical Reports (*Technical Appendices B1 through B4*) for a detailed description of the methodology used to evaluate the Project’s localized air quality impacts.

3. Localized Thresholds for CO Emissions

Based on the SCAQMD’s CEQA Air Quality Handbook (1993), a project’s localized CO emissions impacts would be significant if they exceed the following California standards for localized CO concentrations (Urban Crossroads, 2023a, p. 51):

- 1-hour CO standard of 20.0 ppm
- 8-hour CO standard of 9.0 ppm

D. Toxic Air Contaminant Thresholds

The SCAQMD regulates levels of air toxics through a permitting process that covers both construction and operation. The SCAQMD has adopted Rule 1401 for both new and modified sources that use materials classified as air toxics. The SCAQMD CEQA Guidelines for permit processing consider the following types of projects significant:



- Any project involving the emission of a carcinogenic or toxic air contaminant identified in SCAQMD Rule 1401 that exceeds the maximum individual cancer risk of 10 in one million if the project is constructed with best available control strategy for toxics (T-BACT) using the procedures in SCAQMD Rule 1401.
- Any project that could accidentally release an acutely hazardous material or routinely release a toxic air contaminant posing an acute health hazard above an acute or chronic hazard index of 1.0.

E. Methodology

1. California Emissions Estimator Model (CalEEMod)

Land uses such as the Project affect air quality through construction-source and operational-source emissions. In May 2022 the California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released the latest version of CalEEMod version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}) and GHG emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in Appendices 4.1 through 4.3 of the Project's AQIA Technical Reports (*Technical Appendices B1 through B4*). (Urban Crossroads, 2023a, p. 38)

2. Emission Factors Model (EMFAC)

Vehicular emissions were calculated using emission factors generated with the 2021 version of the Emission Factor model (EMFAC) developed by the CARB. EMFAC2021 is a mathematical model that CARB developed to calculate emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. The most recent version of this model, EMFAC2021, incorporates regional motor vehicle data, information and estimates regarding the distribution of VMT by speed and number of starts per day. The Project's AQIAs utilize summer and winter emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. (Urban Crossroads, 2023e, p. 14)

3. Construction Emissions

Refer to Subsection 3.4 of the Project's AQIA Technical Reports (*Technical Appendices B1 through B4*) for a discussion of construction activities, construction duration, and construction equipment assumed as inputs in the analysis of the Project's construction-related air quality impacts. The Project's anticipated construction schedule was previously summarized in EIR Table 3-2, while the construction equipment anticipated during construction of each of the Project's proposed Plot Plans was previously summarized in EIR Table 3-3. As noted in EIR subsection 3.6.1, it is assumed that construction activities for Buildings 13 and 14 would overlap, and it is assumed that construction activities for Buildings 17 and 18 also would overlap.



4. Operational Emissions

Refer to Subsection 3.5 of the P Project's AQIA Technical Reports (*Technical Appendices B1 through B4*) for a discussion of operational emissions sources, mobile-source emission sources, and on-site equipment-related sources that were assumed as inputs in the analysis of the Project's operational-related air quality impacts.

5. Modeling Inputs for Mobile Source Health Risk Assessment

The Project's HRA Technical Reports (*Technical Appendices B5 through B8 and B10*) were prepared based on SCAQMD guidelines to produce conservative estimates of risk posed by Project-related DPM emissions. Refer to Subsections 2.2 through 2.6 of the Project's HRAs for a discussion of methodology used to evaluate on- and off-site Project-related truck activity, exposure quantification, carcinogenic chemical risks, and non-carcinogenic exposures.

4.3.4 IMPACT ANALYSIS

Threshold a.: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards. (Urban Crossroads, 2023q, p. 31)

Currently, these State and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In December 2022, the SCAQMD released the Final 2022 AQMP (2022 AQMP). The 2022 AQMP continues to evaluate current 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. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The Project's consistency with the AQMP will be determined using the 2022 AQMP as discussed below. (Urban Crossroads, 2023q, pp. 31-32)



Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the 1993 CEQA Handbook. These indicators are discussed below: (Urban Crossroads, 2023q, p. 32)

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

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if Regional Thresholds or LSTs were exceeded.

Construction Impacts – Consistency Criterion No. 1

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if LSTs or regional significance thresholds were exceeded. As indicated under the discussion and analysis of Thresholds b. and c., while construction of each of the Project's Plot Plans separately would not exceed any of the LSTs or regional significant thresholds, simultaneous construction activities, including simultaneous grading of the Building 13 and Buildings 14A/14B site at the same time as simultaneous site preparation activities at the Building 17 and Building 18 sites, would exceed the SCAQMD regional thresholds for VOCs and NO_x. As such, simultaneous grading of the Building 13 and Buildings 14A/14B sites at the same time as simultaneous site preparation activities at the Building 17 and Building 18 sites would conflict with the AQMP according to this criterion. This represents a significant impact associated with full Project buildout, in the event that simultaneous grading activities at the Building 13 and Buildings 14A/14B sites occur at the same time as simultaneous site preparation activities at the Building 17 and Building 18 sites per the Project Applicant's forecasted construction schedule. (Urban Crossroads, 2023q, p. 32)

Operational Impacts – Consistency Criterion No. 1

As indicated under the discussion and analysis of Thresholds b. and c., the operational emissions associated with each of the Project's Plot Plans would not exceed the applicable Regional Thresholds or LST thresholds for operational activity, even when considering simultaneous operation of all five of the Project's proposed warehouse buildings. Therefore, the Project would not conflict with the AQMP according to this criterion. (Urban Crossroads, 2023q, p. 32)

Conclusion – Consistency Criterion No. 1

On the basis of the preceding discussion, the Project is determined to be inconsistent with the first criterion in the event that more than two of the Project's Plot Plans are constructed simultaneously. This is evaluated as a significant impact for which mitigation would be required. (Urban Crossroads, 2023a, p. 56).

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

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. 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. (Urban Crossroads, 2023q, p. 32)

Construction Impacts – Consistency Criterion No. 2

The Project has the potential to exceed the SCAQMD regional thresholds in the event that simultaneous grading of the Building 13 and Buildings 14A/14B sites occur at the same time as simultaneous site preparation activities at the Building 17 and Building 18 sites, based on the Project Applicant’s expected construction schedule. Therefore, prior to mitigation the Project would result in a significant impact due to a conflict with Consistency Criterion No. 2. (Urban Crossroads, 2023q, p. 33)

Operational Impacts – Consistency Criterion No. 2

The Project site is located within an unincorporated portion of Riverside County. The County’s General Plan is divided into 19 area plans, which provide detailed land use and policy direction regarding local issues such as land use, circulation, open space, and other topical areas. Per the General Plan, the Project site is located within the Mead Valley Area Plan and is designated for Light Industrial uses. The General Plan states that the Light Industrial land use designation is intended for industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses at an allowable Floor Area Ratio (FAR) of 0.25-0.60. As previously stated, the Project is proposed to consist of the development of five buildings with a combined total of 1,219,222 s.f. of light industrial building area on approximately 70.37 acres, resulting in an overall FAR of 0.40. Thus, the Project’s proposed land uses are fully consistent with the General Plan land use designations that apply to the Project site. As such, the Project’s long-term operations would be consistent with the assumptions used by the 2022 AQMP. (Urban Crossroads, 2023q, p. 33)

Conclusion – Consistency Criterion No. 2

On the basis of the preceding discussion, the Project is determined to be inconsistent with the second criterion in the event that simultaneous grading of the Building 13 and Buildings 14A/14B sites occur at the same time as simultaneous site preparation activities at the Building 17 and Building 18 sites per the Project Applicant’s projected construction schedule. This is considered a significant impact for which mitigation would be required. (Urban Crossroads, 2023q, p. 33)

AQMP Consistency Conclusion

As indicated in the preceding analysis, although long-term operation of the Project would not result in or cause NAAQS or CAAQS violations, in the event that simultaneous grading of the Building 13 and Buildings 14A/14B sites occur at the same time as simultaneous site preparation activities at the Building 17 and Building 18 sites per the Project Applicant’s expected construction schedule, near-term construction-related emissions would result in NAAQS and CAAQS violations due to regional emissions of VOCs and NO_x. As such, prior to mitigation, the Project would be inconsistent with the AQMP, resulting in a potentially significant impact. (Urban Crossroads, 2023q, p. 33)



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

Construction Emissions

Construction activities associated with the Project would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Construction related emissions are expected from the following construction activities: site preparation, grading, building construction, paving, and architectural coating. Refer to Subsection 3.4 of the Project’s AQIA Technical Reports (*Technical Appendices B1 through B4*) for a description of the modeling inputs used to calculate the Project’s estimated construction-related air pollutant emissions. Provided below is an analysis of potential impacts to air quality during construction of each of the Project’s Plot Plans individually, as well as an analysis of potential construction-related air quality that would result from constructing all four of the Project’s Plot Plans simultaneously per the Project Applicant’s expected construction schedule. (Urban Crossroads, 2023a, p. 38)

Construction Emissions – Building 13 (PPT No. 220008)

The estimated maximum daily construction emissions without mitigation for construction of Building 13 are summarized in Table 4.3-6, *Overall Construction Emissions Summary Without Mitigation (Building 13)*. Detailed construction model outputs are presented in Appendix 3.1 to the Building 13 AQIA (*Technical Appendix B1*). Under the assumed scenarios, emissions resulting from Building 13 construction activities would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. As such, regional construction-related emissions associated with buildout of Building 13 would not 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, and impacts would be less than significant. (Urban Crossroads, 2023a, p. 40)

Table 4.3-6 Overall Construction Emissions Summary Without Mitigation (Building 13)

Year	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2024	1.46	54.20	46.10	0.26	11.60	4.06
2025	51.50	27.20	52.90	0.07	3.22	1.16
Winter						
2024	1.38	18.70	35.80	0.05	2.43	0.80
2025	50.20	20.10	38.00	0.06	2.87	0.96
Maximum Daily Emissions	51.50	54.20	52.90	0.26	11.60	4.06
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

(Urban Crossroads, 2023a, Table 3-5)



Construction Emissions – Buildings 14A/14B (PPT No. 220015)

The estimated maximum daily construction emissions without mitigation for construction of Buildings 14A/14B are summarized in Table 4.3-7, *Overall Construction Emissions Summary Without Mitigation (Buildings 14A/B)*. Detailed construction model outputs are presented in Appendix 3.1 to the Buildings 14A/14B AQIA (*Technical Appendix B2*). Under the assumed scenarios, emissions resulting from Buildings 14A/14B construction activities would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. As such, regional construction-related emissions associated with buildout of Buildings 14A/14B would not 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, and impacts would be less than significant. (Urban Crossroads, 2023b, p. 40)

Table 4.3-7 Overall Construction Emissions Summary Without Mitigation (Buildings 14A/B)

Year	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2024	1.49	30.10	40.30	0.12	6.06	2.87
2025	56.10	27.40	54.10	0.07	3.47	1.22
Winter						
2024	1.45	18.90	36.70	0.06	2.63	0.85
2025	54.90	20.30	39.00	0.06	3.11	1.02
Maximum Daily Emissions	56.10	30.10	54.10	0.12	6.06	2.87
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

(Urban Crossroads, 2023b, Table 3-5)

Construction Emissions – Building 17 (PPT No. 220009)

The estimated maximum daily construction emissions without mitigation for construction of Building 17 are summarized in Table 4.3-8, *Overall Construction Emissions Summary Without Mitigation (Building 17)*. Detailed construction model outputs are presented in Appendix 3.1 to the Building 17 AQIA (*Technical Appendix B3*). Under the assumed scenarios, emissions resulting from Building 17 construction activities would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. As such, regional construction-related emissions associated with buildout of Building 17 would not 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, and impacts would be less than significant. (Urban Crossroads, 2023c, p. 41)

Table 4.3-8 Overall Construction Emissions Summary Without Mitigation (Building 17)

Year	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2024	1.22	18.00	35.90	0.05	2.06	0.71
Winter						
2024	0.77	16.00	31.20	0.05	6.05	2.86
2025	43.10	71.80	49.70	0.36	15.80	5.45
Maximum Daily Emissions	43.10	71.80	49.70	0.36	15.80	5.45
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

(Urban Crossroads, 2023c, Table 3-5)

Construction Emissions – Building 18 (PPT No. 220003)

The estimated maximum daily construction emissions without mitigation for construction of Building 18 are summarized in Table 4.3-9, *Overall Construction Emissions Summary Without Mitigation (Building 18)*. Detailed construction model outputs are presented in Appendix 3.1 to the Building 18 AQIA (*Technical Appendix B4*). Under the assumed scenarios, emissions resulting from Building 18 construction activities would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. As such, regional construction-related emissions associated with buildout of Building 18 would not 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, and impacts would be less than significant. (Urban Crossroads, 2023d, p. 41)

Table 4.3-9 Overall Construction Emissions Summary Without Mitigation (Building 18)

Year	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2024	1.34	18.40	38.10	0.05	2.50	0.82
Winter						
2024	0.77	16.10	31.20	0.05	6.06	2.87
2025	52.00	27.50	49.80	0.08	6.06	2.87
Maximum Daily Emissions	52.00	27.50	49.80	0.08	6.06	2.87
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

(Urban Crossroads, 2023d, Table 3-5)



Construction Emissions – Simultaneous Project Construction Activities

For purposes of analysis, and in order to provide a “worst case” analysis of the Project’s construction-related impacts to air quality, it is assumed that grading of the Building 13 and Buildings 14A/14B site would occur simultaneously with site preparation activities at the Building 17 and Building 18 sites per the Project Applicant’s expected construction schedule. The estimated maximum daily construction emissions without mitigation during overlapping grading on the Building 13 and Buildings 14A/14B sites and overlapping site preparation activities at the Building 17 and Building 18 sites are summarized in Table 4.3-10, *Construction Emissions Summary – Simultaneous Buildout*.

Table 4.3-10 Construction Emissions Summary – Simultaneous Buildout

Year	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2024	2.95	84.3	86.40	0.38	17.66	6.93
2025	110.16	91.00	181.00	0.24	11.25	3.91
Winter						
2024	4.37	69.70	134.90	0.21	17.17	7.38
2025	200.20	139.70	176.50	0.56	27.84	10.30
Maximum Daily Emissions	200.20	139.70	181.00	0.56	27.84	10.30
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	YES	YES	NO	NO	NO	NO

(Urban Crossroads, 2023q, Table 2-5)

The values presented in Table 4.3-10 represent a worst-case scenario in which the highest-emitting construction activities occurring on each building site overlap. As shown, emissions generated by simultaneous grading of the Building 13 and Buildings 14A/14B site at the same time as simultaneous site preparation activities at the Building 17 and Building 18 sites would exceed SCAQMD regional pollutant thresholds for emissions of VOCs and NO_x, resulting in a significant impact prior to mitigation.

Operational Emissions

Operational activities associated with the Project would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Operational emissions are expected from the following primary sources: area source emissions, energy source emissions, mobile source emissions, and on-site cargo handling equipment emissions. Refer to Subsection 3.5 of the Project’s AQIA Technical Reports (*Technical Appendices B1 through B4*) for a description of modeling inputs and assumptions used to calculate the Project’s operational emissions. (Urban Crossroads, 2023a, p. 41)



Operational Emissions – Building 13 (PPT No. 220008)

As previously stated, CalEEMod utilizes summer and winter EMFAC2021 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. The estimated operational-source emissions associated with operation of Building 13 are summarized on Table 4.3-11, *Summary of Peak Operational Emissions – Building 13*. Detailed operation model outputs for the Project are presented in Appendix 3.2 to the Building 13 AQIA (*Technical Appendix B1*). As shown on Table 4.3-11, the daily regional emissions from on-going operation of Building 13 would not exceed the thresholds of significance for emissions of any criteria pollutant. As such, operational-related regional emissions for Building 13 would not 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, and impacts would be less than significant. (Urban Crossroads, 2023a, p. 44)

Table 4.3-11 Summary of Peak Operational Emissions – Building 13

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	1.78	5.62	23.90	0.09	2.51	0.54
Area Source	10.10	0.12	14.00	0.00	0.02	0.02
Total Maximum Daily Emissions	11.88	5.74	37.90	0.09	2.53	0.56
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Mobile Source	1.70	5.94	19.70	0.08	2.51	0.54
Area Source	7.78	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	9.48	5.94	19.70	0.08	2.51	0.54
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

(Urban Crossroads, 2023a, Table 3-8)

Operational Emissions – Buildings 14A/14B (PPT No. 220015)

The estimated operational-source emissions associated with operation of Buildings 14A/B are summarized on Table 4.3-12, *Summary of Peak Operational Emissions – Buildings 14A/B*. Detailed operation model outputs for the Project are presented in Appendix 3.2 to the Buildings 14A/B AQIA (*Technical Appendix B2*). As shown on Table 4.3-12, the daily regional emissions from on-going operation of Buildings 14A/B would not exceed the thresholds of significance for emissions of any criteria pollutant. As such, operational-related regional emissions for Buildings 14A/B would not 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, and impacts would be less than significant. (Urban Crossroads, 2023b, p. 44)



Table 4.3-12 Summary of Peak Operational Emissions – Buildings 14A/B

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	2.06	14.80	27.30	0.17	4.01	0.99
Area Source	11.10	0.13	15.40	0.00	0.02	0.03
Total Maximum Daily Emissions	13.16	14.93	42.70	0.17	4.03	1.02
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Mobile Source	1.97	15.60	23.00	0.17	4.01	0.99
Area Source	8.53	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	10.50	15.60	23.00	0.17	4.01	0.99
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

(Urban Crossroads, 2023b, Table 3-8)

Operational Emissions – Building 17 (PPT No. 220009)

The estimated operational-source emissions associated with operation of Building 17 are summarized on Table 4.3-13, *Summary of Peak Operational Emissions – Building 17*. Detailed operation model outputs for the Project are presented in Appendix 3.2 to the Building 17 AQIA (*Technical Appendix B3*). As shown on Table 4.3-13, the daily regional emissions from on-going operation of Building 17 would not exceed the thresholds of significance for emissions of any criteria pollutant. As such, operational-related regional emissions for Building 17 would not 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, and impacts would be less than significant. (Urban Crossroads, 2023c, p. 44)

Operational Emissions – Building 18 (PPT No. 220003)

The estimated operational-source emissions associated with operation of Building 18 are summarized on Table 4.3-14, *Summary of Peak Operational Emissions – Building 18*. Detailed operation model outputs for the Project are presented in Appendix 3.2 to the Building 18 AQIA (*Technical Appendix B4*). As shown on Table 4.3-14, the daily regional emissions from on-going operation of Building 18 would not exceed the thresholds of significance for emissions of any criteria pollutant. As such, operational-related regional emissions for Building 18 would not 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, and impacts would be less than significant. (Urban Crossroads, 2023d, p. 44)



Table 4.3-13 Summary of Peak Operational Emissions – Building 17

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	1.48	4.78	19.90	0.07	2.10	0.45
Area Source	8.40	0.10	11.70	0.00	0.02	0.02
Total Maximum Daily Emissions	9.88	4.88	31.60	0.07	2.12	0.47
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Mobile Source	1.42	5.06	16.40	0.07	2.10	0.45
Area Source	6.48	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	7.90	5.06	16.40	0.07	2.10	0.45
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

(Urban Crossroads, 2023c, Table 3-8)

Table 4.3-14 Summary of Peak Operational Emissions – Building 18

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	1.83	5.83	24.60	0.09	2.59	0.56
Area Source	10.40	0.12	14.50	0.00	0.02	0.03
Total Maximum Daily Emissions	12.23	5.95	39.10	0.09	2.61	0.59
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Mobile Source	1.75	6.17	20.30	0.09	2.59	0.56
Area Source	8.02	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	9.77	6.17	20.30	0.09	2.59	0.56
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

(Urban Crossroads, 2023d, Table 3-8)



Operational Emissions – Simultaneous Project Operations

The estimated operational-source emissions associated with operation of all four of the Project’s Plot Plans simultaneously are summarized on Table 4.3-15, *Operational Emissions Summary – Simultaneous Operations*. As shown on Table 4.3-15, the daily regional emissions from simultaneous operation of all four of the Project’s Plot Plans (i.e., Buildings 13, 14A/B, 17, and 18) would not exceed the thresholds of significance for emissions of any criteria pollutant. As such, operational-related regional emissions associated with simultaneous operations of all four of the Project’s Plot Plans would not 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, and impacts would be less than significant. (Urban Crossroads, 2023q, p. 20)

Table 4.3-15 Operational Emissions Summary – Simultaneous Operations

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Building 13	11.88	5.74	37.90	0.09	2.53	0.56
Building 14	13.16	14.93	42.70	0.17	4.03	1.02
Building 17	9.88	4.88	31.60	0.07	2.12	0.47
Building 18	12.23	5.95	39.10	0.09	2.61	0.59
Total Maximum Daily Emissions	47.15	31.50	151.30	0.42	11.29	2.64
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Building 13	9.48	5.94	19.70	0.08	2.51	0.54
Building 14	10.50	15.60	23.00	0.17	4.01	0.99
Building 17	7.90	5.06	16.40	0.07	2.10	0.45
Building 18	9.77	6.17	20.30	0.09	2.59	0.56
Total Maximum Daily Emissions	37.65	32.77	79.40	0.41	11.21	2.54
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

(Urban Crossroads, 2023q, Table 2-9)

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

During construction and operational activities, the Project has the potential to expose nearby sensitive receptors to substantial pollutant concentrations. The following provides an analysis based on the applicable LSTs established by the State of California and SCAQMD, an analysis of the Project’s potential to result in or contribute to CO “hot spots,” and an analysis of the Project’s potential to result in cancer risks and non-cancer health hazards.



A. Localized Significance Thresholds (LSTs) Analysis

Localized Significance Thresholds (LSTs) – Construction

The total acreage that could be disturbed on a daily basis is estimated at 3.5 acres per day for site preparation activities and 4.0 acres per day for grading activities at each of the four Plot Plan sites. Per the Project Applicant’s expected construction schedule, it is anticipated that grading activities at the Building 13 and Buildings 14A/14B sites would occur at the same time, and that site preparation activities at the Building 17 and Building 18 sites would occur at the same time, resulting in a total maximum disturbance area of 15.0 acres during full Project buildout (7.0 acres of disturbance associated with site preparation activities on the Building 17 and Building 18 sites and 8.0 acres of disturbance associated with grading activities at the Building 13 and Buildings 14A/14B sites, for a total of 15.0 acres of simultaneous disturbance). The maximum concentration of pollutants at each of the Project’s Plot Plan sites and for the Project overall were then calculated using dispersion modeling (as discussed in Subsection 3.6 of the Project’s HRAs), and the resulting values were then compared to SCAQMD’s LSTs. (Urban Crossroads, 2023a, p. 46; Urban Crossroads, 2023b, p. 46; Urban Crossroads, 2023c, p. 47; Urban Crossroads, 2023d, p. 47; Urban Crossroads, 2023q, p. 22)

Construction-Source Emissions LST Analysis – Building 13 (PPT No. 220008)

As shown in Table 4.3-16, *Peak Construction Localized Significance Summary – Building 13*, emissions during the peak construction activity at the Building 13 site would not exceed the SCAQMD’s localized significance thresholds at the maximally exposed receptor location. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. As such, the localized impacts during construction activity for the Building 13 site would be less than significant. Outputs from the model runs for construction LSTs are provided in Appendix 3.4 to the Building 13 AQIA (*Technical Appendix B1*). (Urban Crossroads, 2023a, p. 50)

Table 4.3-16 Peak Construction Localized Significance Summary – Building 13

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.04	0.01	1.36E-02	0.62	0.30
Background Concentration ^A	1.6	0.8	0.044		
Total Concentration	1.64	0.81	0.06	0.62	0.30
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	NO	NO

^A Highest concentration from the last three years of available data.

Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.
(Urban Crossroads, 2023a, Table 3-10)



Construction-Source Emissions LST Analysis – Buildings 14A/14B (PPT No. 220015)

As shown in Table 4.3-17, *Peak Construction Localized Significance Summary – Buildings 14A/14B*, emissions during the peak construction activity at the Buildings 14A/B site would not exceed the SCAQMD’s localized significance thresholds at the maximally exposed receptor location. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. As such, the localized impacts during construction activity for the Buildings 14A/B site would be less than significant. Outputs from the model runs for construction LSTs are provided in Appendix 3.4 to the Buildings 14A/B AQIA (*Technical Appendix B2*). (Urban Crossroads, 2023b, p. 50)

Table 4.3-17 Peak Construction Localized Significance Summary – Buildings 14A/14B

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.06	0.02	2.14E-02	2.08	1.00
Background Concentration ^A	1.6	0.8	0.044		
Total Concentration	1.66	0.82	0.07	2.08	1.00
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	NO	NO

^A Highest concentration from the last three years of available data.

Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.

(Urban Crossroads, 2023f, Table 3-10)

Construction-Source Emissions LST Analysis – Building 17 (PPT No. 220009)

As shown in Table 4.3-18, *Peak Construction Localized Significance Summary – Building 17*, emissions during the peak construction activity at the Building 17 site would not exceed the SCAQMD’s localized significance thresholds at the maximally exposed receptor location. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. As such, the localized impacts during construction activity for the Building 17 site would be less than significant. Outputs from the model runs for construction LSTs are provided in Appendix 3.4 to the Building 17 AQIA (*Technical Appendix B3*). (Urban Crossroads, 2023c, p. 50)

Construction-Source Emissions LST Analysis – Building 18 (PPT No. 220003)

As shown in Table 4.3-19, *Peak Construction Localized Significance Summary – Building 18 (Without Mitigation)*, emissions during the peak construction activity at the Building 18 site would not exceed the SCAQMD’s localized significance thresholds at the maximally exposed receptor location. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. As such, the localized impacts during construction activity for the Building 18 site would be less than significant. Outputs from the model runs for construction LSTs are provided in Appendix 3.4 to the Building 18 AQIA (*Technical Appendix B4*). (Urban Crossroads, 2023d, p. 50)



Table 4.3-18 Peak Construction Localized Significance Summary – Building 17

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.05	0.02	1.80E-02	0.94	0.45
Background Concentration ^A	1.6	0.8	0.044		
Total Concentration	1.65	0.82	0.06	0.94	0.45
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	NO	NO

^A Highest concentration from the last three years of available data.

Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.

(Urban Crossroads, 2023c, Table 3-10)

Table 4.3-19 Peak Construction Localized Significance Summary – Building 18 (Without Mitigation)

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.06	0.04	2.08E-02	3.51	1.69
Background Concentration ^A	1.6	0.8	0.044		
Total Concentration	1.66	0.84	0.06	3.51	1.69
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	NO	NO

^A Highest concentration from the last three years of available data.

Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.

(Urban Crossroads, 2023d, Table 3-10)

Construction-Source Emissions LST Analysis – Simultaneous Construction Activities

An LST analysis also was conducted for simultaneous construction activities, which considers potential LST impacts associated with simultaneous grading activities at the Building 13 and Buildings 14A/14B sites, which would occur at the same time as simultaneous site preparation activities at the Building 17 and Building 18 sites, resulting in a total of 15.0 acres of simultaneous disturbance (8.0 acres of disturbance from grading at the Building 13 and Buildings 14A/14B sites, and 7.0 acres of disturbance from site preparation activities at the Building 17 and Building 18 sites, for a total of 15.0 acres of simultaneous disturbance). As shown in Table 4.3-20, *Peak Construction Localized Significance Summary – Simultaneous Construction Activities*, the peak construction activity would not exceed the SCAQMD’s localized significance thresholds at the maximally exposed receptor locations. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. As such, the localized impacts during simultaneous grading



activities for the Buildings 13 and 14A/14B sites overlapping with simultaneous site preparation activities at the Buildings 17 and 18 sites would be less than significant. (Urban Crossroads, 2023q, p. 4)

Table 4.3-20 Peak Construction Localized Significance Summary – Simultaneous Construction Activities

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.08	0.04	2.58E-02	3.86	1.86
Background Concentration ^A	1.6	0.8	0.044		
Total Concentration	1.68	0.84	0.07	3.86	1.86
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	NO	NO

^AHighest concentration from the last three years of available data.

Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.

(Urban Crossroads, 2023q, Table 2-12)

Localized Significance Thresholds (LSTs) – Operations

The LST analysis generally includes on-site sources (area, energy, mobile, and on-site cargo handling equipment). However, it should be noted that the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. As such, to establish a maximum potential impact scenario for analytic purposes, the modeled emissions include all on-site Project-related stationary (area) sources and on-site Project-related mobile emissions. In order to account for on-site mobile emissions, a trip length of 0.7-mile was utilized for both trucks and passenger cars at each of the Project’s four Plot Plan sites. (Urban Crossroads, 2023a, p. 50)

Operational-Source Emissions LST Analysis – Building 13 (PPT No. 220008)

Emissions during peak operational activity at the Building 13 site would not exceed the SCAQMD’s localized significance thresholds at the maximally impacted receptor location, as illustrated on Table 4.3-21, *Localized Significance Summary Peak Operations – Building 13*. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact due to operations on the Building 13 site. As such, the localized impacts during operational activity at the Building 13 site would be less than significant. Outputs from the model runs for operational LSTs for Building 13 are provided in Appendix 3.4 to the Building 13 AQIA (*Technical Appendix B1*). (Urban Crossroads, 2023a, p. 50)



Table 4.3-21 Localized Significance Summary Peak Operations – Building 13

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	6.68E-03	3.42E-03	2.80E-04	0.01	0.00
Background Concentration ^A	1.6	0.8	0.044		
Total Concentration	1.61	0.80	0.04	0.01	0.00
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

^A Highest concentration from the last three years of available data.

Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.

(Urban Crossroads, 2023a, Table 3-11)

Operational-Source Emissions LST Analysis – Buildings 14A/14B (PPT No. 220015)

Emissions during peak operational activity at the Buildings 14A/14B site would not exceed the SCAQMD’s localized significance thresholds at the maximally impacted receptor location, as illustrated on Table 4.3-22, *Localized Significance Summary Peak Operations – Buildings 14A/14B*. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact due to operations on the Buildings 14A/14B site. As such, the localized impacts during operational activity at the Buildings 14A/14B site would be less than significant. Outputs from the model runs for operational LSTs for Buildings 14A/14B are provided in Appendix 3.4 to the Buildings 14A/14B AQIA (*Technical Appendix B2*). (Urban Crossroads, 2023b, p. 50)

Table 4.3-22 Localized Significance Summary Peak Operations – Buildings 14A/14B

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	1.18E-02	5.38E-03	1.04E-03	0.04	0.02
Background Concentration ^A	1.6	0.8	0.044		
Total Concentration	1.61	0.81	0.05	0.04	0.02
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

^A Highest concentration from the last three years of available data.

Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.

(Urban Crossroads, 2023b, Table 3-11)



Operational-Source Emissions LST Analysis – Building 17 (PPT No. 220009)

Emissions during peak operational activity at the Building 17 site would not exceed the SCAQMD’s localized significance thresholds at the maximally impacted receptor location, as illustrated on Table 4.3-23, *Localized Significance Summary Peak Operations – Building 17*. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact due to operations on the Building 17 site. As such, the localized impacts during operational activity at the Building 17 site would be less than significant. Outputs from the model runs for operational LSTs for Building 17 are provided in Appendix 3.4 to the Building 17 AQIA (*Technical Appendix B3*). (Urban Crossroads, 2023c, p. 51)

Table 4.3-23 Localized Significance Summary Peak Operations – Building 17

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	7.19E-03	4.03E-03	2.99E-04	1.03E-02	4.55E-03
Background Concentration ^A	1.6	0.8	0.044		
Total Concentration	1.61	0.80	0.04	0.01	0.00
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

^A Highest concentration from the last three years of available data.
Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.
(Urban Crossroads, 2023c, Table 3-11)

Operational-Source Emissions LST Analysis – Building 18 (PPT No. 220003)

Emissions during peak operational activity at the Building 18 site would not exceed the SCAQMD’s localized significance thresholds at the maximally impacted receptor location, as illustrated on Table 4.3-24, *Localized Significance Summary Peak Operations – Building 18*. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact due to operations on the Building 18 site. As such, the localized impacts during operational activity at the Building 18 site would be less than significant. Outputs from the model runs for operational LSTs for Building 18 are provided in Appendix 3.4 to the Building 18 AQIA (*Technical Appendix B4*). (Urban Crossroads, 2023d, p. 51)

Operational-Source Emissions LST Analysis – Simultaneous Operational Activities

Emissions during peak simultaneous operational activity at all four of the Project’s Plot Plan sites would not exceed the SCAQMD’s localized significance thresholds at the maximally impacted receptor location, as illustrated on Table 4.3-25, *Localized Significance Summary Peak Operations – Simultaneous Operational Activities*. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact due to operations on the overall Project site. As such, the localized impacts during simultaneous operational activity at each of the Project’s four Plot Plan sites would be less than significant. (Urban Crossroads, 2023q, p. 5)



Table 4.3-24 Localized Significance Summary Peak Operations – Building 18

Peak Construction	CO	NO ₂	PM ₁₀	PM _{2.5}	
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	1.83E-02	9.95E-03	7.66E-04	0.06	0.02
Background Concentration ^A	1.6	0.8	0.044		
Total Concentration	1.62	0.81	0.04	0.06	0.02
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

^A Highest concentration from the last three years of available data.

Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.
(Urban Crossroads, 2023d, Table 3-11)

Table 4.3-25 Localized Significance Summary Peak Operations – Simultaneous Operational Activities

Peak Construction	CO	NO ₂	PM ₁₀	PM _{2.5}	
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	1.88E-02	1.18E-02	1.07E-03	0.07	0.03
Background Concentration ^A	1.6	0.8	0.044		
Total Concentration	1.62	0.81	0.05	0.07	0.03
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

^A Highest concentration from the last three years of available data.

Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.
(Urban Crossroads, 2023q, Table 2-13)

B. Carbon Monoxide "Hot Spots"

An adverse CO concentration, known as a “hot spot,” would occur if an exceedance of the State one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. It has long been recognized that CO 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 SCAB is now designated as attainment, as previously noted in Table 4.3-2. (Urban Crossroads, 2023a, p. 51)



To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO “hot spot” analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards, as shown on Table 3-12 of the Building 13 AQIA (*Technical Appendix B1*). (Urban Crossroads, 2023a, p. 51)

Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 8.4 ppm 8-hr CO concentration measured at the Long Beach Boulevard and Imperial Highway intersection (highest CO generating intersection within the “hot spot” analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. In contrast, an adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. (Urban Crossroads, 2023a, p. 52)

The ambient 1-hr and 8-hr CO concentration within the Project study area is estimated to be 0.9 ppm and 0.7 ppm, respectively (data from Elsinore Valley station for 2020). Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO “hot spot” at any study area intersections. (Urban Crossroads, 2023a, p. 52)

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph) – or 24,000 vph where vertical and/or horizontal air does not mix – in order to generate a significant CO impact. Traffic volumes generating the CO concentrations for the “hot spot” analysis are shown on Table 3-13 of the Building 13 AQIA (*Technical Appendix B1*). The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vph and AM/PM traffic volumes of 8,062 vph and 7,719 vph respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4 = 18.4 ppm) still would not likely exceed the most stringent 1-hour CO standard (20.0 ppm). (Urban Crossroads, 2023a, p. 52)

As summarized in Table 4.3-26, *Project Area Peak Hour Traffic Volumes*, the intersection of Interstate 215 (I-215) Northbound (NB) Ramps and Ramona Expressway would have the highest AM and PM traffic volumes of 6,411 vph and 7,334 vph, respectively, with buildout of all four of the Project’s Plot Plan sites. As such, total traffic volumes at the intersections considered are less than the traffic volumes identified in the 2003 AQMP. As such, the Project along with background and cumulative development would not produce the volume of traffic required to generate a CO “hot spot” either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO “hot spots” are not



an environmental impact of concern for the Project. Localized air quality impacts related to CO “hot spots” would therefore be less than significant. (Urban Crossroads, 2023q, p. 31)

Table 4.3-26 Project Area 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 NB Ramps/ Harley Knox Boulevard	314/299	0/0	1,552/1,390	1,803/1,812	3,668/3,501
Harvill Avenue/Cajalco Expressway	1,000/1,178	688/1,373	1,169/1,602	2,423/1,657	5,280/5,809
I-215 SB Ramps/Ramona Expressway	0/0	2,234/2,240	1,155/2,428	2,191/1,882	5,581/6,550
I-215 NB Ramps/Ramona Expressway	1,488/1,041	0/0	2,245/3,422	2,678/2,871	6,411/7,334

(Urban Crossroads, 2023q, Table 2-16)

C. Project-Related DPM Source Cancer and Non-Cancer Risks

Project-specific Health Risk Assessments (HRAs) were prepared for each of the Project’s Plot Plan sites (*Technical Appendices B5 through B8*), while the Overall Project HRA (*Technical Appendix B10*) includes a HRA for construction and operation of the Project as a whole. The Project’s HRA analyses are based on SCAQMD guidelines to produce conservative estimates of risk posed by exposure to DPM. Refer to Section 2 of the Project’s HRAs for a discussion of the recommended methodology, emissions estimation, exposure quantification, carcinogenic chemical risk, and non-carcinogenic exposure used as inputs to the analysis. Nearby sensitive receptors evaluated as part of the HRAs are described above in subsection 4.3.1.I and are depicted on Figure 4.3-10. Provided below is a summary of the results of the HRAs for the Maximally Exposed Individual Receptor (MEIR) and Maximally Exposed Individual Worker (MEIW), and Maximally Exposed Individual School Child (MEISC). The construction analysis below focuses on health risk impacts associated with grading activities occurring simultaneously on the Building 13 and Buildings 14A/14B sites, which would overlap with site preparation activities occurring at the Building 17 and Building 18 sites, while the operational analysis includes an analysis of simultaneous operations at all four of the Project’s four Plot Plan sites. Refer to the individual HRAs prepared for each of the Project’s Plot Plan sites (*Technical Appendices B5 through B8*) for a discussion and analysis of potential cancer and non-cancer health risks associated with construction and operation of each of the Project’s Plot Plans individually, and refer to the Overall HRA (*Technical Appendix B19*) for a discussion and analysis of potential cancer and non-cancer health risks associated with construction and operation of the Project as a whole. (Urban Crossroads, 2023a, p. 10)

1. Construction Impacts

The land use with the greatest potential exposure to Project construction-source DPM emissions is Location R1 which is located approximately 76 feet north of the Building 18 site at an existing residence located at 22980 Peregrine Way (refer to Figure 4.3-10, previously presented). Since there are no private outdoor living areas (backyards) facing the Project site, receptor R1 is placed at the building façade. At the Maximally Exposed Individual Receptor (MEIR), the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 5.03 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 threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of simultaneous grading activities at the Building 13 and Buildings 14A/14B sites and simultaneous site preparation activities at the Building 17 and Building 18 sites. All other receptors during simultaneous construction activity would experience less risk than what is identified for this location. Accordingly, construction-related health risk impacts would be less than significant. (Urban Crossroads, 2023q, p. 27)

2. Operational Impacts

Residential Exposure Scenario

The residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R1 which is located approximately 76 feet north of the Building 18 site at an existing residence located at 22980 Peregrine Way (refer to Figure 4.3-10, previously presented). Since there are no private outdoor living areas (backyards) facing the Project site, receptor R1 is placed at the building façade. At the MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 1.16 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 significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations than the MEIR analyzed herein, and DPM 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, long-term operation of the overall Project (i.e., Buildings 13, 14A/14B, 17, and 18) would not cause a significant human health or cancer risk to nearby residences, and impacts would be less than significant. (Urban Crossroads, 2023q, pp. 27-28)

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R17, which represents the potential worker receptor located approximately 169 feet south of Building 17. At the MEIW, the maximum incremental cancer risk impact is 0.12 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. (Urban Crossroads, 2023q, p. 28)

School Child Exposure Scenario

The nearest school Location R19, which is located at the Perris Spanish Seventh-Day Adventist Church, located approximately 1,826 feet southwest of Building 13. At the MEISC, the maximum incremental cancer risk impact attributable to the Project is calculated to be 0.02 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated



to be <0.01 , which would not exceed the applicable significance threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to nearby school children, and impacts would be less than significant. (Urban Crossroads, 2023q, p. 28)

3. *Construction and Operational Impacts*

The land use with the greatest potential exposure to Project construction-source and operational-source DPM emissions is Location R1. At the MEIR, the maximum incremental cancer risk attributable to Project construction-source and operational-source DPM emissions is estimated at 5.59 in one million. At this same location, non-cancer risks were estimated to be <0.01 . It should be noted that the cancer risk threshold of 10 in one million and non-cancer hazard index threshold of 1.0 is intended to apply to the construction and operational scenarios on an individual basis rather than to construction and operation combined. As such, these estimates are included in order to provide a conservative evaluation, and it is expected that the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity combined. All other receptors during construction and operational activity would experience less risk than what is identified for this location. Accordingly, Project-related health risk impacts associated with construction and long-term operation of the Project would be less than significant. (Urban Crossroads, 2023q, p. 28)

D. *Community Health*

Most local agencies, including the County of Riverside, 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 above analysis of the Project’s air quality impacts, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project’s construction and long-term operation. (Urban Crossroads, 2023a, p. 56)

Notwithstanding, the Project’s AQIAs do evaluate the proposed Project’s localized impact to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the proposed Project’s on-site emissions to the SCAQMD’s applicable LST thresholds. The LST analysis above determined that the Project would not result in emissions exceeding SCAQMD’s LSTs during construction or long-term operation. 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_x, PM₁₀, and PM_{2.5}. (Urban Crossroads, 2023a, p. 56)

As the Project’s emissions would comply with federal, State, and local air quality standards, the proposed Project’s emissions are not sufficiently high enough to use a regional modeling program to correlate health



effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled. (Urban Crossroads, 2023a, p. 56)

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

Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. (Urban Crossroads, 2023a, pp. 56-57)

Standard construction requirements would minimize odor impacts from construction. The Project would be subject to standard construction requirements, including the use of low-VOC architectural coatings as required by SCAQMD Rule 113, *Table of Standards*; compliance with low sulfur fuel requirements pursuant to SCAQMD Rule 431.2, *Low Sulfur Fuel*; and compliance with SCAQMD Rule 402, *Nuisance*, which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public. Compliance with these standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant. (Urban Crossroads, 2023a, p. 57)

Potential sources of operational odors generated by the Project would include disposal of miscellaneous commercial refuse and the use of diesel equipment. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project operations would not adversely affect a substantial number of people, and Project impacts during long-term operations would be less than significant. (Urban Crossroads, 2023a, p. 57)

4.3.5 CUMULATIVE IMPACT ANALYSIS

With exception of the issue of odors, the cumulative study area for air quality includes Riverside County and the SCAB. The SCAB is designated as a nonattainment area for State standards of O₃, PM₁₀, and PM_{2.5}. The region is also designated as a nonattainment area for federal standards of O₃ and PM_{2.5}. Cumulative growth in population, vehicle use, and industrial activity could inhibit efforts to improve regional air quality and attain ambient air quality standards. Thus, with exception of odors, the setting for this cumulative analysis consists of the SCAB and associated growth and development anticipated in the air basin. For the issue of odors, the cumulative study area includes the Project site and lands in close proximity to the Project site, as odors diminish rapidly with distance from the source.



As discussed under the analysis of Threshold a., although construction and operation of each of the Project's Plot Plans individually would not exceed the SCAQMD regional thresholds for criteria pollutants, and although long-term operations of all four of the Project's Plot Plans simultaneously would not exceed the SCAQMD regional thresholds for any criteria pollutants, Project construction activities would exceed the SCAQMD regional thresholds for VOCs and NO_x if grading activities at the Building 13 and Buildings 14A/14B sites occur at the same time as site preparation activities at the Building 17 and Building 18 sites. This represents a potentially significant impact due to a conflict with the SCAQMD AQMP. As other cumulative developments also have the potential to conflict with the SCAQMD AQMP due to construction-related emissions, the Project's construction-related conflict with the SCAQMD AQMP represents a cumulatively-considerable impact for which mitigation would be required.

As previously shown in Table 4.3-2, the CAAQS designate the Project region as nonattainment for O₃, PM₁₀, and PM_{2.5}, while the NAAQS designates the Project region as nonattainment for O₃ and PM_{2.5}. The SCAQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. In this report the SCAQMD clearly states (Page D-3):

"...[SC]AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is $HI > 1.0$ while the cumulative (facility-wide) is $HI > 3.0$. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts also would not cause a cumulatively-considerable increase in emissions for those pollutants for which the SCAB is nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

A. AQMP Consistency (Threshold a.)

As indicated under the analysis of Threshold a., although long-term operation of the Project would not result in or cause NAAQS or CAAQS violations, in the event that simultaneous grading of the Building 13 and



Buildings 14A/14B sites occur at the same time as simultaneous site preparation activities at the Building 17 and Building 18 sites per the Project Applicant's expected construction schedule, near-term construction-related emissions would result in NAAQS and CAAQS violations due to regional emissions of VOCs and NO_x. As such, prior to mitigation, the Project would be inconsistent with the AQMP, resulting in a potentially significant impact. As other cumulative developments within the region also have the potential to conflict with the AQMP, the Project's potential conflict with the AQMP would be cumulatively considerable prior to mitigation.

B. Regional Criteria Pollutant Emissions (Threshold b.)

As indicated under the analysis of Threshold b., while construction activities at each of the Project's individual Plot Plan sites would not result in emissions exceeding the SCAQMD regional thresholds (as previously shown in Table 4.3-6 through Table 4.3-9), and while simultaneous operations of all four of the Project's Plot Plans would not exceed the SCAQMD regional thresholds for any criteria pollutant (as previously summarized in Table 4.3-15), simultaneous grading activities at the Building 13 and Buildings 14A/14B sites and simultaneous site preparation activities at the Building 17 and Building 18 sites would exceed the SCAQMD regional thresholds for VOCs and NO_x (as previously summarized in Table 4.3-10). As other cumulative developments within the SCAB also have the potential to exceed the SCAQMD regional thresholds during either construction or long-term operation, thereby contributing a net increase of criteria pollutants for which the Project region is non-attainment, the Project's emissions of VOCs and NO_x during simultaneous grading activities at the Building 13 and Buildings 14A/14B sites and simultaneous site preparation activities at the Building 17 and Building 18 sites represents a cumulatively-considerable impact for which mitigation would be required.

C. Localized Air Quality Impacts (Threshold c.)

As indicated under the analysis of Threshold c., and as previously shown in Table 4.3-16 through Table 4.3-25, construction and operational activities associated with the Project, including simultaneous grading activities at the Building 13 and Buildings 14A/14B sites and simultaneous site preparation activities at the Building 17 and Building 18 sites, as well as combined operational activities at each of the Project's four Plot Plan sites, would not exceed any of the SCAQMD LSTs. The analysis also demonstrates that the proposed Project would not result in or contribute to any CO "hot spots." Additionally, construction and operational activities associated with the Project would not expose any nearby sensitive receptors to cancer risks exceeding 10 in one million or non-cancer risks exceeding the applicable threshold of 1.0, even when considering the combined health risk effects associated with both construction and operation. Therefore, the Project would result in less-than-significant cumulatively-considerable impacts due to the exposure of sensitive receptors within one mile of the Project site to substantial pollutant concentrations.

With respect to odors, and as discussed under the analysis of Threshold d., the proposed Project would be required to comply with SCAQMD Rules 113, 402, and 431.2 to prevent occurrences of public nuisances (including odors) during both construction and long-term operation, and would be subject to Riverside County's solid waste regulations. Other developments within the cumulative study area similarly would be required to comply with SCAQMD rules and regulations and the solid waste regulations of the applicable



jurisdictions. Therefore, Project impacts due to other emissions (such as those leading to odors) would be less-than-cumulatively considerable.

4.3.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a.: Significant Direct and Cumulatively-Considerable Impact. Although the Project would not exceed the assumptions in the SCAQMD AQMP based on the years of Project build-out phase, and although the Project's operational emissions would not exceed the SCAQMD regional thresholds, during simultaneous grading activities at the Building 13 and Buildings 14A/14B sites and simultaneous site preparation activities at the Building 17 and Building 18 sites the Project would exceed the SCAQMD regional thresholds for VOCs and NO_x. Therefore, the Project has the potential to conflict with the SCAQMD 2022 AQMP, resulting in a potentially significant direct and cumulatively-considerable impact.

Threshold b.: Significant Direct and Cumulatively-Considerable Impact. Emissions associated with construction activities at each of the Project's four Plot Plan sites individually would not exceed any of the SCAQMD regional thresholds of significance. In addition, emissions associated with long-term operation, including simultaneous operation of all four of the Project's Plot Plans, would not exceed any of the SCAQMD regional thresholds of significance. However, during simultaneous grading activities at the Building 13 and Buildings 14A/14B sites and simultaneous site preparation activities at the Building 17 and Building 18 sites the Project would exceed the SCAQMD regional thresholds for VOCs and NO_x. Thus, prior to mitigation, the Project's simultaneous construction activities would result in a cumulatively considerable net increase of criteria pollutants (i.e., VOCs and NO_x) for which the project region is non-attainment (i.e., ozone) under an applicable federal or State ambient air quality standard. Impacts would be significant on both a direct and cumulatively-considerable basis.

Threshold c.: Less-than-Significant Impact. As indicated in Table 4.3-16 through Table 4.3-25, Project-related construction and long-term operational emissions would not exceed the SCAQMD LSTs for any criteria pollutant. Additionally, the Project considered herein would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. In addition, based on the Project-specific HRAs (*Technical Appendices B1 and B5 through B8*), the Project would not expose the MEIR, MEIW, or MEISC to cancer risks exceeding the SCAQMD significance threshold of 10 in one million or non-cancer health risks exceeding the applicable significance threshold of 1.0. Therefore, the Project would not expose sensitive receptors, which are located within one (1) mile of the Project site, to substantial pollutant concentrations, and impacts would be less than significant.

Threshold d.: Less-than-Significant Impact. The Project does not include land uses typically associated with emitting objectionable odors. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Additionally, it is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with Riverside County's solid waste regulations. The proposed Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances.



Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

4.3.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable Riverside County regulations and design requirements.

- The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust" by implementing the following dust control measures during construction activities, such as earth-moving activities, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, Riverside County shall verify that the following notes are included on the grading plan. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by Riverside County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.
 - All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (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 at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the midmorning, 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 mph or less.
- The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, *Architectural Coatings*, by requiring that all architectural coatings must consist of low VOCs (i.e., VOCs of less than 50 grams per liter [g/L]) unless otherwise specified in the SCAQMD Table of Standards.
- The Project is required to comply with applicable SCAQMD rules for construction activities on the Project site. In addition to the SCAQMD requirements listed above, additional SCAQMD rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 431.2 (Low Sulfur Fuel) and Rule 1186 / 1186.1 (Street Sweepers).
- The Project is required to comply with the provisions of SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.



- High-Cube Cold Storage Warehouse uses shall be prohibited in all of the Project's buildings unless the Project Applicant can demonstrate, through sales/lease agreements or through other means, that 100% of the Transport Refrigeration Units (TRUs) associated with the High-Cube Cold Storage Warehouse uses will consist of zero-emission vehicles (e.g., electric TRUs, hydrogen-powered TRUs, etc.). As a component of the County's future review of implementing building permit applications for tenant improvements, the County shall review the building plans for compliance with this requirement by either ensuring that no refrigerated storage space is accommodated by the plans, or by ensuring that all TRUs will consist of zero-emission vehicles.

Mitigation

- MM 4.3-1 To reduce the Project's emissions of nitrogen oxides (NO_x) during construction, and in the event that the Project Applicant is seeking grading permits resulting in more than 8 acres of simultaneous disturbance (i.e., simultaneous grading of three or more of the Project's Plot Plan sites), Riverside County shall condition the grading permits to include either one of the following requirements:
- a. Option A: Condition grading permits to require that all internal combustion engines/construction equipment operating on the Project site for mass grading operations meet or exceed California Air Resources Board (CARB) certified Tier 4 Final Emissions standards.
 - b. Option B: Condition grading permits to limit the maximum disturbance area, inclusive of all grading permits associated with Plot Plan Nos. 220003, 220008, 220009, and 220015, to a maximum simultaneous disturbance area of 8 acres, not including operations involving the same equipment moving earth materials from one site to another site to achieve earthwork balance.
- MM 4.3-2 In order to reduce the Project's emissions of Volatile Organic Compounds (VOCs) during construction, and in the event that the Project Applicant is seeking building permits that would allow for simultaneous architectural coatings at more than one of the Project's Plot Plan sites (Plot Plan Nos. 220003, 220008, 220009, and 220015), the County shall condition the building permits to require either of the following:
- a. Option A: The County shall condition the Project's building permits to require that all paints, architectural coatings, and maintenance coatings utilize materials that have a VOC content of less than 10 grams per liter (g/L). Specifically, the following requirements shall apply, which also shall be included in the building permit conditions of approval and shall be noted in bid documents issued to prospective construction contractors:
 - To reduce VOC emissions associated with architectural coating, the Project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113.



Construction specifications shall be included in building specifications that ensure these requirements are implemented. The specifications shall be reviewed by the City for compliance with this mitigation measure prior to issuance of the Project's building permit.

- Lids on all paint containers shall be kept closed when not in use to prevent VOC emissions and excessive odors.
 - For water-based paints, contractors shall clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
 - Construction contractors shall use compliant low-VOC cleaning solvents to clean paint application equipment.
 - Construction contractors shall keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.
 - Construction contractors shall use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.
- b. Option B: The County shall require that architectural coatings for each of the Project's proposed buildings shall be phased such that there is no overlap of the architectural coatings phase for each building.

4.3.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Thresholds a and b.: Less-than-Significant Impact with Mitigation Incorporated. As shown in Table 4.3-27, *Overall Construction Emissions Summary – With Mitigation*, implementation of either of the options listed in Mitigation Measures MM 4.3-1 and MM 4.3-2 would reduce the Project's construction-related emissions of VOCs and NO_x to below the SCAQMD regional thresholds of significance, and would therefore ensure that the Project is consistent with the SCAQMD 2022 AQMP. The measures listed under Mitigation Measures MM 4.3-1 and MM 4.3-2 are feasible to implement; thus, with implementation of Mitigation Measures MM 4.3-1 and MM 4.3-2, Project construction-related impacts due to NO_x and VOC emissions would be reduced to below the SCAQMD thresholds of significance for these pollutants.. As shown in Table 4.3-27, with mitigation the Project would not 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, and the Project would not conflict with the SCAQMD 2022 AQMP. Thus, with implementation of the required mitigation, Project construction-related regional emissions impacts would be reduced to less-than-significant levels.



Table 4.3-27 Overall Construction Emissions Summary – With Mitigation

Year	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2024	2.48	53.30	86.40	0.38	17.56	6.81
2025	26.37	29.69	181.00	0.24	10.04	2.76
Winter						
2024	3.55	18.79	134.90	0.21	16.78	7.01
2025	42.97	79.90	176.50	0.56	27.18	9.66
Maximum Daily Emissions	42.97	79.90	181.00	0.56	27.18	9.66
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

(Urban Crossroads, 2023q, Table 2-6)



4.4 BIOLOGICAL RESOURCES

The analysis in this Subsection is based on several site-specific technical studies prepared by Glenn Lukos Associates, Inc. (herein, “GLA”). The first report addresses the Building 13 site, is entitled, “Biological Technical Report for the Majestic Freeway Business Center Project Building 13, Case# PPT 220008” (herein, “Building 13 BTR”), is dated December 20, 2022, and is included as EIR *Technical Appendix C1* (GLA, 2022a). The second report addresses the Buildings 14A/14B site, is entitled, “Biological Technical Report for the Majestic Freeway Business Center Project Building 14, Case# PPT 220015” (herein, “Buildings 14A/14B BTR”), is dated December 20, 2022, and is included as EIR *Technical Appendix C2* (GLA, 2022b). The third report addresses the Building 17 site, is entitled, “Biological Technical Report for the Majestic Freeway Business Center Project Building 17, Case# PPT 220009” (herein, “Building 17 BTR”), is dated December 20, 2022, and is included as EIR *Technical Appendix C3* (GLA, 2022c). The fourth report addresses the Building 18 site, is entitled, “Biological Technical Report for the Majestic Freeway Business Center Project Building 18, Case# PPT 220003” (herein, “Building 18 BTR”), is dated December 20, 2022, and is included as EIR *Technical Appendix C4* (GLA, 2022d). In addition, the analysis in this Subsection is based on a report prepared by GLA entitled, “Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis for Impacts to MSHCP Riparian/Riverine Areas, Majestic Freeway Business Center Project Building 13,” dated May 22, 2023, and included as EIR *Technical Appendix C5* (GLA, 2023). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

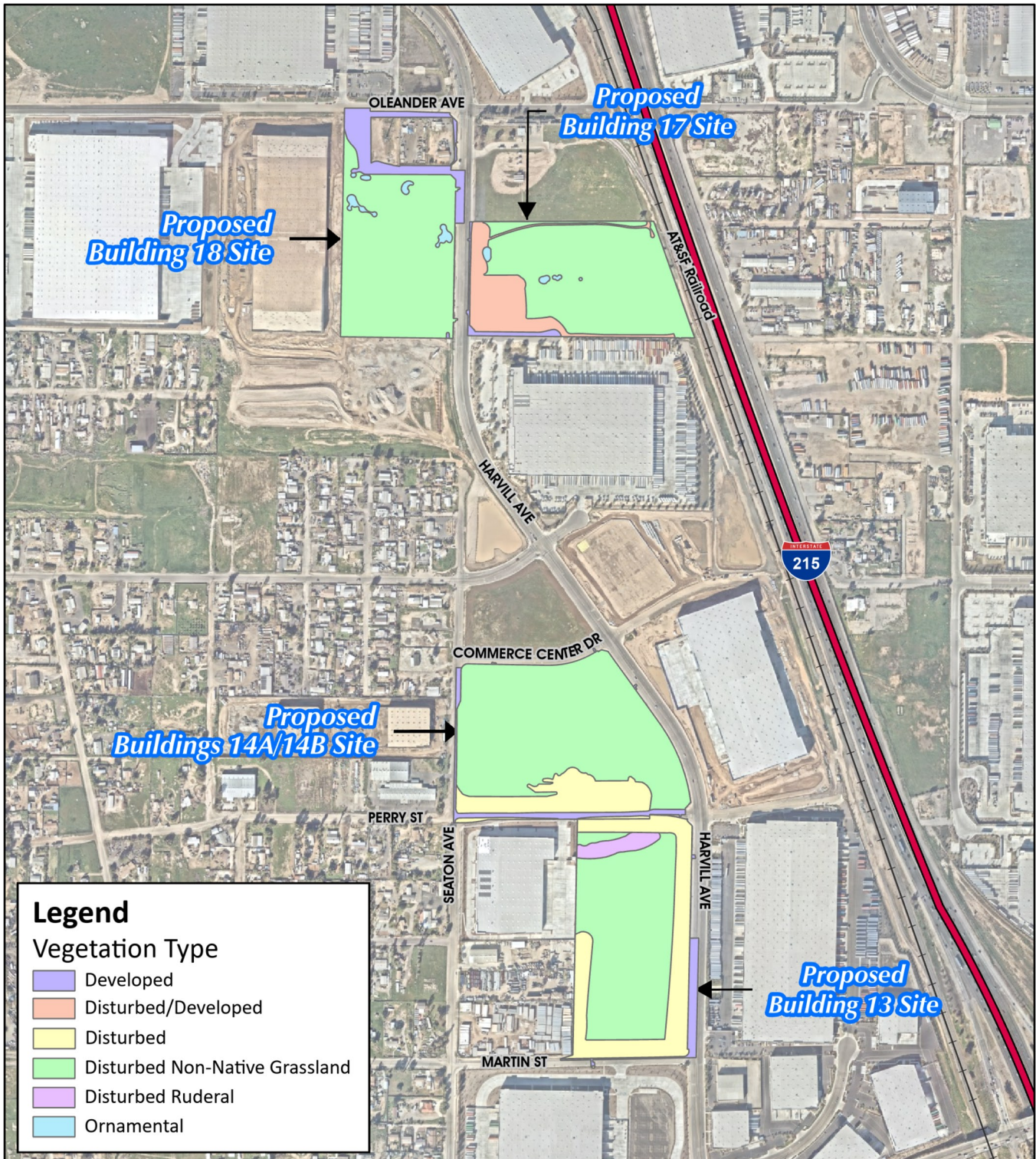
4.4.1 EXISTING CONDITIONS

The analysis in this Subsection focuses on potential biological resources that may be present within the Project’s Study Area, which includes all portions of the 70.37-acre Project site as well as 2.73 acres of off-site areas (herein, “Study Area”), comprising 73.10 total acres. Based on historic aerial photography, the Study Area and environs have been mechanically disturbed regularly since as early as the 1960s. The 73.10-acre Study Area consists of vacant land that supports disturbed non-native grassland and other disturbed areas. A majority of the perimeters of each portion of the Project site are mowed and/or disked on a regular basis for weed abatement and fire protection.

A. Vegetation Mapping

The Study Area supports the following vegetation/land cover types: developed; disturbed/developed; disturbed; disturbed non-native grassland; disturbed ruderal; and ornamentals, as depicted on Figure 4.4-1, *Vegetation Map*, and as summarized in Table 4.4-1, *Summary of Study Area Vegetation/Land Use Types*. Descriptions of each vegetation type are provided below. Photographs depicting the Study Area are shown on Exhibit 6 of each of the Project’s BTRs.

- **Developed.** The Study Area contains 4.77 acres (3.40 acres on site and 1.37 acres off site) of developed lands. These areas are composed of existing sidewalks and roads, as well as highly disturbed, unvegetated areas in the northern portion of the Building 18 site.



Source(s): ESRI, NearMap Imagery (May 2023), RCTLMA (2022), Glenn Lukos Associates (12-21-2022)

Figure 4.4-1



Vegetation Map



Table 4.4-1 Summary of Study Area Vegetation/Land Use Types

Vegetation/Land Use Type	On-Site	Off-Site	Total
Developed	3.40	1.37	4.77
Disturbed/Developed	3.45	0.00	3.46
Disturbed	9.40	0.68	10.08
Disturbed Non-Native Grassland	52.79	0.67	53.46
Disturbed Ruderal	0.83	0.00	0.83
Ornamentals	0.49	0.00	0.49
Totals:	70.37	2.72	73.10

Note: Totals reflect rounding errors.

(GLA, 2022a; GLA, 2022b; GLA, 2022c; GLA, 2022d, Tables 4-1 and 4-2)

- Disturbed/Developed.** The Study Area contains 3.46 acres of disturbed/developed lands. These areas consist of vehicular areas with evidence of prior development (such as old foundations), and some areas that support little to no vegetation. Vegetation within these areas includes California burclover (*Medicago polymorpha*), cheeseweed (*Malva parviflora*), coastal heron’s bill (*Erodium cicutarium*), common cryptanth (*Cryptantha intermedia*), fiddleneck (*Amsinckia menziesii*), London rocket (*Sisymbrium irio*), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), spring vetch (*Vicia sativa*), stinknet (*Oncosiphon piluliferum*), summer mustard (*Hirschfeldia incana*), tree tobacco (*Nicotiana glauca*), white horehound (*Marrubium vulgare*), and wild radish (*Raphanus sativus*).
- Disturbed.** The Study Area contains 10.08 acres (9.40 acres onsite, 0.68-acre offsite) of disturbed lands. These areas have been graded and disked and have minimal vegetative cover. At the time surveys were conducted, portions of Perry Street were being graded as part of ongoing development by the adjacent landowner.
- Disturbed Non-Native Grassland.** The majority of Study Area consists of 53.46 acres of disturbed non-native grassland that were previously agricultural areas. These areas are routinely disked for weed abatement. Dominant plant species observed included common Mediterranean grass (*Schismus barbatus*), fiddleneck (*Amsinckia menziesii*), foxtail barley (*Hordeum murinum*), red brome (*Bromus madritensis* ssp. *rubens*), ripgut brome (*Bromus diandrus*), slim oat (*Avena barbata*), stinknet (*Oncosiphon piluliferum*), slender wild oat (*Avena barbata*), red-stemmed filaree (*Erodium cicutarium*), fascicled tarweed (*Deinandra fasciculata*), and summer mustard (*Hirschfeldia incana*). Other species present in these areas included California burclover (*Medicago polymorpha*), cheeseweed (*Malva parviflora*), coastal heron’s bill (*Erodium cicutarium*), common cryptanth (*Cryptantha intermedia*), London rocket (*Sisymbrium irio*), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), spring vetch (*Vicia sativa*), white horehound (*Marrubium vulgare*), wild radish (*Raphanus sativus*), tree of heaven (*Ailanthus altissima*), California buckwheat (*Eriogonum fasciculatum*), summer mustard (*Hirschfeldia incana*), and common fiddleneck (*Amsinckia menziesii* var. *intermedia*).
- Disturbed Ruderal.** The Study Area contains 0.83-acre of disturbed/ruderal lands. These areas are associated with an ephemeral drainage (Drainage A). Dominant plant species observed include



common vetch (*Vicia sativa*), silverleaf nightshade (*Solanum elaeagnifolium*), fascicled tarweed, and common sunflower (*Helianthus annuus*).

- **Ornamentals.** The Study Area supports 0.49-acre of ornamental vegetation. These areas are composed of a stand of blue gum (*Eucalyptus globulus*) trees and a stand of tree of heaven (*Ailanthus altissima*). Ornamental vegetation on site is located in the central and western portions of the Building 17 site, and the central and northeastern portions of the Building 18 site.

B. Special Status Vegetation Communities

The California Natural Diversity Database (CNDDDB) identifies the following seven special-status vegetation communities for the Steele Peak and surrounding quadrangle maps: Canyon Live Oak Ravine Forest, Southern California Arroyo Chub/Santa Ana Sucker Stream, Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Riparian Forest, Southern Sycamore Alder Riparian Woodland, and Southern Willow Scrub. The Study Area does not contain any special-status vegetation types, including those identified by the CNDDDB.

C. Special-Status Plants

One special-status plant was detected within the Study Area, smooth tarplant (*Centromadia pungens* ssp. *laevis*), which was identified on the Building 13 site. However, the Study Area is not within the Criteria Area Plant Species Survey Area (CAPSSA) and therefore is not in a Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) survey area for smooth tarplant. The Study Area also is not located within a MSHCP smooth tarplant criteria cell. Regardless, smooth tarplant is further discussed below. Table 4-3 of the Project's BTRs provides a list of special-status plants evaluated for the Study Area through general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors: 1) species with a California Rare Plant Rank (CRPR) identified by the CNDDDB and California Native Plant Society (CNPS) as occurring (either currently or historically) on or in the vicinity of the Study Area, 2) applicable MSHCP survey areas, and 3) any other special-status plants that are known to occur within the vicinity of the Study Area, or for which potentially suitable habitat occurs within the site.

- **Smooth Tarplant** (*Centromadia pungens* ssp. *laevis*). Smooth tarplant is a member of the sunflower family (*Asteraceae*) that is designated as a CRPR 1B.1 species but is not a State- or federal-listed species. This annual herb is known to occur in chenopod scrub, meadows and seeps, playas, riparian woodland and saline valley and foothill grasslands below 640 meters (2,100 feet) above mean sea level (amsl). Smooth tarplant is known to occur from Riverside, San Bernardino and San Diego Counties and is known to bloom from April through September. Two smooth tarplant individuals were detected during biological surveys conducted on the Building 13 site, although much of the Study Area has the potential to support the species. As noted above, the Study Area is not within the CAPSSA, including for smooth tarplant. As such, there are no MSHCP avoidance or mitigation requirements that pertain to the Study Area for smooth tarplant.



D. Special-Status Animals

No special-status animals were detected at the Study Area. Table 4-3 of the Project's BTRs provides a list of special-status animals evaluated for the Study Area through general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors, including: 1) species identified by the CNDDDB as occurring (either currently or historically) on or in the vicinity of the Study Area, 2) applicable MSHCP survey areas, and 3) any other special-status animals that are known to occur within the vicinity of the Study Area, for which potentially suitable habitat occurs on the site.

1. Special-Status Wildlife Species Not Observed but with a Potential to Occur

The following special-status wildlife species were not observed during biological field studies conducted within the Study Area, but have the potential to occur.

Birds

Loggerhead Shrike

The loggerhead shrike (*Lanius ludovicianus*) is designated as a California Department of Fish and Wildlife (CDFW) Species of Special Concern when nesting and a covered species under the MSHCP without additional survey or conservation requirements. The loggerhead shrike is known to forage over open ground within areas of short vegetation, pastures with fence rows, old orchards, mowed roadsides, cemeteries, golf courses, riparian areas, open woodland, agricultural fields, desert washes, desert scrub, grassland, broken chaparral and beach with scattered shrubs. The Study Area supports approximately 67.83 acres of potential foraging habitat (disturbed/developed, disturbed, disturbed non-native grassland, and disturbed ruderal) but does not support suitable nesting habitat. The loggerhead shrike was not detected during the GLA biological surveys.

Swainson's Hawk

The Swainson's hawk (*Buteo swainsonii*) is listed as Threatened by the State and also is designated as a CDFW Species of Special Concern for nesting. It also is a covered species under the MSHCP without additional survey or conservation requirements. The Swainson's hawk does not breed in western Riverside County but does migrate through as a transient in the spring and fall and may occasionally winter within the area. The Study Area supports approximately 67.83 acres of potential foraging habitat (disturbed/developed, disturbed, disturbed non-native grassland, and disturbed ruderal). The Swainson's hawk was not detected during the biological surveys.

White-tailed Kite

The white-tailed kite (*Elanus leucurus*) is designated as a California Fully Protected Species by CDFW and is a covered species under the MSHCP without additional survey or conservation requirements. As a covered species, the MSHCP allows for the loss of habitat for white-tailed kites; however, the MSHCP does not allow for the direct take of Fully Protected Species, including the white-tailed kite. The white-tailed kite inhabits low elevation, open grasslands, savannah-like habitats, agricultural areas, wetlands, and oak woodlands. Riparian areas adjacent to open areas are used for nesting. Substantial groves of dense, broad-leafed deciduous trees are used for nesting and roosting. The Study Area supports approximately 67.83 acres of potential foraging habitat



(disturbed/developed, disturbed, disturbed non-native grassland, and disturbed ruderal) and does not support suitable nesting habitat. The white-tailed kite was not detected during GLA's biological surveys.

Mammals

Los Angeles Pocket Mouse

The Los Angeles pocket mouse (*Perognathus longimembris brevinasus*) is designated as a CDFW Species of Special Concern and is a covered species under the MSHCP with special survey requirements. However, the Study Area does not occur within a MSHCP mammal survey area. Habitat of the Los Angeles pocket mouse has never been specifically defined, although the subspecies inhabits open ground of fine sandy composition and may utilize these soil types for burrowing. This subspecies may be restricted to lower elevation grassland and coastal sage scrub. Vegetation associations probably are important for the Los Angeles pocket mouse and, like other heteromyid species, it probably prefers sparsely vegetated habitats. However, soil characteristics probably also must be appropriate for a site to support the Los Angeles pocket mouse. Nonetheless, the habitat associated with the Los Angeles pocket mouse include non-native grassland, Riversidean sage scrub, Riversidean alluvial fan sage scrub, chaparral and redshank chaparral. Although the Study Area is disturbed and no burrows or evidence of occupation was detected, the Study Area contains an estimated 57.75 acres of potential habitat for the Los Angeles pocket mouse (disturbed/developed, disturbed ruderal, and disturbed non-native grassland).

Northwestern San Diego Pocket Mouse

The northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*) is designated as a CDFW Species of Special Concern and is a covered species under the MSHCP without additional survey or conservation requirements. The northwestern San Diego pocket mouse inhabits coastal sage scrub, sage scrub/grassland ecotones, and chaparral communities. Although the Study Area is disturbed and no burrows or evidence of occupation was detected, the Study Area contains an estimated 57.75 acres of potential habitat for the northwestern San Diego pocket mouse (disturbed/developed, disturbed ruderal, and disturbed non-native grassland). This species is covered under the MSHCP.

Stephens' Kangaroo Rat

Stephens' kangaroo rat (SKR) (*Dipodomys stephensi*) is a federally Threatened species and a state Threatened species. The SKR has a relatively small geographic range (about 1,108 sq. miles) for a mammal species and is restricted to Riverside County and adjacent northern-central San Diego County, California. The SKR is found almost exclusively in open grasslands or sparse shrublands with cover of less than 50 percent during the summer. The proportion of annual forbs and grasses is believed to be important because SKR avoid dense grasses (for example, non-native bromes [*Bromus* spp.]) and are more likely to inhabit areas where the annual forbs disarticulate in the summer and leave more open areas. Although the Study Area is disturbed and no burrows or evidence of occupation was detected, the Study Area contains an estimated 57.75 acres of potential habitat for the SKR (disturbed/developed, disturbed ruderal, and disturbed non-native grassland). The Study Area is located within the Fee Area Boundary of the SKR Habitat Conservation Plan (HCP). Focused surveys for SKR are not required within the Fee Area, regardless of habitat suitability. Take authorization for SKR is covered through the HCP.



2. *Special-Status Wildlife Species Confirmed Absent Through Focused Surveys at the Project Site*

Burrowing Owl

The burrowing owl (*Athene cunicularia*) is designated as a CDFW Species of Special Concern. The burrowing owl is a covered species not adequately conserved under the MSHCP, which means that projects located within the burrowing owl survey area may have to evaluate avoidance measures if burrowing owls are present. The burrowing owl occurs in shortgrass prairies, grasslands, lowland scrub, agricultural lands (particularly rangelands), prairies, coastal dunes, desert floors, and some artificial, open areas as a year-long resident. They require large open expanses of sparsely vegetated areas on gently rolling or level terrain with an abundance of active small mammal burrows. As a critical habitat feature need, they require the use of rodent or other burrows for roosting and nesting cover. The burrowing owl was not detected in the Study Area during focused burrowing owl surveys conducted by GLA biologists. GLA biologists did not observe burrowing owls, or evidence of burrowing owls (e.g., cast pellets, preened feathers, or whitewash clustered at a burrow). GLA did confirm that a majority of the Study Area (70.12 acres) has the potential to support the burrowing owl, including the entirety of the Study Area for Buildings 13 and 14A/14B (42.07 acres), 15.66 acres of the Study Area for Building 17 (15.66 acres of disturbed/developed, disturbed non-native grassland, and ornamentals), and 12.39 acres of the Study Area for Building 18 (12.39 acres of disturbed non-native grassland).

E. Raptor Use

The Study Area provides suitable foraging and breeding habitat for a number of raptor species, including special-status raptors.

Southern California holds a diversity of birds of prey (raptors), and many of these species are in decline. For most of the declining species, foraging requirements include extensive open, undisturbed, or lightly disturbed areas, especially grasslands. This type of habitat has declined severely in the region, affecting many species, but especially raptors. A few species, such as red-tailed hawk (*Buteo jamaicensis*) and American kestrel (*Falco sparverius*), are somewhat adaptable to low-level human disturbance and can be readily observed adjacent to neighborhoods and other types of development. These species still require appropriate foraging habitat and low levels of disturbance in vicinity of nesting sites.

Many of the raptors that would be expected to forage and nest within Western Riverside County are covered species under the MSHCP, with the MSHCP providing the necessary conservation to offset project impacts to foraging and/or nesting habitats. Some common raptor species (e.g., American kestrel and red-tailed hawk) are not covered by the MSHCP but are expected to be conserved with implementation of the MSHCP due to the parallel habitat needs with those raptors covered under the MSHCP. It is important to understand that the MSHCP does not provide Migratory Bird Treaty Act (MBTA) and Fish and Game Code take for raptors covered under the MSHCP.

The Study Area provides foraging habitat for raptors, including several special-status raptors. During the general biological surveys and focused burrowing owl surveys, GLA did detect raptor species within the Study Area and surrounding properties, including red-tailed hawk (*Buteo jamaicensis*) and Cooper's hawk (*Accipiter*



cooperii), while northern harrier (*Circus hudsonius*) was observed within the Building 18 Study Area. There also is potential for ferruginous hawk, Swainson's hawk, northern harrier, and white-tailed kite to forage in the Study Area. A total of 68.32 acres of undeveloped potential foraging habitat is present for raptors. Although the Study Areas for Buildings 13 and 14A/B do not support potential nesting habitat for raptors, potential nesting habitat for raptors (e.g., mature trees, shrubs) was observed in the Study Areas for Buildings 17 and 18, primarily consisting of ornamental vegetation. One active red-tailed hawk nest was observed within the blue gum trees on the Building 18 site during field surveys. The majority of the Study Area comprises potential foraging habitat for all of these species in the form of insects, spiders, lizards, snakes, small mammals, and other birds. Small mammal burrows were detected, and the Study Area supports some habitat for lizards, snakes, and invertebrates.

F. Nesting Birds

The Study Area contains trees, shrubs, and ground cover that provide suitable habitat for nesting native birds. Mortality of native birds (including eggs) is prohibited under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. Bird diversity within the Study Area is low due to the disturbed nature of the Study Area and proximity to major streets, and residential and commercial buildings.

Common bird species observed on the Study Area included American crow (*Corvus brachyrhynchos*), Anna's hummingbird (*Calypte anna*), Canada goose (*Branta canadensis*), cliff swallow (*Petrochelidon pyrrhonota*), Cooper's hawk, horned lark (*Eremophila alpestris*), house finch (*Haemorhous mexicanus*), lark sparrow (*Chondestes grammacus*), red-tailed hawk, rock pigeon (*Columba livia*), mourning dove (*Zenaida macroura*), savannah sparrow (*Passerculus sandwichensis*), northern harrier, Say's phoebe (*Sayornis saya*), western kingbird (*Tyrannus verticalis*), western meadowlark (*Sturnella neglecta*), northern mockingbird (*Mimus polyglottos*), and white-crowned sparrow (*Zonotrichia leucophrys*).

Birds anticipated to nest within the Study Area are mostly ground-nesting birds associated with disturbed habitats and could potentially include horned lark, mourning dove (*Zenaida macroura*), lark sparrow, and killdeer (*Charadrius vociferus*). One active red-tailed hawk nest was observed within the blue gum trees on the Building 18 site during field surveys; as such, the red-tailed hawk is expected to nest within at least portions of the Study Area.

G. Wildlife Linkages/Corridors and Nursery Sites

Habitat linkages are areas which provide a connection between two or more other habitat areas which are often larger or superior in quality to the linkage. Such linkage sites can be quite small or constricted, but may be vital to the long-term health of connected habitats. Linkage values are often addressed in terms of "gene flow" between populations, with movement taking potentially many generations.

Corridors are similar to linkages but provide specific opportunities for individual animals to disperse or migrate between areas, generally extensive but otherwise partially or wholly separated regions. Adequate cover and tolerably low levels of disturbance are common requirements for corridors. Habitat in corridors may be quite different than that in the connected areas, but if used by the wildlife species of interest, the corridor will still function as desired. Wildlife nurseries are sites where wildlife concentrate for hatching and/or raising young,



such as rookeries, spawning areas, and bat colonies. Nurseries can be important to both special-status species as well as commonly occurring species.

The Study Area has historically and recently been disturbed and is bordered by undeveloped land that is planned for light industrial uses, with an existing residence located to the north of the Building 18 site, and the I-215 and AT&SF rail line to the east of the Project site. The Project would result in improvements to roadways in the area, including Harvill Avenue, Oleander Avenue, Peregrine Way, Perry Stret, Martin Street, and Commerce Center Drive. The Study Area does not occur within an existing or proposed Core, Linkage, or Constrained Linkage as identified by the MSHCP. Although the Study Area may provide for the local movement of wildlife, including small and medium-sized mammals, the Study Area is not part of a significant regional wildlife movement corridor as identified by the MSHCP.

H. Critical Habitat

The Study Area is not located within a United States Fish and Wildlife Service (USFWS) designated Critical Habitat area.

I. Jurisdictional Waters

No jurisdictional waters, including those features that would fall under the jurisdiction of the US Army Corps of Engineers (Corps), CDFW, or Santa Ana Regional Water Quality Control Board (RWQCB), occur within the Study Areas for Buildings 14A/14B, 17, or 18. However, the Study Area for Building 13 does include jurisdictional resources, as discussed below.

1. Corps Jurisdiction

Corps jurisdiction associated with the Study Area for Building 13 is limited to Drainage A and Drainage B. Corps jurisdiction associated with the Study Area totals 0.16 acre (817 linear feet), none of which consists of jurisdictional wetlands. The extent of Corps jurisdiction is depicted on Figure 4.4-2, *Corps/RWQCB Jurisdictional Delineation Map*. The jurisdictional delineation report is included as Appendix C to the Building 13 BTR (EIR *Technical Appendix C1*).

2. RWQCB Jurisdiction

Regional Board jurisdiction within the Building 13 Study Area is equal to Corps jurisdictional waters subject to regulation pursuant to Section 401 and 404 of the CWA and does not need to be addressed separately pursuant to Section 13260 of the California Water Code (CWC). As noted above, RWQCB jurisdiction includes 0.16 acre (817 linear feet), none of which consists of jurisdictional wetlands. The extent of RWQCB jurisdiction is depicted on Figure 4.4-2.

3. CDFW Jurisdiction

CDFW jurisdiction associated with the Building 13 Study Area totals 0.16 acre (817 linear feet), none of which consists of riparian habitat. The extent of CDFW jurisdiction is depicted on Figure 4.4-3, *CDFW Jurisdictional Delineation Map*.



Source(s): Glenn Lukos Associates (12-20-2022)

Figure 4.4-2



Not to Scale



Corps/RWQCB Jurisdictional Delineation Map



Source(s): Glenn Lukos Associates (12-20-2022)

Figure 4.4-3



Not to Scale



CDFW Jurisdictional Delineation Map



J. MSHCP Riparian/Riverine Areas and Vernal Pools

Vegetation communities associated with riparian systems and vernal pools are depleted natural vegetation communities because, similar to coastal sage scrub, they have declined throughout Southern California during past decades. In addition, they support a large variety of special-status wildlife species. Most species associated with riparian/riverine are covered species under the MSHCP (under Section 6.1.2 of the Plan). The MSHCP has specific policies and procedures regarding the evaluation and conservation of riparian/riverine resources (including riparian vegetation) and vernal pools because it supports MSHCP-covered species. Thus, the MSHCP classification of riparian/riverine includes both riparian (depleted natural vegetation communities) as well as ephemeral drainages that are natural in origin but may lack riparian vegetation.

1. Study Areas for Buildings 14A/14B, 17, and 18

The Study Areas for Buildings 14A/14B, 17, and 18 do not contain any riparian/riverine areas or vernal pools pursuant to Section 6.1.2 or the MSHCP. These sites have previously been graded as part of past authorized earth-moving activities and is routinely mowed/disked in certain areas. There were no indications of low-lying areas that may support seasonal ponding or support the transport of water during rainfall events. The Study Areas for these buildings do not support potential habitat for riparian-associated birds including least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo. There also is no habitat for listed fairy shrimp species within the Study Areas for these buildings. The Study Areas for these buildings lack the suitable topography (including localized depressions) to support prolonged inundation necessary to support fairy shrimp, including vernal pools, non-vernal pool seasonal ponds, stocks ponds, tire ruts, or any other human-created features with the potential to support fairy shrimp. In addition, the Study Areas for these buildings are mapped as containing sandy loam soils, which are generally not associated with vernal pools. Observations of the soils at the Study Areas for these buildings showed a lack of clay soil components. Furthermore, no plants were observed within the Study Areas for these buildings that are associated with vernal pools and similar habitats that experience prolonged inundation, and there is no riparian vegetation in the Study Areas for these buildings.

2. Study Area for Building 13

The MSHCP riparian/riverine jurisdiction in the Study Area for Building 13 is identical to that of CDFW jurisdiction, and totals 0.16 acre of riverine area, none of which consists of riparian habitat, as shown on Figure 4.4-4, *MSHCP Riverine Map*.

No vernal or seasonal pools are present within the Building 13 Study Area. No ponding was observed within the Building 13 Study Area during biological surveys, including those that occurred following periods of substantial rainfall. The Study Area for Building 13 lacks the suitable topography (including localized depressions) to support prolonged inundation necessary to support fairy shrimp. The Building 13 site slopes slightly from west to east, with the central portion of the Building 13 site containing drainage features that convey flows from west to east. As a result of the sloping topography and drainage, there is no opportunity for water to pond at the Building 13 site. Furthermore, the Building 13 site does not contain any artificial depressional features, including tire tracks and stock ponds, that could support prolonged inundation. In



Source(s): Glenn Lukos Associates (12-20-2022)

Figure 4.4-4



Not to Scale



MSHCP Riverine Map



addition, the Building 13 site is mapped as containing sandy loam soils, which are generally not associated with vernal pools. Observations of the soils at the Building 13 site showed a lack of clay soil components. Lastly, no plants were observed at the Building 13 site that are associated with vernal pools and similar habitats that experience prolonged inundation.

4.4.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations governing the protection of biological resources.

A. Federal Regulations

1. *Endangered Species Act (ESA)*

The purpose of the federal Endangered Species Act (ESA) is to protect and recover imperiled species and the ecosystems upon which they depend. It is administered by the U.S. Fish and Wildlife Service (USFWS) and the Commerce Department's National Marine Fisheries Service (NMFS). The USFWS has primary responsibility for terrestrial and freshwater organisms, while the responsibilities of NMFS are mainly marine wildlife such as whales and anadromous fish such as salmon. Under the ESA, species may be listed as either endangered or threatened. "Endangered" means a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means a species is likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened. (USFWS, 2017)

The ESA makes it unlawful for a person to take a listed animal without a permit. Take is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct." Through regulations, the term "harm" is defined as "an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering." Listed plants are not protected from take, although it is illegal to collect or maliciously harm them on federal land. Protection from commercial trade and the effects of federal actions do apply for plants. (USFWS, 2017)

Section 7 of the ESA requires federal agencies to use their legal authorities to promote the conservation purposes of the ESA and to consult with the USFWS and NMFS, as appropriate, to ensure that effects of actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of listed species. During consultation, the "action" agency receives a "biological opinion" or concurrence letter addressing the proposed action. In the relatively few cases in which the USFWS or NMFS makes a jeopardy determination, the agency offers "reasonable and prudent alternatives" about how the proposed action could be modified to avoid jeopardy. It is extremely rare that a project ends up being withdrawn or terminated because of jeopardy to a listed species. (USFWS, 2017)

Section 10 of the ESA may be used by landowners including private citizens, corporations, tribes, states, and counties who want to develop property inhabited by listed species. Landowners may receive a permit to take such species incidental to otherwise legal activities, provided they have developed an approved habitat



conservation plan (HCP). HCPs include an assessment of the likely impacts on the species from the proposed action, the steps that the permit holder will take to avoid, minimize, and mitigate the impacts, and the funding available to carry out the steps. HCPs may benefit not only landowners but also species by securing and managing important habitat and by addressing economic development with a focus on species conservation. (USFWS, 2017)

2. *Clean Water Act Section 401*

Clean Water Act (CWA) § 401 water quality certification provides states and authorized tribes with an effective tool to help protect water quality, by providing them an opportunity to address the aquatic resource impacts of federally issued permits and licenses. Under § 401, a federal agency cannot issue a permit or license for an activity that may result in a discharge to waters of the U.S. until the state or tribe where the discharge would originate has granted or waived § 401 certification. The central feature of CWA § 401 is the state or tribe's ability to grant, grant with conditions, deny, or waive certification. Granting certification, with or without conditions, allows the federal permit or license to be issued consistent with any conditions of the certification. Denying certification prohibits the federal permit or license from being issued. Waiver allows the permit or license to be issued without state or tribal comment. States and tribes make their decisions to deny, certify, or condition permits or licenses based in part on the proposed project's compliance with Environmental Protection Agency (EPA)-approved water quality standards. In addition, states and tribes consider whether the activity leading to the discharge will comply with any applicable effluent limitations guidelines, new source performance standards, toxic pollutant restrictions, and other appropriate requirements of state or tribal law. (EPA, 2019a)

Many states and tribes rely on § 401 certification to ensure that discharges of dredge or fill material into a water of the U.S. do not cause unacceptable environmental impacts and, more generally, as their primary regulatory tool for protecting wetlands and other aquatic resources. However, § 401 is limited in scope and application to situations involving federally-permitted or licensed activities that may result in a discharge to a water of the U.S. If a federal permit or license is not required, or would authorize impacts only to waters that are not waters of the U.S., the activity is not subject to the CWA § 401. (EPA, 2019a)

3. *Clean Water Act Section 404*

Section 404 of the CWA establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Wetlands subject to Clean Water Act Section 404 are defined as "areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." Activities in waters of the United States regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports) and mining projects. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g. certain farming and forestry activities). (EPA, n.d.)



The basic premise of the program is that no discharge of dredged or fill material may be permitted if: (1) a practicable alternative exists that is less damaging to the aquatic environment; or (2) the nation's waters would be significantly degraded. Applications for permits must, to the extent practicable: (1) demonstrate steps have been taken to avoid wetland impacts; (2) demonstrate that potential impacts on wetlands have been minimized; and (3) provide compensation for any remaining unavoidable impacts. Proposed activities are regulated through a permit review process. (EPA, n.d.)

An individual permit is required for potentially significant impacts. Individual permits are reviewed by the U.S. Army Corps of Engineers (USACE), which evaluates applications under a public interest review, as well as the environmental criteria set forth in the CWA Section 404(b)(1) Guidelines. However, for most discharges that will have only minimal adverse effects, a general permit may be suitable. General permits are issued on a nationwide, regional, or State basis for particular categories of activities. The general permit process eliminates individual review and allows certain activities to proceed with little or no delay, provided that the general or specific conditions for the general permit are met. States also have a role in Section 404 decisions, through state program general permits, water quality certification, or program assumption. (EPA, n.d.)

4. *Executive Order 11990 – Protection of Wetlands*

The purpose of Executive Order (EO) 11990 is to "minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands." To meet these objectives, the Order requires federal agencies, in planning their actions, to consider alternatives to wetland sites and limit potential damage if an activity affecting a wetland cannot be avoided. (FEMA, 2020a) The Order applies to:

- Acquisition, management, and disposition of federal lands and facilities construction and improvement projects which are undertaken, financed, or assisted by federal agencies;
- Federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities. (FEMA, 2020a)

The procedures require the determination of whether or not the proposed project will be in or will affect wetlands. If so, a wetlands assessment must be prepared that describes the alternatives considered. The procedures include a requirement for public review of assessments. (FEMA, 2020a)

5. *Migratory Bird Treaty Act (16 USC Section 703-712)*

The Migratory Bird Treaty Act (MBTA) makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. The migratory bird species protected by the MBTA are listed in 50 CFR 10.13. The USFWS has statutory authority and responsibility for enforcing the MBTA (16 U.S.C. 703-712). The MBTA implements Conventions between the United States and four countries (Canada, Mexico, Japan, and Russia) for the protection of migratory birds. (USFWS, 2020a)



B. State Regulations

1. California Endangered Species Act (CESA)

The California Endangered Species Act (CESA) states that all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protected or preserved. The California Department of Fish and Wildlife (CDFW) works with interested persons, agencies, and organizations to protect and preserve such sensitive resources and their habitats. CESA prohibits the take of any species of wildlife designated by the California Fish and Game Commission as endangered, threatened, or candidate species. CDFW may authorize the take of any such species if certain conditions are met. (CDFW, n.d.)

Section 2081 subdivision (b) of the California Fish and Game Code (CFGC) allows CDFW to authorize take of species listed as endangered, threatened, candidate, or a rare plant, if that take is incidental to otherwise lawful activities and if certain conditions are met. These authorizations are commonly referred to as incidental take permits (ITPs). (CDFW, n.d.)

If a species is listed by both the federal ESA and CESA, CFGC Section 2080.1 allows an applicant who has obtained a federal incidental take statement (federal Section 7 consultation) or a federal incidental take permit (federal Section 10(a)(1)(B)) to request that the Director of CDFW find the federal documents consistent with CESA. If the federal documents are found to be consistent with CESA, a consistency determination (CD) is issued and no further authorization or approval is necessary under CESA. (CDFW, n.d.)

A Safe Harbor Agreement (SHA) authorizes incidental take of a species listed as endangered, threatened, candidate, or a rare plant, if implementation of the agreement is reasonably expected to provide a net conservation benefit to the species, among other provisions. SHAs are intended to encourage landowners to voluntarily manage their lands to benefit CESA-listed species. California SHAs are analogous to the federal safe harbor agreement program and CDFW has the authority to issue a consistency determination based on a federal safe harbor agreement. (CDFW, n.d.)

2. Natural Community Conservation Planning Act (NCCP)

CDFW's Natural Community Conservation Planning (NCCP) program takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. The NCCP program began in 1991 as a cooperative effort to protect habitats and species. It is broader in its orientation and objectives than the California and Federal Endangered Species Acts, as these laws are designed to identify and protect individual species that have already declined in number significantly. (CDFW, n.d.)

An NCCP identifies and provides for the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that compose the development of an NCCP. CDFW and the USFWS provide the necessary support, direction, and guidance to NCCP participants. (CDFW, n.d.)



There are currently 17 approved NCCPs (includes 6 subarea plans) and more than 9 NCCPs in various stages of planning (includes 2 subarea plans), which together cover more than 8 million acres and will provide conservation for nearly 400 special status species and a wide diversity of natural community types throughout California. (CDFW, n.d.)

3. *California Fish and Game Code, Section 1600, et seq.*

CFGF section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: (1) substantially divert or obstruct the natural flow of any river, stream, or lake; (2) substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or (3) deposit debris, waste or other materials that could pass into any river, stream, or lake. The CFGF indicates that "any river, stream or lake" includes those that are episodic (they are dry for periods of time) as well as those that are perennial (they flow year round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water. (CDFW, n.d.)

CDFW requires a Lake and Streambed Alteration (LSA) Agreement when it determines that the activity, as described in a complete LSA Notification, may substantially adversely affect existing fish or wildlife resources. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify a project that would eliminate or reduce harmful impacts to fish and wildlife resources. Before issuing an LSA Agreement, CDFW must comply with CEQA. (CDFW, n.d.)

4. *Native Plant Protection Act (NPPA) of 1977*

The Native Plant Protection Act (NPPA) was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants, but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations. (CDFW, n.d.)

5. *Unlawful Take or Destruction of Nests or Eggs (CFGF Sections 3503.5-3513)*

Section 3503.5 of the CFGF specifically protects birds of prey, stating: "It is unlawful to take, possess, or destroy any . . . [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." Section 3513 of the CFGF duplicates the federal protection of migratory birds, stating: "It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act." (CA Legislative Info, n.d.)



6. *Porter-Cologne Water Quality Act*

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Refer to EIR Subsection 4.10, *Hydrology and Water Quality*, for a thorough discussion of the Porter-Cologne Water Quality Act.

C. *Local and Regional Plans and Regulations*

1. *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)*

The continued loss of habitat to new development and the cumbersome process of environmental review and habitat mitigation on a project-by-project basis led to preparation of the MSHCP. The MSHCP is a multi-jurisdictional accomplishment that provides a regional conservation solution to species and habitat issues. The primary intent of the MSHCP is to provide for the conservation of a range of plants and animals within natural communities characteristic of western Riverside County and in return, provide take coverage and mitigation for projects throughout the plan area to avoid the cost and delays of mitigating biological impacts on a project-by-project basis. (Riverside County, 2015, p. 4.8-49)

The MSHCP was adopted by Riverside County on June 17, 2003, and 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. The USFWS issued a Biological Opinion and Federal ESA Section 10 permit for the MSHCP on June 22, 2004, and CDFW issued a Natural Community Conservation Planning (NCCP) Approval and Take Authorization on the same date. As long as adherence to the policies and requirements of the MSHCP is maintained, participants in the MSHCP, which include the County of Riverside and 18 cities, are allowed to authorize ‘incidental take’ of covered plant and wildlife species. (Riverside County, 2015, p. 4.8-49)

The MSHCP provides for the long-term survival of protected and sensitive species by designating a contiguous system of habitat to be added to existing public/quasi-public lands. The Plan includes an impact fee collected by the permittees and used in part to acquire these lands. Depending on the location of the private or public development project, certain biological studies are required for Plan compliance. These studies may identify the need for specific measures to avoid, minimize and reduce impacts to covered species and their habitat. (Riverside County, 2015, pp. 4.8-49 and 4.8-50)

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. Criteria Areas consist of 160-acre ‘cells’ with identified conservation objectives. (Riverside County, 2015, p. 4.8-50)

2. *Stephens’ Kangaroo Rat Habitat Conservation Plan (SKR HCP)*

The Stephens’ Kangaroo Rat Habitat Conservation Plan (SKR HCP) was prepared under the direction of the Riverside County Habitat Conservation Agency (RCHCA) Board of Directors, in consultation with USFWS



and CDFW. The County of Riverside is a member agency of the RCHCA. The 30-year SKR HCP was designed to acquire and permanently conserve, maintain, and fund the conservation, preservation, restoration, and enhancement of Stephens' kangaroo rat-occupied habitat. The SKR HCP covers approximately 534,000 acres within the member jurisdictions and includes an estimated 30,000 acres of occupied Stephens' kangaroo rat habitat. The SKR HCP requires members to preserve and manage 15,000 acres of occupied habitat in seven Core Reserves encompassing over 41,000 acres. (Riverside County, 2015, p. 4.8-52)

On May 3, 1996, the USFWS issued a permit to the Riverside County Habitat Conservation Agency to incidentally take the federally endangered Stephens' kangaroo rat (*Dipodomys stephensi*). Similarly, the CDFW issued a California Endangered Species Act Management Authorization for Implementation of the Stephens' kangaroo rat on May 6, 1996. As of 2015, more than \$50 million had been dedicated to the establishment and management of a system of regional preserves designed to ensure the survival of SKR in the plan area. This effort resulted in the permanent conservation of approximately 50% of the SKR-occupied habitat remaining in the HCP area. Through direct funding and in-kind contributions, SKR habitat in the regional reserve system is managed to ensure its continuing ability to support the species. Core reserves were deemed complete in December of 2003. (Riverside County, 2015, p. 4.8-52)

3. *Riverside County Oak Tree Management Guidelines*

In March 1993, the County of Riverside issued Oak Tree Management Guidelines to address the treatment of oak woodlands in areas where zoning and/or General Plan density restrictions allow the effective use of clustering. The guidelines are generally considered to be the most effective where minimum lot sizes are 2.5 acres or larger, or where oak woodlands are concentrated in a relatively small portion of a project site. The guidelines include recommendations for oak inventories, land use designs to cluster home sites in order to reduce impacts to oaks and mitigation measures for oak conservation. (Riverside County, 2015, p. 4.8-53)

4. *Riverside County Ordinance No. 559 – Regulating the Removal of Trees*

Riverside County Ordinance No. 559 regulates the removal of living native trees on parcels of property greater than one-half acre, located above 5,000 feet within the unincorporated area of Riverside County without first obtaining a permit to do so. The purpose of the ordinance is to ensure that the timberlands of Riverside County are protected and the ecological balance of such timberlands is preserved. (Riverside County, 2015, p. 4.8-53)

5. *Riverside County Ordinance No. 810 – Establishing an Interim Open Space Mitigation Fee*

This ordinance implements the Western Riverside County MSHCP and mitigates impacts of new development in western Riverside County. It establishes a development mitigation fee in order to help finance the acquisition of lands containing species protected by the MSHCP. By preserving these habitats and assessing a fee to develop in these open space areas, the ordinance helps to limit sprawl and encourage concentrated development, thereby reducing greenhouse gas emissions that would arise from trips between wider-flung land uses.



4.4.3 BASIS FOR DETERMINING SIGNIFICANCE

Section IV of Appendix G to the State CEQA Guidelines addresses typical adverse effects to biological resources, and includes the following threshold questions to evaluate the Project's impacts to biological resources (OPR, 2018a):

- Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
- Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section IV of Appendix G to the State CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact on biological resources if construction and/or operation of the Project would:

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



- e. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service;*
- f. *Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; or*
- g. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.*

The significance thresholds set forth in Riverside County’s Environmental Assessment Checklist were used to evaluate the significance of the proposed Project’s impacts to biological resources.

4.4.4 IMPACT ANALYSIS

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

The Project area is subject to two separate habitat conservation plans: the Stephens’ Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) and the Western Riverside County MSHCP. Each is discussed below.

A. Project Consistency with the SKR HCP

As previously noted, the SKR HCP was prepared under the direction of the RCHCA Board of Directors, in consultation with USFWS and CDFW. Riverside County is a member agency of the RCHCA. According to Figure S-1 of the SKR HCP, the Study Area is not located within or adjacent to any SKR core reserve areas. Additionally, the Project Applicant would be required to contribute fees towards the establishment and long-term maintenance of the SKR HCP core reserve pursuant to Riverside County Ordinance No. 663. The Project would not conflict with any provisions of the SKR HCP; thus, a less-than-significant impact would occur.

B. Project Consistency with the MSHCP

Provided below is an evaluation of the Project’s consistency with the MSHCP Reserve assembly requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures).

1. Project Relationship to MSHCP Reserve Assembly

The Project’s Study Area is located within the Mead Valley Area Plan of the MSHCP, but is not located within or adjacent to the MSHCP Criteria Area. As such, the Project’s Study Area has not been identified by the MSHCP for Reserve Assembly and is not subject to the Habitat Acquisition and Negotiation Strategy (HANS) process or the Joint Project Review (JPR) process. As such, the Project has no potential to conflict with the MSHCP Reserve Assembly requirements, and no impact would occur.



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

Although no riparian/riverine areas or vernal pools were identified within the Study Areas for Buildings 14A/14B, 17, or 18, implementation of proposed Building 13 would result in permanent impacts to 0.16-acre of MSHCP riverine areas. In conformance with MSHP Section 6.1.2, a Project-specific Determination of Biologically Equivalent or Superior Preservation (DBESP) has been prepared to address impacts to 0.16-acre of MSHCP riverine areas. The Project's DBESP requires mitigation at a minimum 2:1 mitigation-to-impact ratio through the purchase of rehabilitation, re-establishment, and/or establishment mitigation credits at the Riverpark Mitigation Bank. If mitigation is not available at the Riverpark Mitigation Bank, the DBESP requires that mitigation credits shall be purchased through the Inland Empire Resource Conservation District (IERCD). The Project's DBESP demonstrates that identified mitigation would be biologically superior to preservation of the 0.16-acre riverine area due to the low function and values and highly disturbed nature of the 0.16-acre riverine area. The Project's DBESP currently is under review as part of the Joint Project/Acquisition Review Process (JPR) established by MSHCP Section 6.6.2.E, and is expected to be approved prior to public hearings for the proposed Project. Notwithstanding the findings of the Project's DBESP, prior to mitigation Project impacts to 0.16-acre of MSHCP riverine areas represent a potential conflict with MSHCP Section 6.1.2, resulting in a significant impact of the proposed Project for which compensatory mitigation is required.

3. *Protection of Narrow Endemic Plants*

Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. The Project site and associated Study Area do not occur within the NEPSSA. As such, focused surveys are not required by the MSHCP for NEPSSA species, and the proposed Project would therefore be consistent with Volume I, Section 6.1.3 of the MSHCP. No impact would occur.

4. *Guidelines Pertaining to the Urban/Wildland Interface*

The MSHCP Urban/Wildland Interface Guidelines UWIG are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. As the MSHCP Conservation Area is assembled, development is expected to occur adjacent to the Conservation Area. Future development in proximity to the MSHCP Conservation Area may result in edge effects with the potential to adversely affect biological resources within the Conservation Area. To minimize such edge effects, the guidelines shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area and address the following:

- Drainage
- Toxics
- Lighting
- Noise
- Invasive species
- Barriers



- Grading/Land Development

The Project's Study Area is not located within or adjacent to the MSHCP Conservation Area. The nearest lands located within a MSHCP Criteria Cell in which conservation is planned pursuant to the MSHCP is located approximately 0.5-mile southwest of the Project site (MSHCP Criteria Cell No. 2334), to the south of Cajalco Expressway. Therefore, the proposed Project has no potential to conflict with the UWIG requirements of the MSHCP, and no impact would occur.

5. *Additional Survey Needs and Procedures*

Volume I, Section 6.3.2 of the MSHCP identifies that in addition to the Narrow Endemic Plant Species addressed in Section 6.1.3 of the MSHCP, additional surveys may be needed for other certain plant and animal species in conjunction with MSHCP implementation in order to achieve full coverage for these species. Within areas of suitable habitat, focused surveys are required if a project site occurs within a designated CAPSSA, or special animal species survey area (i.e., burrowing owl, amphibians, and mammals). The Project's Study Area does not occur within the amphibian or mammal survey areas, or within the CAPSSA, but is within the burrowing owl survey area. Focused burrowing owl surveys were conducted for the proposed Study Area, and no burrowing owls were detected. Although focused surveys determined that the burrowing owl is absent from the Study Area, there is nonetheless a potential for the Study Area to become occupied with burrowing owls prior to construction activities. This is evaluated as a potentially significant impact for which mitigation, in the form of pre-construction burrowing owl surveys and the passive and/or active relocation of any burrowing owls identified, would be required.

Threshold b: *Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?*

Threshold c: *Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?*

The following discussion examines the potential impacts to plant and wildlife resources that would occur as a result of the proposed Project.

A. Impacts to Special-Status Plants

No special-status plant species were observed or are expected to occur within the Study Areas for Buildings 14A/14B, 17, or 18. Accordingly, no impacts to special-status plants would occur with implementation of Buildings 14A/14B, 17, and 18.

Buildout of the Building 13 site would, however, result in the loss of smooth tarplant, a special-status plant species. Two smooth tarplant individuals were detected within the Building 13 Study Area during GLA's biological surveys. Smooth tarplant is designated as a CRPR 1B.1 species but is not a State or federal listed



species. The Study Area is not within the CAPSSA, including for smooth tarplant. As such, impacts to smooth tarplant are covered by the MSHCP without any avoidance or mitigation requirements. Impacts to just two tarplant individuals would not be considered a substantial adverse impact under CEQA, although due the below-normal rainfall for the 2021-2022 rainfall season, the tarplant population at the Study Area would presumably be larger in relatively wetter years. Regardless, any potentially significant impacts would be reduced below significance with the coverage afforded by the MSHCP.

B. Impacts to Special-Status Animals

1. Impacts to Listed Species

The proposed Project would remove habitat with the potential to support two listed species, SKR (Federal Threatened and State Threatened) and Swainson's hawk (State Threatened), as discussed below.

- **Stephens' Kangaroo Rat (SKR).** An estimated 57.75 acres of potential habitat for SKR occurs within the Study Area. No potential SKR burrows or evidence of occupation (including burrows, scat, tail drags, or dust baths) were detected on the Study Area; however, there is low potential for SKR to occur. Impacts to SKR occupied habitat could be a potentially significant impact under CEQA; however, the proposed Study Area occurs within the SKR Fee Assessment Area of the SKR HCP. Any impacts to the SKR would be covered under the SKR HCP with payment of fees pursuant to Riverside County Ordinance No. 663, which also would reduce any significant impacts to a less-than-significant level. Accordingly, Project impacts to the SKR would be less than significant.
- **Swainson's Hawk.** Development of the proposed Project would remove approximately 67.83 acres of potential foraging habitat for migrating Swainson's hawks during spring/fall and winter. Although this species is listed as Threatened by the state of California, CESA does not protect migrant habitat unless the habitat supports breeding/nesting; thus, protection under CESA would not be triggered by the Project. Furthermore, the loss of the limited amount of potential foraging habitat would not be a significant impact under CEQA. Regardless, as Swainson's hawk is a MSHCP Covered Species, any loss of habitat by the Project would be covered through compliance with the MSHCP including the payment of MSHCP development fees.

2. Impacts to Non-Listed Species

In addition to the listed species discussed above, the proposed Project would remove habitat with the potential to support the following non-listed species that are MSHCP Covered Species: 1) Birds: burrowing owl, loggerhead shrike, and white-tailed kite; and 2) Mammals: Los Angeles pocket mouse and northwestern San Diego pocket mouse.

- **Burrowing Owl.** Burrowing owls were confirmed absent during focused surveys conducted by GLA in 2022. However, pursuant to the 2006 MSHCP Burrowing Owl Survey Instructions, pre-construction owl surveys must be performed no more than 30 days prior to disturbance. If burrowing owls are detected during pre-construction surveys, then owls must be relocated from the site outside of the breeding season following accepted protocols, and subject to the approval of the Regional



Conservation Authority (RCA), CDFW, and USFWS. Because the Project has the potential to result in impacts to the burrowing owl in the absence of pre-construction surveys and relocation of individuals from the Project site (if necessary), Project impacts to burrowing owl would be potentially significant and mitigation would be required.

- **Other Non-Listed Species.** The loss of habitat with the potential to support the loggerhead shrike (foraging role only), white-tailed kite, Los Angeles pocket mouse, and northwestern San Diego pocket mouse would be less than significant under CEQA. This is based on the limited amount of potential habitat to be affected relative to the range of each species. Regardless, as these species are designated as MSHCP Covered Species, the loss of habitat would be covered through compliance with the MSHCP, including the payment of MSHCP development fees. Impacts would be less than significant.

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

The Study Area lacks migratory wildlife corridors/linkages and wildlife nursery sites. Therefore, the proposed Project would not interfere or impact the movement of native resident or migratory fish or wildlife species or established native resident or migratory wildlife corridors, and would not impede the use of native wildlife nursery sites. Impacts to wildlife movement, wildlife corridors, and wildlife nursery sites would not occur.

However, the Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to September 15). Impacts to nesting birds are prohibited by the MBTA and California Fish and Game Code. Although impacts to native birds are prohibited by MBTA and similar provisions of California Fish and Game Code, impacts to native birds by the proposed Project would not be a significant impact under CEQA. The native birds with potential to nest on the Study Area would be those that are extremely common to the region and highly adapted to human landscapes (e.g., house finch, killdeer). The number of individuals potentially affected by the Project would not significantly affect regional or local populations of such species. Regardless, there is a potential the Project could result in impacts to nesting birds during the nesting season. This is evaluated as a potentially significant impact for which mitigation would be required.

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

Table 4.4-2, *Summary of Project Impacts to Vegetation/Land Use Types*, provides a summary of the proposed Project's on- and off-site impacts to vegetation/land use types. As shown, the Project would permanently impact approximately 71.26 acres (68.54 acres on site and 2.72 acres off site). Permanent impacts (on and off site) include approximately 3.19 acres of developed areas, 3.45 acres of disturbed/developed areas, 9.89 acres of disturbed areas, 53.41 acres of disturbed non-native grassland, 0.83-acre of disturbed ruderal, and 0.49-acre of ornamentals. However, none of the vegetation/land use types that would be impacted by the Project comprise sensitive natural communities as identified in local or regional plans, policies, or regulations by the CDFW or USFWS. Accordingly, Project impacts to vegetation/land use types would be less than significant.



No riparian habitat occurs within the Study Area for Buildings 14A/14B, 17, or 18. As such, impacts to riparian vegetation would not occur with implementation of Buildings 14A/14B, 17, or 18.

Implementation of Building 13 would permanently impact 0.16-acre (817 linear feet of ephemeral streambed) of potential federal jurisdiction and 0.16-acre (817 linear feet) of potential non-riparian state jurisdiction, none

Table 4.4-2 Summary of Project Impacts to Vegetation/Land Use Types

Vegetation/Land Use Type	On-Site Impacts	Off-Site Impacts	Total
Developed	1.82	1.37	3.19
Disturbed/Developed	3.45	--	3.45
Disturbed	9.21	0.68	9.89
Disturbed Non-Native Grassland	52.74	0.67	53.41
Disturbed Ruderal	0.83	--	0.83
Ornamentals	0.49	--	0.49
Totals:	68.54	2.72	71.26

Note: Totals reflect rounding errors.

(GLA, 2022a; GLA, 2022b; GLA, 2022c; GLA, 2022d, Tables 5-1 and 5-2)

of which consists of jurisdictional wetlands or riparian habitat. All of Drainage A and Drainage B would be permanently removed by the Project (as previously shown on Figure 4.4-2 and Figure 4.4-3). These features do not support riparian vegetation (herbaceous or woody) and would support water flow only during and shortly after rainfall. These features do not provide habitat to plant or wildlife species beyond what the adjacent uplands provide. Although removal of these features trigger CWA Sections 401 and 404 and Fish and Game Code Section 1602 permitting/authorizations, the removal of 0.16-acre of federal waters and 0.16-acre of state waters, consisting of shallow, ephemeral drainages, would not significantly impact water resources or associated biological resources in the vicinity or at a regional level. Notwithstanding, the loss of jurisdictional waters would require mitigation in order to obtain permits from the Corps, Regional Board and CDFW. Accordingly, this represents a significant impact associated with implementation of Building 13 for which mitigation would be required.

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

The Project’s Study Area does not contain any State- of federally-protected wetlands. Additionally, no jurisdictional resources occur within the Study Areas for Buildings 14A/14B, 17, or 18. However, and as discussed under the analysis of Threshold e., implementation of Building 13 would permanently impact 0.16-acre (817 linear feet of ephemeral streambed) of potential federal jurisdiction and 0.16-acre (817 linear feet) of potential non-riparian State jurisdiction, none of which consists of jurisdictional wetlands or riparian habitat. The loss of jurisdictional waters would require mitigation in order to obtain permits from the Corps, Santa Ana Regional Water Quality Control Board (RWQCB), and CDFW. Accordingly, this represents a significant impact associated with implementation of Building 13 for which mitigation would be required.



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

Aside from the SKR HCP and the MSHCP, which are addressed under the analysis of Threshold a., the only other local policies or ordinances protecting biological resources are the Riverside County Oak Tree Management Guidelines and Riverside County Ordinance No. 559 (Regulating the Removal of Trees). As previously indicated in Table 4.4-1, there are no oak trees or vegetation communities containing oak trees within the Study Area. As such, the Project has no potential to result in a conflict with the County's Oak Tree Management Guidelines. Additionally, Riverside County Ordinance No. 559 applies to properties located above 5,000 feet amsl in elevation, while the maximum elevation at the Project site is approximately 1,544 feet amsl; thus, Riverside County Ordinance No. 559 is not applicable to the proposed Project. Accordingly, and aside from potential impacts due to a conflict with the MSHCP (as addressed under the analysis of Threshold a.), the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would occur.

4.4.5 CUMULATIVE IMPACT ANALYSIS

The cumulative impact analysis considers development of the Project in conjunction with other development projects located within the purview of the Western Riverside County MSHCP. This study area for cumulatively-considerable impacts to biological resources is appropriate because the MSHCP encompasses a large area surrounding the Project site, and provides for the long-term protection of sensitive plant, animal, and plant communities throughout the MSHCP area. Additionally, most cumulative development projects within the Project vicinity would be subject to the provisions of the MSHCP, and the general range of habitats, species, climate, etc. are fairly consistent throughout the MSHCP.

As discussed under the analysis of Threshold a., the Project would be subject to payment of fees pursuant to Riverside County Ordinance No. 663, which would ensure Project consistency with the SKR HCP. As other cumulative developments also would be subject to compliance with the SKR HCP, Project impacts due to a conflict with the SKR HCP would be less than significant on a cumulatively-considerable basis. The Project also would not conflict with the MSHCP Reserve assembly requirements or the provisions of MSHCP Sections 6.1.3 (Protection of Narrow Endemic Plant Species) or 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface). However, implementation of Building 13 would result in impacts to 0.16-acre of MSHCP riverine areas, which represents a potential conflict with MSHCP Section 6.1.2. Additionally, all portions of the Project site have the potential to be occupied by burrowing owls prior to commencement of construction activities, which represents a potential conflict with MSHCP Section 6.3.2. As other developments within the cumulative study area also could result in impacts to MSHCP riverine areas or the burrowing owl, Project impacts due to a potential conflict with the MSHCP Sections 6.1.2 and 6.3.2 would be significant on a cumulatively-considerable basis.

As indicated under the analysis of Threshold b. and c., no special-status plant species were observed or are expected to occur within the Study Areas for Buildings 14A/14B, 17, or 18. Although buildout of the Building 13 site would result in the loss of smooth tarplant, a special-status plant species, the Study Area for Building 13 is not located within the MSHCP CAPSSA, including for smooth tarplant. As such, impacts to smooth



tarplant are covered by the MSHCP without any avoidance or mitigation requirements. Thus, cumulatively-considerable impacts to sensitive plants species would be less than significant. Although all portions of the Project site have the potential to contain Stephens' kangaroo rat and Swainson's hawk, impacts to the SKR are addressed through mandatory compliance with the SKR HCP and payment of fees pursuant to 663, while Swainson's hawk is a MSHCP Covered Species. Thus, impacts to the SKR and Swainson's hawk would be less than significant on a cumulatively-considerable basis. The only sensitive non-listed wildlife species that would be potentially impacted by the Project is the burrowing owl, which could occupy portions of the Study Area prior to commencement of construction activities. As other cumulative developments similarly would have the potential to result in impacts to the burrowing owl, Project impacts to the burrowing owl would be potentially significant on a cumulatively-considerable basis.

As indicated under the analysis of Threshold d., the Project would not result in any impacts to migratory wildlife corridors/linkages and wildlife nursery sites due to the developed nature of the areas surrounding the Study Area. However, the Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to September 15). As other cumulative developments similarly would have the potential to result in impacts to nesting birds during the nesting season, the Project's impacts to nesting birds would be cumulatively considerable.

As discussed under the analysis of Threshold e., the Project would permanently impact approximately 71.26 acres of vegetation/land use types (68.54 acres on site and 2.72 acres off site). However, none of the vegetation/land use types that would be impacted by the Project comprise sensitive natural communities as identified in local or regional plans, policies, or regulations by the CDFW or USFWS. Thus, impacts to 71.26 acres of vegetation communities within the Study Area would not be cumulatively-considerable. However, implementation of Building 13 would permanently impact 0.16-acre (817 linear feet of ephemeral streambed) of potential federal jurisdiction and 0.16-acre (817 linear feet) of potential non-riparian state jurisdiction, none of which consists of jurisdictional wetlands or riparian habitat. As other cumulative developments similarly have the potential to result in impacts to jurisdictional waters under State and/or federal jurisdiction, Project impacts to 0.16-acre of State and federal jurisdictional waters would be cumulatively considerable.

As discussed under the analysis of Threshold f., the Project's Study Area does not contain any State- or federally-protected wetlands; thus, cumulatively-considerable impacts to State- or federally-protected wetlands would not occur. As noted above, however, implementation of Building 13 would permanently impact 0.16-acre (817 linear feet of ephemeral streambed) of potential federal jurisdiction and 0.16-acre (817 linear feet) of potential non-riparian State jurisdiction, none of which consists of jurisdictional wetlands or riparian habitat. As other cumulative developments similarly have the potential to result in impacts to jurisdictional waters under State and/or federal jurisdiction, Project impacts to 0.16-acre of State and federal jurisdictional waters would be cumulatively considerable.

As indicated under the analysis of Threshold g., aside from the SKR HCP and the MSHCP (which are addressed under the analysis of Threshold a.), the only other local policies or ordinances protecting biological resources are the Riverside County Oak Tree Management Guidelines and Riverside County Ordinance No. 559 (Regulating the Removal of Trees). However, the Study Area does not contain any oak trees that would be subject to the County's Oak Tree Management Guidelines, and Riverside County Ordinance No. 559 applies



only to properties located above 5,000 feet amsl. Accordingly, Project impacts due to a conflict with local policies or ordinances protecting biological resources would be less-than-cumulatively considerable.

4.4.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a.: Significant Direct and Cumulatively-Considerable Impact. The Project would not conflict with the SKR HCP, and impacts would be less than significant. The Project would not conflict with the MSHCP Reserve Assembly requirements or with MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species) or MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface). Although no riparian/riverine areas or vernal pools were identified within the Study Areas for Buildings 14A/14B, 17, or 18, implementation of proposed Building 13 would result in permanent impacts to 0.16-acre of MSHCP riverine areas. Project impacts to 0.16-acre of MSHCP riverine areas would represent a potential conflict with Section 6.1.2 of the MSHCP, and impacts would therefore be significant. The Project site is not located within the amphibian or mammal survey areas pursuant to MSHCP Section 6.3.2, and focused surveys did not identify the presence of any burrowing owls. Although the Project would not result in impacts to CAPSSA or NEPSSA plant species, and the Study Area does not occur within invertebrate, amphibian, and/or mammal survey areas, there is nonetheless a potential for the site to become occupied with burrowing owls prior to construction activities. This is evaluated as a potentially significant impact for which mitigation, in the form of pre-construction burrowing owl surveys, would be required. Project impacts due to a potential conflict with the MSHCP would be significant on both a direct and cumulatively-considerable basis.

Thresholds b. and c.: Significant Direct and Cumulatively-Considerable Impact. No special-status plants were observed or are expected to occur within the Study Areas for Buildings 14A/14B, 17, or 18. Although buildout of the Building 13 site would result in the loss of smooth tarplant, a special-status plant species, smooth tarplant is not a State or federal listed species. Additionally, the Project site is not located within the MSHCP CAPSSA area for smooth tarplant. Thus, impacts to smooth tarplant are covered by the MSHCP without any avoidance or mitigation requirements, resulting in a less-than-significant impact. Mandatory payment of fees pursuant to Riverside County Ordinance No. 663 would ensure Project consistency with the SKR HCP and would reduce potential impacts to the SKR to less-than-significant levels. Although the Project could result in impacts to Swainson's hawk, Swainson's hawk is a covered species under the MSHCP, and as such the Project's impacts to this species would be less than significant. However, the Project has the potential to result in impacts to the burrowing owl in the absence of pre-construction surveys and relocation of individuals from the Project site (if necessary); thus, Project impacts to burrowing owl would be significant and mitigation would be required. The loss of habitat with the potential to support the loggerhead shrike (foraging role only), white-tailed kite, Los Angeles pocket mouse, and northwestern San Diego pocket mouse would be covered through compliance with the MSHCP, including the payment of MSHCP development fees, resulting in less-than-significant impacts to these species.

Threshold d.: Significant Direct and Cumulatively-Considerable Impact. The Project would not interfere or impact the movement of native resident or migratory fish or wildlife species or established native resident or migratory wildlife corridors, and would not impede the use of native wildlife nursery sites. However, the Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to September 15), resulting in a significant impact for which mitigation would be required.



Threshold e.: Significant Direct and Cumulatively-Considerable Impact. Implementation of the Project would result in impacts to approximately 3.19 acres of developed areas, 3.45 acres of disturbed/developed areas, 9.89 acres of disturbed areas, 53.41 acres of disturbed non-native grassland, 0.83-acre of disturbed ruderal, and 0.49-acre of ornamentals. However, none of the vegetation/land use types that would be impacted by the Project comprise sensitive natural communities as identified in local or regional plans, policies, or regulations by the CDFW or USFWS, and Project impacts to vegetation/land use types would therefore be less than significant. No riparian habitat occurs within the Study Area for Buildings 14A/14B, 17, or 18. As such, impacts to riparian vegetation would not occur with implementation of Buildings 14A/14B, 17, or 18. However, implementation of Building 13 would permanently impact 0.16-acre (817 linear feet of ephemeral streambed) of potential federal jurisdiction and 0.16-acre (817 linear feet) of potential non-riparian State jurisdiction, none of which consists of jurisdictional wetlands or riparian habitat. The removal of 0.16-acre of federal waters and 0.16-acre of state waters, consisting of shallow, ephemeral drainages, would not significantly impact water resources or associated biological resources in the vicinity or at a regional level. Notwithstanding, the loss of jurisdictional waters would require mitigation in order to obtain permits from the Corps, Regional Board and CDFW. Accordingly, this represents a significant impact associated with implementation of Building 13 for which mitigation would be required.

Threshold f.: Significant Direct and Cumulatively-Considerable Impact. The Project's Study Area does not contain any State- of federally-protected wetlands. Additionally, no jurisdictional resources occur within the Study Areas for Buildings 14A/14B, 17, or 18. However, and as discussed under the analysis of Threshold e., implementation of Building 13 would permanently impact 0.16-acre (817 linear feet of ephemeral streambed) of potential federal jurisdiction and 0.16-acre (817 linear feet) of potential non-riparian State jurisdiction, none of which consists of jurisdictional wetlands or riparian habitat. The loss of jurisdictional waters would require mitigation in order to obtain permits from the Corps, Regional Board and CDFW. Accordingly, this represents a significant impact associated with implementation of Building 13 for which mitigation would be required.

Threshold g.: Less-than-Significant Impact. Aside from the SKR HCP and the MSHCP, which are addressed under the analysis of Threshold a., the only other local policies or ordinances protecting biological resources are the Riverside County Oak Tree Management Guidelines and Riverside County Ordinance No. 559 (Regulating the Removal of Trees). There are no oak trees or vegetation communities containing oak trees within the Study Area, and the Project has no potential to result in a conflict with the County's Oak Tree Management Guidelines. Additionally, Riverside County Ordinance No. 559 applies to properties located above 5,000 feet amsl in elevation, while the maximum elevation at the Project site is approximately 1,544 feet amsl; thus, Riverside County Ordinance No. 559 is not applicable to the proposed Project. Accordingly, and aside from potential impacts due to a conflict with the MSHCP (as addressed under the analysis of Threshold a.), the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would occur.



4.4.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- Prior to issuance of grading permits, the Project Applicant shall make payment of Western Riverside County MSHCP fees pursuant to Riverside County Ordinance No. 810, *Establishing an Interim Open Space Mitigation Fee*.
- Prior to issuance of grading permits, the Project Applicant shall make payment of fees pursuant to the Stephen's Kangaroo Rat Habitat Conservation Plan and Riverside County Ordinance No. 663, *Establishing the Riverside County Stephens' Kangaroo Rat Habitat Conservation Plan and Setting Mitigation Fees*.
- Prior to issuance of grading permits or other permits authorizing ground-disturbing activities associated with Plot Plan No. 220008 (Building 13), the Project Applicant shall provide the Riverside County Planning Department with copies of the appropriate Wildlife Agency permits to address impacts to 0.16-acre (817 linear feet of ephemeral streambed) of potential federal jurisdiction and 0.16-acre (817 linear feet) of potential non-riparian State jurisdiction, including a Section 404 Permit pursuant to the Clean Water Act from the United States Army Corps of Engineers (Corps), a Waste Discharge Order pursuant to Section 13260 of the California Water Code from the Santa Ana Regional Water Quality Control Board (RWQCB), and a Section 1602 Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife.

Mitigation

MM 4.4-1 Prior to issuance of grading permits or other permits authorizing ground disturbance (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging) for Plot Plan No. 220008 (Building 13), the Project Applicant shall provide evidence to Riverside County demonstrating that permanent impacts to 0.16-acre of U.S. Army Corps of Engineers (Corps)/Regional Water Quality Control Board (RWQCB) jurisdiction and impacts to 0.16-acre of California Department of Fish and Wildlife (CDFW)/Multiple Species Habitat Conservation Plan (MSHCP) Riverine jurisdiction have been mitigated at a minimum 2:1 mitigation-to-impact ratio through the purchase of 0.16-acre of reestablishment mitigation credits and 0.16-acre of rehabilitation mitigation credits from the Riverpark Mitigation Bank. If mitigation is not available at the Riverpark Mitigation Bank, mitigation credits shall be purchased through the Inland Empire Resource Conservation District (IERCD), and shall consist of 0.16-acre of re-establishment credits and 0.16 acre of rehabilitation credits. However, if at least 0.16 acre of re-establishment credits are not available, then additional rehabilitation credits above the 0.16 acre shall be purchased at an additional 1:1 ratio. For example, if re-establishment credits were not available, then mitigation would consist of 0.48-



acre of rehabilitation credits (3:1 ratio). If some reestablishment credits were available, but less than the 0.16-acre minimum, then the balance would be transferred to rehabilitation credits at a 2:1 ratio. In summary, mitigation through IERCD would range from 0.32 acre to 0.48 acre depending on credit availability. If mitigation is not available at Riverpark or through IERCD, then mitigation would consist of the purchase of mitigation credits from another approved mitigation bank or in-lieu fee program acceptable to the CDFW and USFWS. The mitigation credits would be purchased following the same structure described above for IERCD.

MM 4.4-2 In accordance with MSHCP Objective 6, as part of issuance of grading permits or other permits authorizing ground disturbance (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging) for Plot Plan Nos. 220003, 220008, 220009, or 220015, the County shall condition the permit(s) to require the Project Applicant to retain a qualified biologist to perform a burrowing owl survey at all potentially suitable habitat sites within the Project's limits of disturbance within 30 days of the commencement of any ground-disturbing activities at the Project site, as discussed below.

- Pre-Construction Survey: The pre-construction survey shall be performed by a qualified biologist that will survey the site for the presence/absence of burrowing owls within 30 days prior to commencement of ground-disturbing activities at any portion of the Project site. If burrowing owls are detected on-site during the pre-construction survey, the owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to the approval of the Western Riverside County Regional Conservation Authority (RCA) and Wildlife Agencies (i.e., CDFW and/or USFWS).
- Burrowing Owl Management Plan: In the event that burrowing owl is determined to be present, or in the event that an assumption is made that the burrowing owl occurs on-site, a burrowing owl management plan shall be prepared and implemented in coordination with the RCA and CDFW that shall detail the relocation of owls from the Project site, passively and/or actively. If additional site visits determine the species is absent, then the pre-construction survey (as discussed above) shall instead be implemented.

The conditions of approval shall require that a copy of the results of the pre-construction survey (and all additional surveys), as well as copies of the Burrowing Owl Management Plan, if required, must be provided to the County of Riverside Planning Department for review and approval (in the case of the Burrowing Owl Management Plan) prior to any vegetation clearing and ground disturbance activities.

MM 4.4-3 Prior to the issuance of grading permits for Plot Plan Nos. 220003, 220008, 220009, or 220015, Riverside County shall condition the grading permit(s) to require the following. This note also shall be depicted on the Project's grading plan, and Project contractors shall be required to ensure compliance with this note and permit periodic inspection of the construction site by Riverside County staff or its designee to confirm compliance. This note also shall be specified in bid documents issued to prospective construction contractors.



“Vegetation clearing shall be conducted outside of the bird nesting season (February 1 to August 31) to the extent feasible. If avoidance of the nesting season is not feasible, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of such scheduled disturbance, to determine the presence of nests or nesting birds. If active nests are identified, the biologist shall establish appropriate buffers around the vegetation (typically 500 feet for raptors and sensitive species, 300 feet for non-raptors/non-sensitive species). All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The biologist shall review and verify compliance with these nesting boundaries and shall verify the nesting effort has finished. Work may resume within the buffer area when no other active nests are found. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to Riverside County for mitigation monitoring compliance record keeping. If vegetation removal is not completed within 72 hours of a negative survey during nesting season, the nesting survey must be repeated to confirm the absence of nesting birds.”

4.4.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold a.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-1 would require compensatory mitigation for Project impacts to 0.16-acre of MSHCP riverine areas at a minimum 2:1 mitigation-to-impact ratio through the purchase of rehabilitation and/or reestablishment mitigation credits from the Riverpark Mitigation Bank, the IERCD, or another approved mitigation bank, as required by the Project’s DBESP (*Technical Appendix C5*), which would ensure Project consistency with Section 6.1.2 of the MSHCP. In addition, implementation of Mitigation Measure MM 4.4-2 would ensure that appropriate pre-construction burrowing owl surveys are conducted prior to ground disturbing activities, in accordance with MSHCP Objective 6 for the burrowing owl. With implementation of the required mitigation, the Project would be fully consistent with all applicable MSHCP requirements, and impacts would be reduced to below a level of significance.

Thresholds b. and c.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-2 would ensure that appropriate pre-construction burrowing owl surveys are conducted prior to ground disturbing activities, in accordance with MSHCP Objective 6 for the burrowing owl. With implementation of the required mitigation, Project impacts to the burrowing owl would be reduced to below a level of significance. In addition, in the event that Project construction activities occur during the nesting season for birds (February 1 to August 31), Mitigation Measure MM 4.4-3 would ensure pre-construction nesting surveys are conducted prior to commencement of construction activities, and further requires appropriate avoidance of any active nests that may be identified. Implementation of the required mitigation would ensure that Project impacts to sensitive wildlife species are reduced to below a level of significance.



Threshold d.: Less-than-Significant Impact with Mitigation Incorporated. In the event that Project construction activities occur during the nesting season for birds (February 1 to August 31), Mitigation Measure MM 4.4-3 would ensure pre-construction nesting surveys are conducted prior to commencement of construction activities, and further requires appropriate avoidance of any active nests that may be identified. Implementation of the required mitigation would reduce the Project's impacts to nesting birds to less-than-significant levels.

Threshold e.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-1 would require compensatory mitigation for Project impacts to 0.16-acre (817 linear feet of ephemeral streambed) of potential federal jurisdiction and 0.16-acre (817 linear feet) of potential non-riparian State jurisdiction at a minimum 2:1 mitigation-to-impact ratio through the purchase of rehabilitation and/or reestablishment mitigation credits from the Riverpark Mitigation Bank, the IERCD, or another approved mitigation bank, which would reduce Project impacts to jurisdictional resources to below a level of significance.

Threshold f.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-1 would require compensatory mitigation for Project impacts to 0.16-acre (817 linear feet of ephemeral streambed) of potential federal jurisdiction and 0.16-acre (817 linear feet) of potential non-riparian State jurisdiction at a minimum 2:1 mitigation-to-impact ratio through the purchase of rehabilitation and/or reestablishment mitigation credits from the Riverpark Mitigation Bank, the IERCD, or another approved mitigation bank, which would reduce Project impacts to jurisdictional resources to below a level of significance.



4.5 CULTURAL RESOURCES

The analysis in this Subsection 4.5 is based on a site-specific Cultural Resources Assessment (herein, “CRA”) prepared by CRM Tech, entitled, “Historical/Archaeological Resources Survey Report, Majestic Freeway Business Center (Phase 2),” dated July 10, 2022, and included as *Technical Appendix D* to this EIR (CRM Tech, 2022a). All references used in this subsection are included in EIR Section 7.0, *References*. It should be noted that confidential information has been redacted from *Technical Appendix D* for purposes of public review. In addition, much of the written and oral communication between Native American tribes, Riverside County, and CRM Tech is considered confidential in respect to places that have traditional tribal cultural significance (Gov. Code § 65352.4), and although relied upon in part to inform the preparation of this EIR subsection, those communications are treated as confidential and are not available for public review. Under existing law, environmental documents must not include information about the location of archaeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (Cal. Code Regs. § 15120(d)).

4.5.1 EXISTING CONDITIONS

A. Cultural Setting

1. *Prehistoric Context*

The earliest evidence of human occupation in western Riverside County was discovered below the surface of an alluvial fan in the northern portion of the Lakeview Mountains, overlooking the San Jacinto Valley, with radiocarbon dates clustering around 9,500 B.P. Another site found near the shoreline of Lake Elsinore, close to the confluence of Temescal Wash and the San Jacinto River, yielded radiocarbon dates between 8,000 and 9,000 B.P. Additional sites with isolated Archaic dart points, bifaces, and other associated lithic artifacts from the same age range have been found in the nearby Cajon Pass area of San Bernardino County, typically atop knolls with good viewsheds. (CRM Tech, 2022a, p. 4)

The cultural prehistory of southern California has been summarized into numerous chronologies. Although the beginning and ending dates of different cultural horizons vary regionally, the general framework of the prehistory of western Riverside County can be divided into three primary periods: (CRM Tech, 2022a, pp. 4-5)

- Paleolithic Period (ca. 18,000-9,000 B.P.): Native peoples of this period created fluted spearhead bases designed to be hafted to wooden shafts. The distinctive method of thinning bifaces and spearhead preforms by removing long, linear flakes results in diagnostic Paleolithic markers at tool-making sites. Other artifacts associated with the Paleolithic toolkit include choppers, cutting tools, retouched flakes, and perforators. Sites from this period are very sparse across the landscape and most are deeply buried. (CRM Tech, 2022a, p. 5)
- Archaic Period (ca. 9,000-1,500 B.P.): Archaic sites are characterized by abundant lithic scatters of considerable size with many biface thinning flakes, bifacial preforms broken during manufacture, and well-made groundstone bowls and basin metates. As a consequence of making dart points, many biface



thinning waste flakes were generated at individual production stations, which is a diagnostic feature of Archaic sites. (CRM Tech, 2022a, p. 5)

- Late Prehistoric Period (ca. 1,500 B.P.-contact): Sites from this period typically contain small lithic scatters from the manufacture of small arrow points, expedient groundstone tools such as tabular metates and unshaped manos, wooden mortars with stone pestles, acorn or mesquite bean granaries, ceramic vessels, shell beads suggestive of extensive trading networks, and steatite implements such as pipes and arrow shaft straighteners. (CRM Tech, 2022a, pp. 5-6)

2. *Ethnohistoric Context*

The Perris Valley region has long been a part of the traditional territory of the Luiseño, a Takic-speaking people whose territory extended from present-day Riverside to Escondido and Oceanside, with the nearby Temecula Valley at its geographical center. The name Luiseño derived from Mission San Luis Rey, which held jurisdiction over most of the Luiseño territory during the Mission Period. Prior to European contact, the Luiseño may have been known as Puyumkowitchum, or “Western people.” (CRM Tech, 2022a, p. 6)

Luiseño history, as recorded in traditional songs, tells the creation story from the birth of the first people, the kaamalam, to the sickness, death, and cremation of Wiyoot, the most powerful and wise one, at Lake Elsinore. The Luiseño society was based on autonomous lineages or kin groups, which represented the basic political unit among most southern California Indians. Each Luiseño lineage possessed a permanent base camp, or village, on the valley floor and another in the mountain regions for acorn collection. Luiseño villages were made up of family members and relatives, usually located in sheltered canyons or near year-round sources of water, always in proximity to subsistence resources. (CRM Tech, 2022a, p. 6)

Luiseño subsistence was defined by the surrounding landscape, exploiting nearly all of the resources available in a highly developed seasonal mobility system, including cultivating and gathering wild plants, fishing, and hunting. They collected seeds, roots, wild berries, acorns, wild grapes, strawberries, wild onions, and prickly pear cacti, and hunted deer, elks, antelopes, rabbits, wood rats, and a variety of insects. Bows and arrows, rabbit sticks, traps, nets, clubs, and slings were the main hunting tools. Each lineage had exclusive hunting and gathering rights in their procurement ranges. These boundaries were respected and only crossed with permission. (CRM Tech, 2022a, p. 6)

As the landscape defined their subsistence practices, the tending and cultivation practices of the Luiseño helped shape the landscape. The practice of controlled burning of chaparral and oak woodland areas created an open countryside with more accessible foraging material for animals, which in turn led to more successful hunting. It also increased the ease with which plant foods could be gathered and prevented out-of-control wildfires by eliminating dead undergrowth before it accumulated to dangerous levels. Coppicing, or trimming plants to the ground, resulted in straighter growth for basketry and arrow-making materials. Granitic outcroppings were used for pounding and grinding nuts and seeds, which left their mark in the resulting bedrock milling features, the most common archaeological remains found in the region. (CRM Tech, 2022a, p. 6)



It is estimated that when Spanish colonization of Alta California began in 1769, the Luiseño had approximately 50 active villages with an average population of 200 each, although other estimates place the total Luiseño population at 4,000-5,000. Some of the villages were forcefully moved to the Spanish missions, while others were largely left intact. Ultimately, Luiseño population declined rapidly after European contact because of harsh living conditions at the missions and, later, on the Mexican ranchos, where the Native people often worked as seasonal ranch hands, as well as diseases such as smallpox. (CRM Tech, 2022a, pp. 6-7)

After the American annexation of Alta California, the large number of non-Native settlers further eroded the foundation of traditional Luiseño society. During the latter half of the 19th century, almost all of the remaining Luiseño villages were displaced, their occupants eventually removed to the various reservations in the region, such as Soboba, Pechanga, and Pala. In recent decades, Luiseño language and ceremonies have been revitalized, and some groups have taken to using ethnographic terms such as Puyumkowitchum to refer to themselves. (CRM Tech, 2022a, p. 7)

3. *Historic Context*

In California, the so-called “historic period” began in 1769, when an expedition sent by the Spanish authorities in Mexico founded Mission San Diego, the first European outpost in Alta California. For several decades after that, Spanish colonization activities were largely confined to the coastal regions and left little impact on the arid hinterland of the territory. Although the first explorers, including Pedro Fages and Juan Bautista de Anza, traveled through the Perris and San Jacinto Valleys as early as 1772-1774, no Europeans were known to have settled in the vicinity until the beginning of the 19th century. (CRM Tech, 2022a, p. 7)

During much of the Spanish and Mexican Periods in California history, the Perris Valley was nominally under the control of Mission San Luis Rey, which was established near present-day Oceanside in 1798. By 1821, it had become a part of the loosely defined Rancho San Jacinto, a vast cattle ranch for that mission, the name of which was first mentioned in mission records in 1821. The rancho was headquartered on a small hill near the Lakeview Mountains, where an adobe house for the mayordomo, known in later years as Casa Loma, was built sometime before 1827. (CRM Tech, 2022a, p. 7)

In the 1840s, after secularization of the mission system, the Mexican government issued three large land grants on the former mission rancho of San Jacinto. As elsewhere in southern California during the rancho period, cattle raising was the most prevalent economic activity on these and other nearby land grants, until the influx of American settlers eventually brought an end to this now-romanticized lifestyle in the second half of the 19th century. The nearest among them to present-day Perris was Rancho San Jacinto Nuevo y Potrero, granted to Miguel de Pendrorena, a merchant in San Diego, in 1846, just a few months before the American occupation of California. The Project area was not included in any of these land grants, and thus remained unclaimed public land at the time of the American annexation. (CRM Tech, 2022a, p. 7)

In 1882-1883, the Perris Valley received a major boost in its early development when the California Southern Railway was constructed through the area, to be connected to the Atchison, Topeka and Santa Fe Railway’s nationwide system a few years later. In a scenario repeated frequently in the American West, a string of towns soon emerged along the railroad line. The town of Perris was founded in 1886, and named in honor of Frederick



Thomas Perris, the California Southern Railway's chief engineer and superintendent of construction. In 1893, with the creation of Riverside County, Perris was designated as one of the 12 original judicial townships. (CRM Tech, 2022a, p. 7)

On May 16, 1911, Perris was incorporated as the sixth city in the county. By 1914, the city had a population of 1,000, a bank, a newspaper, three hotels, three churches, and three large grain warehouses. Through much of the 20th century, the city remained a largely agrarian community and a supply base for farmers in the Perris Valley, one of most important agricultural regions in Riverside County. In 1918, Perris received another boost with the establishment of the U.S. Army Air Corps' March Field (now March Air Reserve Base) near its northern boundary, which began ushering in a gradual diversification in local economy. Nevertheless, agriculture remained a dominant factor throughout the historic period. (CRM Tech, 2022a, p. 8)

Closer to the Project site, Henry Upton, a land developer from Los Angeles, bought and subdivided hundreds of acres in the low hills between the City of Perris and March Field in 1927-1929. One of the subdivisions was named Mead Acres, presumably because the land had been previously part of the ranch of a Mr. Mead. During the second half of the 20th century, particularly towards the end of the century, urban/suburban development became the driving force behind the growth in the City of Perris and Mead Valley area, with vast spans of former farmlands turned into residential tracts, commercial development, and other associated facilities, especially along the Interstate 215 corridor. (CRM Tech, 2022a, p. 8)

B. Research Methods

The archaeological program for proposed Project consisted of a records search, historical research, participation by Native American tribes, and an intensive pedestrian survey of the Project site and off-site improvement areas. The Project's CRA conforms to the Riverside County Cultural Resource Guidelines (Draft). Statutory requirements of the California Environmental Quality Act (CEQA) and subsequent legislation (CEQA Guidelines Section 15064.5) were followed in evaluating the significance of cultural resources.

1. Records Search

The historical and archaeological resources records search for this study was provided by the Eastern Information Center (EIC) on April 1, 2022. During the records search, EIC staff examined maps and records on file for previously identified cultural resources and existing cultural resources reports within a one-mile radius of the project area. Previously identified cultural resources include properties designated as California Historical Landmarks, Points of Historical Interest, or Riverside County Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory. (CRM Tech, 2022a, p. 8)

2. Historical Research

Historical background research for this study was conducted by CRM Tech principal investigator/historian Bai "Tom" Tang. Sources consulted during the research included published literature on local and regional history, U.S. General Land Office (GLO) land survey plat map dated 1855-1856, USGS topographic maps dated 1901-



1979, and aerial/satellite photographs taken between 1966-2021. The historical maps are accessible at the websites of the U.S. Bureau of Land Management and the USGS, and the aerial/satellite photographs are available at the Nationwide Environmental Title Research (NETR) Online website and through the Google Earth software. (CRM Tech, 2022a, p. 8)

3. *Native American Participation*

On March 3, 2022, CRM Tech submitted a written request to the State of California Native American Heritage Commission (NAHC) for records search in the commission's Sacred Lands File. In the meantime, CRM Tech notified the nearby Soboba Band of Luiseño Indians of the upcoming archaeological fieldwork and invited tribal participation. Following the NAHC's recommendations and previously established consultation protocol, on April 25, 2022, CRM Tech further contacted a total of 14 tribal representatives in the region in writing for information on potential Native American cultural resources in the project vicinity. Correspondence between CRM Tech and the Native American representatives has been redacted from public review. (CRM Tech, 2022a, pp. 8-9)

4. *Field Survey*

On April 19, 2022, CRM Tech archaeologist Daniel Ballester carried out the intensive-level field survey of the project area with the assistance of Native American monitor Joseph Sauceo from the Soboba Band of Luiseño Indians. The survey was completed by walking a series of parallel north-south and east-west transects spaced 15 meters (approximately 50 feet) apart. In this way, the ground surface in the entire Project area was systematically and carefully examined for any evidence of human activities dating to the prehistoric or historic period (i.e., 50 years or older). Ground visibility was fair (70%) over most of the project area but was poor (0-10%) where pockets of dense vegetation were present. (CRM Tech, 2022a, p. 9)

C. Results and Findings

1. *Records Search*

According to EIC records, the Project area as a whole had not been surveyed systematically for cultural resources prior to the Project's CRA, although portions of it had been covered by various studies completed between 1989 and 2004, all of which are now out of date for statutory-compliance purposes. Within the one-mile scope of the records search, a large number of previous studies have been reported to the EIC, reflecting the accelerated growth in the Mead Valley area and around the realigned March Air Reserve Base in recent decades. In all, well over half of the land within the records search scope had been surveyed previously. (CRM Tech, 2022a, p. 9)

As a result of these past survey efforts, 108 historical/archaeological resources had been recorded within the scope of the records search, most of them from the prehistoric era. These prehistoric resources consisted mostly of bedrock milling features, the most common type of Native American cultural remains to be found the Perris Valley area, and some of them also containing scattered groundstone artifacts. The historic-period resources typically consisted of buildings (mainly residences), structural remains, infrastructure features, and refuse items. (CRM Tech, 2022a, p. 9)



Among these known cultural resources, the prehistoric sites located closest to the project location were 33-003501 (CA-RIV-3501) and 33-028563 (CA-RIV-12873). Recorded a few hundred feet from the current Project boundaries, both of these sites represented bedrock milling features with grinding slicks and no associated artifacts. The nearest historic-period site was 33-015743 (CARIV-8196H), the former Atchison, Topeka and Santa Fe Railway, which lies immediately east of the Building 18 site. All three of these sites have been found not to be eligible for listing in the California Register of Historical Resources in past studies. None of the other known cultural resources were found in the immediate vicinity of the project area. (CRM Tech, 2022a, p. 9)

2. *Historical Research*

Situated along one of the main historical travel and transportation corridors across western Riverside County, the Project vicinity showed ample evidence of human activities at least by the mid-19th century. In the 1850s, a “Wagon Road to Temecula,” also identified alternatively as “Road to Temascal,” was noted as traversing a generally north-south course a few hundred feet east of the Project location. The overall course of the road was followed by all subsequent generations of the transportation arteries through the Perris Valley, from the Santa Fe Railway of the 1880s to U.S. Highway 395 in the 1926 United States Numbered Highway System to present-day Interstate 215. (CRM Tech, 2022a, p. 11)

By the 1890s, a number of scattered buildings, most of them presumably farmsteads, and crisscrossing roads had appeared in the Project vicinity. Among them, one building was located in the northern portion of the Project area, and two of the roads crossed the southern portion. Over the next few decades, what appears to have been a ranch complex developed around the location of the building in the northern portion of the Project area, on both sides of present-day Harvill Avenue, while the roads across the southern portion evolved into Perry Steet. The rest of the Project area was evidently used as farmlands. (CRM Tech, 2022a, p. 11)

The land use pattern in and around the Project area remained largely unchanged, except for the gradual abandonment of the farmlands, until the 1994-2002 era, when the development of the current commercial/industrial park began. As a part of the change in land use, by 2009 all buildings in the Project area had been demolished. On the east side of Harvill Avenue, some foundational remains have evidently survived to the present time, while on the west side all traces of the buildings have been removed. (CRM Tech, 2022a, pp. 11-12)

3. *Native American Participation*

In response to CRM TECH’s inquiry, the NAHC reports in a letter dated April 18, 2022 that the Sacred Lands File identified unspecified Native American cultural resources in the general vicinity of the Project area and recommended that the Pechanga Band of Luiseño Indians be contacted for further information (see App. 2). In addition, the NAHC provided a referral list of additional Native American representatives in the region who may also have such information. Upon receiving the NAHC’s reply, on April 25, 2022, CRM TECH sent written requests for comments to a total of 14 nearby Native American groups, including the Pechanga Band of Luiseño Indians (see App. 2). The tribal representatives contacted at that time are listed below: (CRM Tech, 2022a, pp. 12-13)



- Patricia Garcia-Plotkin, Tribal Historic Preservation Officer, Agua Caliente Band of Cahuilla Indians;
- Amanda Vance, Chairperson, Augustine Band of Cahuilla Mission Indians;
- Michael Mirelez, Director of Cultural Affairs, Cabazon Band of Mission Indians;
- BobbyRay Esparza, Cultural Coordinator, Cahuilla Band of Indians;
- Ray Chapparosa, Chairperson, Los Coyotes Band of Cahuilla and Cupeño Indians;
- Ann Brierty, Tribal Historic Preservation Officer, Morongo Band of Mission Indians;
- Shasta Gaughen, Tribal Historic Preservation Officer, Pala Band of Mission Indians;
- Ebru Ozdil, Cultural Analyst, Pechanga Band of Luiseño Indians;
- Jill McCormick, Historic Preservation Officer, Quechan Tribe of the Fort Yuma Reservation;
- John Gomez, Jr., Cultural Resource Coordinator, Ramona Band of Cahuilla Indians;
- Cheryl Madrigal, Tribal Historic Preservation Officer, Rincon Band of Luiseño Indians;
- Vanessa Minott, Tribal Administrator, Santa Rosa Band of Cahuilla Indians;
- Joseph Ontiveros, Tribal Historic Preservation Officer, Soboba Band of Luiseño Indians;
- Alesia Reed, Cultural Chair/Acting Secretary, Torres Martine Desert Cahuilla Indians.

As of May 2023, six of the 14 tribes have responded in writing. Among them, the Augustine Band states that they are not aware of any specific cultural resources near the Project location, while the Quechan Tribe and the Torres Martine band defer to other tribes located in closer proximity. The Pechanga Band requests government-to-government consultation with the County of Riverside, an opportunity to review all cultural resource documentation generated for the project, and the implementation of Native American and archaeological monitoring during earth-moving operations in the Project area. Similarly, the Agua Caliente Band also recommends Native American and archaeological monitoring of the Project, while the Agua Caliente Band and the Rincon Band both request tribal review of cultural resource documentation. As mentioned above, the Soboba Band participated in the archaeological fieldwork on April 19, 2022, but the tribe has not responded to the request for comments. (CRM Tech, 2022a, p. 13)

4. Field Survey

During the field survey, two concrete slab foundations left by the demolished buildings that once occupied the northern portion of the Project area were found to be extant on the east side of Harvill Avenue. Based on their locations, one of the foundations appears to represent the remains of a building that was present by 1939 and was identified in the 1950s as a barn, while the other marks the site of a small building constructed between 1967 and 1978. The appearance of the foundations, such as the texture of the concrete and other building materials observed, is consistent with these dates. In the southern portion of the Project area, Perry Street, a partially paved, graded dirt road, was the only feature of historical origin observed. No features or artifacts of prehistoric origin were encountered during the field survey. (CRM Tech, 2022a, p. 13)

4.5.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations governing the protection of cultural resources.



A. Federal Regulations

1. *National Register of Historic Places (NRHP)*

The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the NHPA of 1966, the NPS's National Register of Historic Places (NRHP) is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archaeological resources. (NPS, 2022a)

To be considered eligible, a property must meet the National Register Criteria for Evaluation. This involves examining the property's age, integrity, and significance, as follows:

- **Age and Integrity.** Is the property old enough to be considered historic (generally at least 50 years old) and does it still look much the way it did in the past?
- **Significance.** Is the property associated with events, activities, or developments that were important in the past? With the lives of people who were important in the past? With significant architectural history, landscape history, or engineering achievements? Does it have the potential to yield information through archaeological investigation about our past? (NPS, 2022a)

Nominations can be submitted to a SHPO from property owners, historical societies, preservation organizations, governmental agencies, and other individuals or groups. The SHPO notifies affected property owners and local governments and solicits public comment. If the owner (or a majority of owners for a district nomination) objects, the property cannot be listed but may be forwarded to the NPS for a Determination of Eligibility (DOE). Listing in the NRHP provides formal recognition of a property's historical, architectural, or archaeological significance based on national standards used by every state. (NPS, 2022a)

Under Federal Law, the listing of a property in the National Register places no restrictions on what a non-federal owner may do with their property up to and including destruction, unless the property is involved in a project that receives Federal assistance, usually funding or licensing/permitting. National Register listing does not lead to public acquisition or require public access. (NPS, 2022a)

2. *National Historic Landmarks Program*

National Historic Landmarks (NHLs) are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. Today, over 2,600 historic places bear this national distinction. Working with citizens throughout the nation, the NHL Program draws upon the expertise of NPS staff who guide the nomination process for new Landmarks and provide assistance to existing Landmarks. (NPS, n.d.)

3. *American Indian Religious Freedom Act*

The American Indian Religious Freedom Act (AIRFA) requires each executive branch agency with statutory or administrative responsibility for the management of Federal lands, to the extent practicable, permitted by law, and not clearly inconsistent with essential agency functions, to accommodate access to and ceremonial



use of Indian sacred sites by Indian religious practitioners and avoid adversely affecting the physical integrity of such sacred sites. Where appropriate, agencies are also required to maintain the confidentiality of sacred sites. Each executive branch agency with statutory or administrative responsibility for the management of Federal lands are required to implement procedures to ensure reasonable notice is provided of proposed actions or land management policies that may restrict future access to or ceremonial use of, or adversely affect the physical integrity of, sacred sites. (NOAA, n.d.)

4. *Federal Antiquities Act*

The Antiquities Act is the first law to establish that archaeological sites on public lands are important public resources. It obligates federal agencies that manage the public lands to preserve for present and future generations the historic, scientific, commemorative, and cultural values of the archaeological and historic sites and structures on these lands. It also authorizes the President to protect landmarks, structures, and objects of historic or scientific interest by designating them as National Monuments. (NPS, 2022c)

B. *State Regulations*

1. *California Administrative Code, Title 14, Section 4308*

Section 4308, *Archaeological Features*, of Title 14 of the California Administrative Code provides that: “No person shall remove, injure, disfigure, deface, or destroy any object of archaeological, or historical interest or value.” (NPS, n.d.)

2. *California Code of Regulations Title 14, Section 1427*

California Code of Regulations Title 14, Section 1427 provides that: “No person shall collect or remove any object or thing of archaeological or historical interest or value, nor shall any person injure, disfigure, deface or destroy the physical site, location or context in which the object or thing of archaeological or historical interest or value is found.” (NAHC, n.d.)

3. *California Register of Historic Resources*

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The Register is the authoritative guide to the state's significant historical and archaeological resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. (OHP, n.d.)

In order for a resource to be included on the Register of Historic Resources, the resources must meet one of the following criteria:

- 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 (Criterion 1).



- Associated with the lives of persons important to local, California or national history (Criterion 2).
- 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 (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (Criterion 4). (OHP, n.d.)

For resources included on the Register of Historic Resources, environmental review may be required under CEQA if property is threatened by a project. Additionally, local building inspectors must grant code alternatives provided under State Historical Building Code. Further, the local assessor may enter into contract with property owner for property tax reduction pursuant to the Mills Act. A property owner also may place his or her own plaque or marker at the site of the resource. (OHP, n.d.)

Consent of owner is not required, but a resource cannot be listed over an owner's objections. The State Historical Resources Commission (SHRC) can, however, formally determine a property eligible for the California Register if the resource owner objects. (OHP, n.d.)

4. *Traditional Tribal Cultural Places Act (Senate Bill 18, "SB 18")*

Senate Bill 18 (SB 18) requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. SB 18 also requires the Governor's Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments for how to conduct these consultations. (OPR, 2005)

The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level land use decisions are made by a local government. (OPR, 2005)

SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code § 65300 et seq.) and specific plans (defined in Government Code § 65450 et seq.). Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, existing state planning law requires local governments to use the same processes for adoption and amendment of specific plans as for general plans (see Government Code § 65453). Therefore, where SB 18 requires consultation and/or notice for a general plan adoption or amendment, the requirement extends also to a specific plan adoption or amendment. (OPR, 2005)

5. *Assembly Bill 52 (AB 52)*

California Assembly Bill 52 (AB 52) (2014) Chapter 532 amended Section 5097.94 of, and added Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2 and 21084.3 to the California Public Resources Code, relating to Native Americans. AB 52 was approved on September 25, 2014. By including



tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. (OPR, 2017a)

The Public Resources Code now provides that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. (Pub. Resources Code, § 21080.3.1.) (OPR, 2017a)

If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources. These rules apply to projects that have a notice of preparation for an environmental impact report or negative declaration or mitigated negative declaration filed on or after July 1, 2015. (OPR, 2017a)

§ 21074 of the Public Resources Code defines “tribal cultural resources.” In brief, in order to be considered a “tribal cultural resource,” a resource must be either:

- (1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or
- (2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource. (OPR, 2017a)

In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources. In applying those criteria, a lead agency must consider the value of the resource to the tribe. (OPR, 2017a)

6. State Health and Safety Code

California Health and Safety Code (HSC) § 7050.5(b) requires that excavation and disturbance activities must cease “In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery...” until the coroner can determine regarding the circumstances, manner, and cause of any death. The coroner is then required to make recommendations concerning the treatment and disposition of the human remains. Further, this section of the code makes it a misdemeanor to intentionally disturb, mutilate or remove interred human remains. HSC § 7051 specifies that the removal of human remains from “internment or a place



of storage while awaiting internment” with the intent to sell them or to dissect them with “malice or wantonness” is a public offense punishable by imprisonment in a state prison. Lastly, HSC §§ 8010-8011 establish the California Native American Graves Protection and Repatriation Act consistent with the federal law addressing the same. The Act stresses that “all California Indian human remains and cultural items are to be treated with dignity and respect.” It encourages voluntary disclosure and return of remains and cultural items by publicly funded agencies and museums in California. It also outlines the need for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims. (CA Legislative Info, n.d.)

California Health and Safety Code, Section 5097.98 states that whenever the commission receives notification of a discovery of Native American human remains pursuant to HSC subdivision (c) of Section 7050.5, it shall immediately notify those persons that are the most likely descendants. The descendants may inspect the site and make recommendations to the landowner as to the treatment of the human remains. The landowner shall ensure that the immediate vicinity around the remains is not damaged or disturbed by further development activity until coordination has occurred with the descendants regarding their recommendations for treatment, taking into account the possibility of multiple human remains. The descendants shall complete their inspection and make recommendations within 48 hours of being granted access to the site. (CA Legislative Info, n.d.)

7. California Code of Regulations Section 15064.5

The California Code of Regulations, Title 14, Chapter 3, § 15064.5 (the State CEQA Guidelines) establishes the procedure for determining the significance of impacts to archaeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in CEQA Guidelines § 15064.5, as follows: (OPR, 2022)

- *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).*
- *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 an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall 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.*
- *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 an 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 (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:*



- *Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;*
- *Is associated with the lives of persons important in our past;*
- *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*
- *Has yielded, or may be likely to yield, information important in prehistory or history.*
- *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 an 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.*

C. Local Regulations

1. Ordinance No. 578 - Establishment of Historic Preservation Districts

This ordinance is intended to facilitate the preservation of areas deemed historically important to the County of Riverside. The ordinance specifies that a Historic Preservation District may be established if the Riverside County Board of Supervisors adopts a resolution that includes the boundaries of the Historic Preservation District and finds that the proposed Historic Preservation District is in conformity with the Cultural and Paleontological section of the Multipurpose Open Space Element of the Riverside County General Plan. It must also find that, for the county, state or nation: the area exemplifies or reflects significant aspects of the cultural, political, economic or social history; the area is identified with historic personages or with important events in history; or, that the area embodies the distinguishing characteristics of a significant architectural period which is inherently valuable for the study of architecture unique to the history of the county, state or nation. (Riverside County, 2015a, p. 4.9-25)

Under this ordinance, no building or structure within the boundaries of an adopted Historic Preservation District can be constructed or altered, except in strict compliance with the plans approved in conjunction with the issuance of a Historic District Alteration Permit by the Riverside County Planning Director. The ordinance also outlines how such certificates are to be reviewed and processed in order to preserve the “historical significance and related construction theme” of the Historic District. (Riverside County, 2015a, p. 4.9-26)

2. Riverside County Historic Preservation Commission

The Riverside County Historical Commission was established in 2005 to advise the Board of Supervisors on historical preservation matters. It is tasked with working to discover and identify persons, events and places of historical importance within Riverside County, and to make recommendations relating to the preservation of appropriate historic sites and structures. To accomplish this, the Commission established criteria and procedures to identify and recognize historic landmarks in Riverside County. These criteria should be used when reviewing a potentially historically or culturally significant site that could be affected by the proposed



development. Such resources are noted in the countywide list provided in Table 4.9-A of Riverside County EIR No. 521. (Riverside County, 2015a, p. 4.9-26)

3. Riverside County Planning Department Procedures

The Riverside County Archeologist reviews all proposed land use projects subject to CEQA and not otherwise deemed categorically exempt. The Riverside County Archeologist reviews various internal databases for information that might pertain to the age of any buildings found on site, grading permits, ground disturbance activities and building permits. Where buildings are 45 years or older, the project applicant is required to perform an architectural history evaluation to assess potential historic value as part of a Phase I Cultural Resources study. When the study is completed, and if historic-period resources were identified during a survey, a copy of the report is transmitted to the Riverside County Historic Preservation Officer (CHPO) for review and comment. The CHPO sends relevant comments back to the Riverside County Archeologist. (Riverside County, 2015a, p. 4.9-26)

Vacant parcels within areas known to have prehistoric or historic resources trigger a Phase I Cultural Resources study. Similarly, any parcels with environmental, geomorphological or vegetative features known to increase the likelihood of cultural resources being present trigger a “Phase I” cultural resources study. Such studies are required to follow the reporting formula found on the Riverside County Planning Department’s website which mirror the recommendations published by the State Historic Preservation Office (SHPO) in 1987. (Riverside County, 2015a, p. 4.9-26)

The Riverside County Archeologist reviews all Phase I cultural resources studies for completeness and reasonable conclusions based on current industry standards in archeology. The Phase I study serves to advise the Riverside County Archeologist on matters relating to any identified prehistoric or historic resources, provide the requisite information to complete the project-related CEQA analysis and guide the Riverside County Archeologist in determining which land use conditions of approval and/or mitigation measures apply to the proposed project. (Riverside County, 2015a, p. 4.9-26)

Copies of studies are provided to tribes, upon their request, as a confidential document. If a proposed project is subject to the requirements of the Traditional Tribal Places Act (commonly referred to as Senate Bill 18), a Phase I report is forwarded to tribes who request it as part of consultation under SB 18. Typically, official tribal consultations are scheduled after the report has been sent to the tribe(s) to maximize consultation efforts. (Riverside County, 2015a, p. 4.9-26)

4.5.3 BASIS FOR DETERMINING SIGNIFICANCE

Section V of Appendix G to the State CEQA Guidelines addresses typical adverse effects to cultural resources, and includes the following threshold questions to evaluate the Project’s impacts on cultural resources.

- *Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?*



- *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*
- *Would the Project disturb any human remains, including those interred outside of formal cemeteries?*

Significance thresholds set forth in Riverside County’s Environmental Assessment Checklist, are derived from Section V of Appendix G to the State CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact on cultural resources if construction and/or operation of the Project would:

- Alter or destroy an historic site;*
- Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, § 15064.5;*
- Alter or destroy an archaeological site;*
- Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, § 15064.5;*
- Disturb any human remains, including those interred outside of formal cemeteries.*

The significance thresholds set forth in the Riverside County’s Environmental Assessment Checklist form, as modified by the 2018 updates to the State CEQA Guidelines, were used to evaluate the significance of the proposed Project’s impacts on cultural resources.

4.5.4 IMPACT ANALYSIS

Threshold a.: *Would the Project alter or destroy an historic site?*

Threshold b.: *Would the Project cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?*

As discussed in subsection 4.5.1.C, two concrete foundations left by demolished buildings from the early to mid-20th century and a segment of Perry Street are the only features of historical or prehistoric origin identified within the Project area. None of these features, however, demonstrate the potential to be considered historically significant. (CRM Tech, 2022a, p. 14)

With the removal of the buildings, the foundations are left as fragmented and virtually ubiquitous minor features with no historic integrity to relate to their periods of origin or to any persons or events in their past. In the absence of any associated artifact deposits, they hold no promise for any important archaeological information, either. (CRM Tech, 2022a, p. 14)

Perry Street has clearly been re-graded and maintained regularly since the historic period and is now a working component of the modern transportation infrastructure. As such, the nondescript segment of road is essentially modern in appearance and does not exhibit historical characteristics. (CRM Tech, 2022a, p. 14)



Because of their total lack of potential to meet any of the California Register criteria listed above, these features do not require further study as a potential “historical resource,” as defined by CEQA. Therefore, they do not warrant formal recordation into the California Historical Resources Inventory.

Accordingly, the Project has no potential to alter or destroy any known historic sites or known historical resources as defined in California Code of Regulations, Section 15064.5. However, there is a potential that historical resources may be uncovered during on- or off-site grading or ground-disturbing activities. This is evaluated as a potentially significant impact for which mitigation would be required.

Threshold c.: Would the Project alter or destroy an archaeological site?

Threshold d.: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?

As previously indicated, there were no prehistoric archaeological resources identified on the Project site or within the off-site improvement areas. As such, the Project would not result in any impacts to known archaeological resources. Although impacts to known archaeological resources on the Project site and off-site improvement areas would be less than significant, both the Project site and off-site improvement areas have the potential to contain previously-unidentified subsurface archaeological resources. Given the presence of previously-identified archaeological resources within the Project vicinity, there is a potential for the Project site or off-site improvement areas to contain unidentified surface or subsurface archaeological resources. Therefore, Project impacts to previously-undiscovered archaeological resources that may occur in the on- or off-site impact areas of the proposed Project would be significant prior to mitigation.

Threshold e.: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

The Project site does not contain a cemetery and no known cemeteries are located within the immediate site vicinity. Field surveys conducted on the Project site by CRM Tech did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the site. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction.

If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code, § 7050.5, “Disturbance of Human Remains.” According to § 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and 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. Pursuant to California Public Resources Code § 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately 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 the 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 § 5097.94(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. Therefore, with mandatory compliance with the requirements of California Health and Safety Code § 7050.5 and California Public Resources Code § 5097.98, impacts to human remains would be less than significant.

4.5.5 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within western Riverside County. This study area was selected for evaluation because it encompasses a broad region with similar geological, biological, and climatic conditions.

As noted above under Thresholds a. and b., the Project has no potential to alter or destroy any known historic sites or known historical resources as defined in California Code of Regulations, Section 15064.5. However, there is a possibility that previously-undiscovered subsurface historical resources may be impacted by development of the Project as proposed. Other developments envisioned with buildout of the Riverside County General Plan and the general plans of cities within the County also have the potential to result in impacts to historical sites or resources, including sites or resources that may be buried beneath the ground surface. As such, the Project's potential impacts to previously-undiscovered historical resources on the Project site and off-site improvement areas would be cumulatively considerable prior to mitigation.

As discussed under the analysis of Thresholds c. and d., the Project's CRA (*Technical Appendix D*) did not identify any potentially significant archaeological resources or sites within the Project site or off-site improvement areas. As such, the Project would not result in any cumulatively-considerable impacts to previously identified archaeological resources or sites. However, there is a possibility that previously-undiscovered subsurface archaeological resources may be impacted by development of the Project as proposed. Other cumulative developments resulting from buildout of the Riverside County General Plan and the general plans of cities within the County also have the potential to result in impacts to archaeological sites or resources, including sites or resources that may be buried beneath the ground surface. As such, the Project's potential impacts to previously-undiscovered archaeological sites or resources would be cumulatively considerable prior to mitigation.

As discussed under Threshold e., the Project would be subject to compliance with the provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq., which would preclude potential impacts to human remains. Other cumulative developments similarly would be required to comply with California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq. in the event that buried human remains are uncovered. Accordingly, the Project's potential impacts to human remains would be less than significant on a cumulatively-considerable basis.



4.5.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Thresholds a. & b.: Significant Direct and Cumulatively-Considerable Impact. Although no significant historical resources were identified as part of the Project's CRA on site or within the Project's off-site improvement areas, there is a potential for previously-undiscovered historical resources to occur beneath the surface of areas planned for physical impact (i.e., grading) as part of the Project. Potential impacts to previously-undiscovered historical resources on site or within the off-site improvement areas would be significant on both a direct and cumulatively-considerable basis prior to mitigation.

Threshold c. & d.: Significant Direct and Cumulatively-Considerable Impact. Based on the results of the Project's CRA, the Project site and off-site improvement areas do not contain any known archaeological sites or resources. As such, the Project would not result in any impacts to previously-identified archaeological sites or resources. Notwithstanding, there is a possibility that previously-undiscovered subsurface archaeological resources may be impacted by development of the Project as proposed. Therefore, Project impacts to previously-undiscovered archaeological resources would be significant prior to mitigation.

Threshold e.: /Less-than-Significant Impact. The Project site and off-site improvement areas do not contain a cemetery and no known cemeteries are located within the immediate site vicinity. The Project Applicant would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 and California Public Resources Code § 5097 et. seq., which would preclude potential impacts to buried human remains. As such, impacts to human remains would be less than significant.

4.5.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- Unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code Section 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).
- **Human Remains:** In the event that human remains are encountered during ground-disturbing construction activities on site or within the Project's off-site improvement areas, compliance with California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq. shall be required. State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. The County Coroner shall determine



that no investigation of the cause of death is required, and determine if the remains are of Native American origin. In the event that the remains are determined to be of Native American origin, the Native American Heritage Commission (NAHC) shall be contacted 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 concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. If the NAHC is unable to identify a Most Likely Descendant, or if the Most Likely Descendant failed to make a recommendation within 48 hours after being notified by the NAHC, or the Project Applicant rejects the recommendation of the Most Likely Descendant, the Project Applicant shall rebury the Native American human remains and associated grave goods on the property in a location not subject to further ground disturbance. Evidence of compliance with this mitigation measure, if human remains are found, shall be provided to Riverside County upon the completion of a treatment plan and final report detailing the significance and treatment finding.

Mitigation

- MM 4.5-1 **Retain a Qualified Archaeologist:** Prior the issuance of a grading permit, the Developer/Permit Applicant shall retain and enter into a monitoring and mitigation service contract with a qualified archaeologist ("Archaeological Monitor") for mitigation monitoring services, and to implement a Cultural Resource Monitoring Program (CRMP). At least 30 days prior to issuance of grading permits, copy of the agreement between the developer/permit applicant and the Archaeological Monitor shall be submitted to the County Planning Department.
- MM 4.5-2 **Native American Monitor:** Prior to the issuance of grading permits, the Developer/Permit Applicant shall enter into an agreement with the primary consulting tribe, as identified by the County Archaeologist, for a Native American Monitor. In conjunction with the Archaeological Monitor, the Native American Monitor shall attend a pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, the Native American Monitor 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, the Native American Monitor have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The Developer/Permit Applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this requirement. Upon verification, the County Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.
- MM 4.5-3 **Preparation of a CRMP:** The Archaeological Monitor required pursuant to Mitigation Measure MM 4.5-1 shall prepare a Cultural Resources Monitoring Plan (CRMP) to guide the procedures and protocols of an archaeological mitigation monitoring program that shall be implemented during all onsite and offsite ground-disturbing activities. The CRMP shall



include, but not be limited to, the Project grading and development schedule; approved Project cultural resources mitigation measures and conditions of approval; monitoring procedures; protocols for the identification, assessment, collection, and analysis of any resource(s) observed during grading; curation guidelines; and coordination with project personnel, County staff, and any participating Native American tribe(s). The final CRMP shall be submitted to the County Project planner and/or inspector, the appropriate Project supervisor/engineer/etc., and monitoring Native American tribe(s), if any.

- MM 4.5-4 **Preconstruction Meeting:** The Archaeological Monitor shall be invited to a preconstruction meeting with construction personnel and County and tribal representatives. The attending archaeologist shall review the provisions of the CRMP and answer any applicable questions.
- MM 4.5-5 **Construction Monitoring:** Full-time monitoring shall occur throughout the entire Project area, including all off-site improvement areas, during ground-disturbing activities. Full-time monitoring shall continue until the Archaeological Monitor required pursuant to Mitigation Measure MM 4.5-1 determines that the overall sensitivity of the Project area has been reduced from high to low as a result of mitigation monitoring. Should the monitor(s) determine that there are no cultural resources within the Project site or off-site improvement areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.
- MM 4.5-6 **Unanticipated Discoveries:** If subsurface cultural resources are encountered during construction, if evidence of an archaeological/historical site is observed, or if other suspected historic resources are encountered, all ground-disturbing activity shall cease within 100 feet of the resource. In such a case, the County Archaeologist shall be immediately notified. A meeting shall be convened between the developer, the Archaeological Monitor (as required by Mitigation Measure MM 4.5-1), the Native American tribal representative (or other appropriate ethnic/cultural group representative) required pursuant to Mitigation Measure MM 4.5-2, and the County Archaeologist to discuss the significance of the find. Potentially significant cultural resources could consist of, but are not limited to: stone, bone, fossils, wood, or shell artifacts or features, including structural remains, historic dumpsites, hearths, and middens. Midden features are characterized by darkened soil and could conceal material remains, including worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials and special attention should always be paid to uncharacteristic soil color changes. Any previously undiscovered resources found during construction shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance under all applicable regulatory criteria. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to whether the identified resource comprises a unique historic resource as defined under § 15064.5 of the State CEQA Guidelines, and as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the identified 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.



- MM 4.5-7 **Curation:** Any archaeological artifacts recovered as a result of mitigation, excluding items covered by the provisions of applicable Treatment Plans or Agreements, shall be donated to the Western Science Center in Hemet or as directed by the County Archaeologist, where they would be afforded long-term preservation. The Developer/Applicant is responsible for all costs and fees associated with curation of the artifacts.
- MM 4.5-8 **Final Phase IV Report:** The results of the mitigation monitoring program shall be incorporated into a final report and submitted to the Riverside County Planning Department for review and approval. Upon approval by the Lead Agency, the final report, including any associated DPR 523 Forms, shall be submitted to the Developer/land Owner, the EIC, and the monitoring tribe(s), if any.

4.5.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Thresholds a. and b.: Less-than-Significant Impact with Mitigation. Implementation of Mitigation Measures MM 4.5-1 through MM 4.5-8 would ensure that any historical resources identified on site or within the Project's off-site improvement areas during ground-disturbing activities are appropriately treated, including if necessary curation of the historical artifact(s) at the Western Science Center in Hemet or as directed by the County Archaeologist. Implementation of the required mitigation would ensure that any potential impacts to subsurface historical sites or resources would be reduced to less-than-significant levels.

Thresholds c. and d.: Less-than-Significant Impact with Mitigation. Implementation of Mitigation Measures MM 4.5-1 through MM 4.5-8 would ensure that any archaeological sites or resources identified on site or within the Project's off-site improvement areas during ground-disturbing activities are appropriately treated as directed by the Archaeological Monitor, County Archaeologist, and Native American Monitor. Implementation of the required mitigation would reduce the Project's potential impacts to subsurface archaeological sites or resources to below a level of significance.



4.6 ENERGY

This Subsection 4.6 focuses on the Project’s potential impacts due to the inefficient or wasteful use of energy resources. The analysis in this subsection is based on several Project-level technical studies prepared by Urban Crossroads, Inc. (Urban Crossroads) and listed below.

- “Majestic Freeway Business Center (Building 13) (PPT220008) Energy Analysis,” dated January 24, 2023, and included as *Technical Appendix E1* to this EIR (herein referred to as, “Building 13 EA”) (Urban Crossroads, 2023i).
- “Majestic Freeway Business Center (Building 14A/14B) (PPT220015) Energy Analysis,” dated January 24, 2023, and included as *Technical Appendix E2* to this EIR (herein referred to as, “Buildings 14A/14B EA”) (Urban Crossroads, 2023j).
- “Majestic Freeway Business Center (Building 17) (PPT220009) Energy Analysis,” dated January 24, 2023, and included as *Technical Appendix E3* to this EIR (herein referred to as, “Building 17 EA”) (Urban Crossroads, 2023k).
- “Majestic Freeway Business Center (Building 18) (PPT220003) Energy Analysis,” dated January 24, 2023, and included as *Technical Appendix E4* to this EIR (herein referred to as, “Building 18 EA”) (Urban Crossroads, 2023l).
- “Majestic Freeway Business Center (Buildings 13, 14, 17 & 18) (PPT220008, PPT220015, PPT220009, PPT220003) Energy Analysis,” dated February 24, 2023, and included as *Technical Appendix E5* to this EIR (herein referred to as, “Overall EA”) (Urban Crossroads, 2023s).

Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.6.1 EXISTING CONDITIONS

A. Overview

The most recent data for California’s estimated total energy consumption and natural gas consumption is from 2020, released by the United States (U.S.) Energy Information Administration’s (EIA) California State Profile and Energy Estimates in 2021 and included the following (Urban Crossroads, 2023i, p. 12):

- As of 2020, approximately 6,923 trillion British Thermal Unit (BTU) of energy was consumed
- As of 2020, approximately 524 million barrels of petroleum
- As of 2020, approximately 2,075 billion cubic feet of natural gas
- As of 2020, approximately 1 million short tons of coal

The California Energy Commission’s (CEC) *Transportation Energy Demand Forecast 2018-2030* was released in order to support the 2017 Integrated Energy Policy Report (IEPR). The *Transportation Energy Demand Forecast 2018-2030* lays out graphs and data supporting CEC’s projections of California’s future transportation energy demand. The projected inputs consider expected variable changes in fuel prices, income,



population, and other variables. Predictions regarding fuel demand included the following: (Urban Crossroads, 2023i, p. 12)

- Gasoline demand in the transportation sector is expected to decline from approximately 15.8 billion gallons in 2017 to between 12.3 billion and 12.7 billion gallons in 2030.
- Diesel demand in the transportation sector is expected to rise, increasing from approximately 3.7 billion diesel gallons in 2015 to approximately 4.7 billion in 2030.
- Data from the Department of Energy states that approximately 3.9 billion gallons of diesel fuel were consumed in 2019.

The most recent data provided by the EIA for energy use in California by demand sector is from 2020 and is reported as follows (Urban Crossroads, 2023i, p. 12):

- Approximately 34.0% transportation
- Approximately 24.6% industrial
- Approximately 21.8% residential
- Approximately 19.6% commercial

In 2021, total system electric generation for California was 277,764 gigawatt hours (GWh). California's massive electricity in-state generation system generated approximately 194,127 GWh which accounted for approximately 70% of the electricity it uses; the rest was imported from the Pacific Northwest (12%) and the U.S. Southwest (18%). Natural gas is the main source for electricity generation at 50.19% of the total in-state electric generation system power as shown in Table 4.6-1, *Total Electricity System Power (California 2021)*. (Urban Crossroads, 2023i, p. 12)

An updated summary of, and context for energy consumption and energy demands within the State is presented in “U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts” and is excerpted below (Urban Crossroads, 2023i, p. 14):

- In 2021, California was the seventh-largest producer of crude oil among the 50 states, and, as of January 2021, it ranked third in crude oil refining capacity.
- California is the largest consumer of jet fuel and second-largest consumer of motor gasoline among the 50 states and, the state accounted for 15% of the nation’s jet fuel consumption and 10% of motor gasoline consumption in 2020.
- In 2019, California was the second-largest total energy consumer among the states, but its per capita energy consumption was less than in all other states except Rhode Island, due in part to its mild climate and its energy efficiency programs.
- In 2021, California was the nation’s top producer of electricity from solar, geothermal, and biomass energy. The state was fourth in the nation in conventional hydroelectric power generation, down from second in 2019, in part because of drought and increased water demand.



Table 4.6-1 Total Electricity System Power (California 2021)

Fuel Type	California In-State Generation (GWh)	% of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	% of Imports	Total California Energy Mix	Total California Power Mix
Coal	303	0.2%	181	7,788	7,969	9.5%	8,272	3.0%
Natural Gas	97,431	50.2%	45	7,880	7,925	9.5%	105,356	379.0%
Oil	37	0.0%	-	-	-	0.0%	37	0.0%
Other (Waste Heat/Petroleum Coke)	382	0.2%	68	15	83	0.1%	465	0.2%
Nuclear	16,477	8.5%	524	8,756	9,281	11.1%	25,758	9.3%
Large Hydro	12,036	6.2%	12,042	1,578	13,620	16.3%	25,656	9.2%
Unspecified	-	0.0%	8,156	10,731	18,887	22.6%	18,887	6.8%
Total Thermal and Non-Renewables	126,666	65.2%	21,017	36,748	57,764	6910.0%	184,431	66.4%
Biomass	5,381	2.8%	864	26	890	1.1%	6,271	2.3%
Geothermal	11,116	5.7%	192	1,906	2,098	2.5%	13,214	4.8%
Small Hydro	2,531	1.3%	304	1	304	0.4%	2,835	1.0%
Solar	33,260	17.1%	220	5,979	6,199	7.4%	39,458	14.2%
Wind	15,173	7.8%	9,976	6,405	16,381	19.6%	31,555	11.4%
Total Renewables	67,461	34.8%	11,555	14,317	25,872	3090.0%	93,333	33.6%
SYSTEM TOTALS	194,127	100.0%	32,572	51,064	83,636	100.0%	277,764	100.0%

(Urban Crossroads, 2023i, Table 2-1)

- In 2021, California was the fourth-largest electricity producer in the nation, but the state was also the nation’s second-largest consumer of electricity, and in 2020, it received about 30% of its electricity supply from generating facilities outside of California, including imports from Mexico.

As indicated in Table 4.6-1, California is one of the nation’s leading energy-producing states, and California’s per capita energy use is among the nation’s most efficient (Urban Crossroads, 2023i, p. 14).

B. Electricity

The usage associated with electricity use were calculated using the California Emissions Estimator Model (CalEEMod) Version 2022.1. The Southern California region’s electricity reliability has been of concern for the past several years due to the planned retirement of aging facilities that depend upon once-through cooling technologies, as well as the June 2013 retirement of the San Onofre Nuclear Generating Station (San Onofre). While the once-through cooling phase-out has been ongoing since the May 2010 adoption of the State Water Resources Control Board’s once-through cooling policy, the retirement of San Onofre complicated the situation. California Independent Service Operator (ISO) studies revealed the extent to which the South Coast Air Basin (SCAB) and the San Diego Air Basin (SDAB) region were vulnerable to low-voltage and post-transient voltage instability concerns. A preliminary plan to address these issues was detailed in the 2013 Integrative Energy Policy Report (IEPR) after a collaborative process with other energy agencies, utilities, and



air districts. Similarly, the subsequent 2021 IEPR provides information and policy recommendations on advancing a clean, reliable, and affordable energy system. (Urban Crossroads, 2023i, p. 14)

California’s electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California ISO is a nonprofit public benefit corporation and is the impartial operator of the State’s wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California’s homes and communities. While utilities still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities. (Urban Crossroads, 2023i, pp. 14-15)

Part of the ISO’s charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, utilities file annual transmission expansion/modification plans to accommodate the State’s growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State. (Urban Crossroads, 2023i, p. 15)

Electricity is currently provided to the Project site by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. 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 from independent power producers and utilities, including out-of-state suppliers. (Urban Crossroads, 2023i, p. 15)

Table 4.6-2, *SCE 2021 Power Content Mix*, summarizes SCE’s specific proportional shares of electricity sources in 2021. As indicated in Table 4.6-2, the 2021 SCE Power Mix has renewable energy at 31.4% of the overall energy resources. Geothermal resources are at 5.7%, wind power is at 10.2%, large hydroelectric sources are at 2.3%, solar energy is at 14.9%, and coal is at 0%. (Urban Crossroads, 2023i, p. 15)

C. Natural Gas

The following summary of natural gas customers and volumes, supplies, delivery of supplies, storage, service options, and operations is excerpted from information provided by the California Public Utilities Commission (CPUC) (Urban Crossroads, 2023i, pp. 16-19).

“The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego



Table 4.6-2 SCE 2021 Power Content Mix

Energy Resources	2020 SCE Power Mix
Eligible Renewable	31.4%
Biomass & Waste	0.1%
Geothermal	5.7%
Eligible Hydroelectric	0.5%
Solar	14.9%
Wind	10.2%
Coal	0.0%
Large Hydroelectric	2.3%
Natural Gas	22.3%
Nuclear	9.2%
Other	0.2%
Unspecified Sources of power*	34.6%
Total	100%

* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources
(Urban Crossroads, 2023i, Table 2-2)

Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators: Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.

California's natural gas utilities provide service to over 11 million gas meters. SoCalGas and PG&E provide service to about 5.9 million and 4.3 million customers, respectively, while SDG&E provides service to over 800, 000 customers. In 2018, California gas utilities forecasted that they would deliver about 4740 million cubic feet per day (MMcfd) of gas to their customers, on average, under normal weather conditions.

The overwhelming majority of natural gas utility customers in California are residential and small commercial customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers. Although very small in number relative to core customers, noncore customers consume about 65% of the natural gas delivered by the state's natural gas utilities, while core customers consume about 35%.

A significant amount of gas (about 19%, or 1131 MMcfd, of the total forecasted California consumption in 2018) is also directly delivered to some California large volume consumers, without being transported over the regulated utility pipeline system. Those customers, referred to as "bypass" customers, take service directly from interstate pipelines or directly from California producers.



SDG&E and Southwest Gas' southern division are wholesale customers of SoCalGas, i.e., they receive deliveries of gas from SoCalGas and in turn deliver that gas to their own customers. (Southwest Gas also provides natural gas distribution service in the Lake Tahoe area.) Similarly, West Coast Gas, a small gas utility, is a wholesale customer of PG&E. Some other wholesale customers are municipalities like the cities of Palo Alto, Long Beach, and Vernon, which are not regulated by the CPUC.

Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines that deliver out-of-state natural gas to California gas utilities are Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, Ruby Pipeline, Mojave Pipeline, and Tuscarora. Another pipeline, the North Baja - Baja Norte Pipeline takes gas off the El Paso Pipeline at the California/Arizona border and delivers that gas through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the transportation of natural gas on the interstate pipelines, and authorizes rates for that service, the California Public Utilities Commission may participate in FERC regulatory proceedings to represent the interests of California natural gas consumers.

The gas transported to California gas utilities via the interstate pipelines, as well as some of the California-produced gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipelines systems (commonly referred to as California's "backbone" pipeline system). Natural gas on the utilities' backbone pipeline systems is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large volume noncore customers take natural gas delivery directly off the high-pressure backbone and local transmission pipeline systems, while core customers and other noncore customers take delivery off the utilities' distribution pipeline systems. The state's natural gas utilities operate over 100,000 miles of transmission and distribution pipelines, and thousands more miles of service lines.

Bypass customers take most of their deliveries directly off the Kern/Mojave pipeline system, but they also take a significant amount of gas from California production.

PG&E and SoCalGas own and operate several natural gas storage fields that are located within their service territories in northern and southern California, respectively. These storage fields, and four independently owned storage utilities - Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage - help meet peak seasonal and daily natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently. PG&E is a 25% owner of the Gill Ranch Storage field. These storage fields provide a significant amount of infrastructure capacity to help meet California's natural gas requirements, and without these storage fields, California would need much more pipeline capacity in order to meet peak gas requirements.

Prior to the late 1980s, California regulated utilities provided virtually all natural gas services to all their customers. Since then, the Commission has gradually restructured the California gas industry in order to give customers more options while assuring regulatory protections for those customers that wish to, or are required to, continue receiving utility-provided services.



The option to purchase natural gas from independent suppliers is one of the results of this restructuring process. Although the regulated utilities procure natural gas supplies for most core customers, core customers have the option to purchase natural gas from independent natural gas marketers, called "core transport agents" (CTA). Contact information for core transport agents can be found on the utilities' web sites. Noncore customers, on the other hand, make natural gas supply arrangements directly with producers or with marketers.

Another option resulting from the restructuring process occurred in 1993, when the Commission removed the utilities' storage service responsibility for noncore customers, along with the cost of this service from noncore customers' transportation rates. The Commission also encouraged the development of independent storage fields, and in subsequent years, all the independent storage fields in California were established. Noncore customers and marketers may now take storage service from the utility or from an independent storage provider (if available), and pay for that service, or may opt to take no storage service at all. For core customers, the Commission assures that the utility has adequate storage capacity set aside to meet core requirements, and core customers pay for that service. In a 1997 decision, the Commission adopted PG&E's "Gas Accord", which unbundled PG&E's backbone transmission costs from noncore transportation rates. This decision gave customers and marketers the opportunity to obtain pipeline capacity rights on PG&E's backbone transmission pipeline system, if desired, and pay for that service at rates authorized by the Commission. The Gas Accord also required PG&E to set aside a certain amount of backbone transmission capacity in order to deliver gas to its core customers. Subsequent Commission decisions modified and extended the initial terms of the Gas Accord. The "Gas Accord" framework is still in place today for PG&E's backbone and storage rates and services and is now simply referred to as PG&E Gas Transmission and Storage (GT&S).

In a 2006 decision, the Commission adopted a similar gas transmission framework for Southern California, called the "firm access rights" system. SoCalGas and SDG&E implemented the firm access rights (FAR) system in 2008, and it is now referred to as the backbone transmission system (BTS) framework. As under the PG&E backbone transmission system, SoCalGas backbone transmission costs are unbundled from noncore transportation rates. Noncore customers and marketers may obtain, and pay for, firm backbone transmission capacity at various receipt points on the SoCalGas system. A certain amount of backbone transmission capacity is obtained for core customers to assure meeting their requirements.

Many if not most noncore customers now use a marketer to provide for several of the services formerly provided by the utility. That is, a noncore customer may simply arrange for a marketer to procure its supplies, and obtain any needed storage and backbone transmission capacity, in order to assure that it will receive its needed deliveries of natural gas supplies. Core customers still mainly rely on the utilities for procurement service, but they have the option to take procurement service from a CTA. Backbone transmission and storage capacity is either set aside or obtained for core customers in amounts to assure very high levels of service.



In order properly operate their natural gas transmission pipeline and storage systems, PG&E and SoCalGas must balance the amount of gas received into the pipeline system and delivered to customers or to storage fields. Some of these utilities' storage capacity is dedicated to this service, and under most circumstances, customers do not need to precisely match their deliveries with their consumption. However, when too much or too little gas is expected to be delivered into the utilities' systems, relative to the amount being consumed, the utilities require customers to more precisely match up their deliveries with their consumption. And, if customers do not meet certain delivery requirements, they could face financial penalties. The utilities do not profit from these financial penalties - the amounts are then returned to customers as a whole. If the utilities find that they are unable to deliver all the gas that is expected to be consumed, they may even call for a curtailment of some gas deliveries. These curtailments are typically required for just the largest, noncore customers. It has been many years since there has been a significant curtailment of core customers in California."

As indicated in the preceding discussions, natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The CPUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State. (Urban Crossroads, 2023i, p. 19)

D. Transportation Energy Resources

The Project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. The Department of Motor Vehicles (DMV) identified 36.2 million registered vehicles in California, and those vehicles consume an estimated 17.2 billion gallons of fuel each year. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets. (Urban Crossroads, 2023i, pp. 19-20)

California's on-road transportation system includes 396,616 lane miles, more than 26.6 million passenger vehicles and light trucks, and almost 9.0 million medium- and heavy-duty vehicles. While gasoline consumption has been declining since 2008, it is still by far the dominant fuel. California is the second-largest consumer of petroleum products, after Texas, and accounts for 10% of the nation's total consumption. The state is the largest U.S. consumer of motor gasoline and jet fuel, and 85% of the petroleum consumed in California is used in the transportation sector. (Urban Crossroads, 2023i, p. 20)

California accounts for less than 1% of total U.S. natural gas reserves and production. As with crude oil, California's natural gas production has experienced a gradual decline since 1985. In 2019, about 37% of the natural gas delivered to consumers went to the state's industrial sector, and about 28% was delivered to the electric power sector. Natural gas fueled more than two-fifths of the state's utility-scale electricity generation in 2019. The residential sector, where two-thirds of California households use natural gas for home heating, accounted for 22% of natural gas deliveries. The commercial sector received 12% of the deliveries to end users and the transportation sector consumed the remaining 1%. (Urban Crossroads, 2023i, p. 20)



4.6.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations related to energy use and conservation.

A. Federal Regulations

1. *Intermodal Surface Transportation Efficiency Act (ISTEA)*

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions. The applicable MPO for Riverside County is the Southern California Association of Governments (SCAG). SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the applicable planning document for the area. (FHWA, n.d.)

B. State Regulations

1. *Integrated Energy Policy Report*

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety (Public Resources Code § 25301a). The CEC prepares these assessments and associated policy recommendations every two years, with updates on alternate years, as part of the Integrated Energy Policy Report (IEPR). (CEC, n.d.)

The 2021 IEPR was adopted February 2022, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. Additionally, the 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. (CEC, n.d.)

2. *California Code Title 24, Part 6, Energy Efficiency Standards*

California Code Title 24, Part 6 (also referred to as the California Energy Code) was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. California's building efficiency standards are updated on an approximately three-year cycle. The 2019 Standards for building construction, which went into effect on January 1, 2020,



improved upon the former 2016 Standards for residential and nonresidential buildings. The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar PV systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code. (CEC, n.d.)

3. California Renewable Portfolio Standards (RPS)

The California Energy Commission (CEC) implements and administers portions of California's Renewables Portfolio Standard (RPS). Under the existing RPS, 25% of retail sales are required to be from renewable sources by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. SB 100 raises California's RPS requirement to 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours (kWh) of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency (CNRA), California Environmental Protection Agency (CalEPA), the Department of Food and Agriculture (CDFA), and California Air Resources Board (CARB) to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal. (CEC, n.d.)

4. Pavley Fuel Efficiency Standards (AB 1493)

In California, AB 1493 establishes fuel efficiency ratings for model year 2009-2016 passenger cars and light trucks (CARB, n.d.).

5. Senate Bill 350 (SB 350) – Clean Energy and Pollution Reduction Act of 2015

In October 2015, the legislature approved, and the Governor signed, SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions: (CA Legislative Info, n.d.)

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.



- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

6. *Advanced Clean Cars Program*

In 2012, the California Air Resources Board (CARB) adopted a set of regulations to control emissions from passenger vehicle model years 2017 through 2025, collectively called Advanced Clean Cars. Advanced Clean Cars, developed in coordination with the United States Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA), combined the control of smog-causing (criteria) pollutants and greenhouse gas (GHG) emissions into a single coordinated package of regulations: the Low-Emission Vehicle III Regulation for criteria (LEV III Criteria) and GHG (LEV III GHG) emissions, and a technology-forcing mandate for zero-emission vehicles (ZEV). The goal of the program is to guide the development of environmentally advanced cars that would continue to deliver the performance, utility, and safety car owners have come to expect. Advanced Clean Cars includes the following elements (CARB, 2020c):

LEV III Criteria: Reducing Smog-Forming Pollution. CARB adopted new emission standards to reduce smog-forming emissions (also known as “criteria pollutants”) beginning with 2015 model year vehicles. The goal of this regulation is to have cars emit 75 percent less smog-forming pollution than the average car sold in 2012 by 2025.

LEV III GHG: Reducing GHG Emissions. California’s GHG regulations are projected to reduce GHG emissions from new vehicles by approximately 40 percent (from 2012 model vehicles) in 2025.

ZEV Regulation: Promoting the Cleanest Cars. The ZEV regulation is designed to achieve the State’s long-term emission reduction goals by requiring auto manufacturers to offer for sale specific numbers of the very cleanest cars available. These vehicle technologies include full battery-electric, hydrogen fuel cell, and plug-in hybrid-electric vehicles. Updated estimates using publicly available information show about 8 percent of California new vehicle sales in 2025 will be ZEVs and plug-in hybrids.

7. *Advanced Clean Trucks Program*

In June 2020, CARB adopted a new Rule requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California will be required to be zero-emission. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines would be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. CARB reports that as of 2020, most commercially-available models of zero-emission vans, trucks and buses operate less than 100 miles per day. Commercial availability of electric-powered long-haul trucks is very limited. However, as technology advances over the next 20 years, zero-emission trucks will become suitable for more applications, and several truck manufacturers have announced plans to introduce market ready zero-emission trucks in the future. When commercial availability of electric-powered long-haul trucks is more readily available, implementation of the Advanced Clean Trucks Regulation is anticipated to significantly reduce GHG emissions and energy usage statewide.



8. **Senate Bill 1020 – Clean Energy, Jobs, and Affordability Act of 2022**

SB 1020, also known as the Clean Energy, Jobs, and Affordability Act of 2022, revised State policy to include interim targets requiring that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035. SB 1020 also requires each State agency to ensure that zero-carbon resources and eligible renewable energy resources supply 100 percent of electricity procured to serve their agency by December 31, 2035. In addition, SB 1020 requires the State Water Project (SWP) to procure eligible renewable energy and zero-carbon resources as necessary to meet the clean energy requirements specified for all State agencies. Finally, SB 1020 requires the California Public Utilities Commission (CPUC) to develop utility affordability metrics for both electricity and gas service. (CA Legislative Info, n.d.)

C. **Local Regulations**

1. **Riverside County Climate Action Plan (CAP)**

Riverside County's most current Climate Action Plan, updated in November 2019 uses several methods to promote renewable energy and energy efficiency. The regulation most relevant to the project is R2-CE1: Clean Energy, which states:

- *On-site renewable energy production (including but not limited to solar) shall apply to any tentative tract map, plot plan, or conditional use permit that proposes to add more than 75 new dwelling units of residential development or one or more new buildings totaling more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development. Renewable energy production shall be onsite generation of at least 20 percent of energy demand for commercial, office, industrial or manufacturing development, meet or exceed 20 percent of energy demand for multi-family residential development, and meet or exceed 30 percent of energy demand for single-family residential development.* (Riverside County, 2019, pp. 4-11 and 4-12)

4.6.3 BASIS FOR DETERMINING SIGNIFICANCE

Section VI of Appendix G to the California Environmental Quality Act (CEQA) Guidelines addresses typical adverse effects due to energy consumption, and includes the following threshold questions to evaluate a project's impacts on energy resources (OPR, 2018a).

- Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?



The following thresholds are derived directly from Section VI of Appendix G to the CEQA Guidelines and the County's Environmental Assessment form. The proposed Project would have a significant impact on energy resources if construction and/or operation of the Project would:

- a. *Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*
- b. *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.*

4.6.4 IMPACT ANALYSIS

A. Methodology for Calculating Project Energy Demands

Information from the CalEEMod Version 2022.1 outputs for the Project's Air Quality Impact Analysis (AQIA) technical reports, included as EIR *Technical Appendices B1 through B9*, were utilized in this analysis, detailing Project related construction equipment, transportation energy demands, and facility energy demands. (Urban Crossroads, 2023i, p. 26)

In May 2022, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and greenhouse gas (GHG) emissions from direct and indirect sources as well as energy usage. Accordingly, the latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. Outputs from the annual model runs are provided in Appendices 4.1 through 4.2 to each of the Project's Energy Analysis technical reports (EIR *Technical Appendices E1 through E4*). (Urban Crossroads, 2023i, p. 26)

On May 2, 2022, the EPA approved the 2021 version of the EMissions FACtor model (EMFAC2021) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, vehicle miles traveled (VMT) from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. The Project's Energy Analysis technical reports utilize the different fuel types for each vehicle class from the annual EMFAC2021 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during Project construction and operational activities. For purposes of analysis, the 2024 and 2025 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project. Outputs from the EMFAC2021 model run is provided in Appendix 4.3 to each of the Project's Energy Analysis technical reports (EIR *Technical Appendices E1 through E4*).



Threshold a.: Would the Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

A. Construction Energy Demand

The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the proposed Project (Urban Crossroads, 2023i, p. 27).

1. Construction Power Cost and Electricity Usage

Construction of Building 13 and Buildings 14A/14B is expected to commence in May 2024 and would last through May 2025, while construction of Buildings 17 and 18 is expected to commence in December 2024 and would last through December 2025. The construction schedule utilized in the analysis, described previously in EIR subsection 3.6.1, represents a “worst-case” analysis scenario. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet. (Urban Crossroads, 2023s, p. 12)

The 2022 National Construction Estimator identifies a typical power cost per 1,000 sf of construction per month of \$2.41, which was used to calculate the Project’s total construction power cost. As shown on Table 2-2 of the each of the Project’s Overall EA technical report (*Technical Appendix E5*), the total power cost of the on-site electricity usage during the construction activities is estimated at \$22,178.79 for Building 13, \$22,886.14 for Buildings 14A/14B, \$19,695.55 for Building 17, and \$16,663.44 for Building 18, for an overall Project total of \$82,423.92. The SCE’s general service rate schedule were used to determine the Project’s electrical usage. As of October 1, 2022, SCE’s general service rate is \$0.14 per kilowatt hours (kWh) of electricity for industrial services. (Urban Crossroads, 2023s, pp. 13-14)

As shown on Table 4-3 of the Building 13 EA, the total electricity usage from on-site construction-related activities at the Building 13 site is estimated to be approximately 161,600 kWh. As shown on Table 4-3 of the Buildings 14A/14B EA, the total electricity usage from construction-related activities at the Buildings 14A/14B site is estimated to be approximately 174,040 kWh. As shown on Table 4-3 of the Building 17 EA, the total electricity usage from construction-related activities at the Building 17 site is estimated to be approximately 143,507 kWh. As shown on Table 4-3 of the Building 18 EA, the total electricity usage from construction-related activities at the Building 18 site is estimated to be approximately 121,414 kWh. As shown on Table 2-3 of the Overall EA, the total electricity usage from construction-related activities at all of the Project’s Plot Plan sites is estimated to be approximately 600,561 kWh. (Urban Crossroads, 2023i, p. 28; Urban Crossroads, 2023j, p. 28; Urban Crossroads, 2023k, p. 28; Urban Crossroads, 2023l, p. 28; Urban Crossroads, 2023s, p. 14)

2. Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. A description of the construction equipment anticipated during construction of each of the Project’s Plot Plan sites previously was provided in EIR subsection 3.6.1. In accordance with the County



of Riverside Good Neighbor Policy for Logistics and Warehouse/Distribution uses, it is 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. (Urban Crossroads, 2023i, pp. 28-29)

The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon (hp-hr-gal.), obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines. For the purposes of analysis, the calculations are based on all construction equipment being diesel-powered, which is consistent with industry standards. (Urban Crossroads, 2023i, p. 29)

Construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates for each of the Project's Plot Plan sites are presented in Table 4-5 of each of the Project's EA technical reports (*Technical Appendices E1 through E4*). Diesel fuel would be supplied by existing commercial fuel providers serving the Project area and region. As shown in Table 4-5 of each of the Project's EA technical reports, construction activities at the Building 13 site would consume an estimated 63,144 gallons of diesel fuel, construction activities at the Buildings 14A/14B site would consume an estimated 63,144 gallons of diesel fuel, construction activities at the Building 17 site would consume an estimated 63,144 gallons of diesel fuel, and construction activities at the Building 18 site would consume an estimated 63,144 gallons of diesel fuel. As shown in Table 2-5 of the Overall EA technical report (*Technical Appendix E5*), construction activities at all four of the Project's Plot Plan sites would consume an estimated 252,576 gallons of diesel fuel. Project construction would represent a "single-event" diesel fuel demand and would not require ongoing or permanent commitment of diesel fuel resources for this purpose. (Urban Crossroads, 2023s, pp. 17, 22 and Table 2-6)

3. Construction Worker Fuel Estimates

Construction generates on-road vehicle emissions from vehicle usage for workers, vendors, and haul truck commuting to and from the site. The number of workers and vendor trips for each of the Project's Plot Plan sites are presented in Table 4-6 of each of the Project's EA technical reports (*Technical Appendices E1 through E4*). It should be noted that for vendor trips, specifically, CalEEMod only assigns vendor trips to the Building Construction phase. Vendor trips would likely occur during all phases of construction. As such, the CalEEMod defaults for vendor trips have been adjusted based on a ratio of the total vendor trips to the number of days of each subphase of activity. (Urban Crossroads, 2023i, p. 31)

With respect to estimated VMT for construction workers at each of the Project's Plot Plan sites, the construction worker trips (personal vehicles used by workers commuting to the Project site from home) would generate an estimated 576,645 VMT during the 12 months of construction at the Building 13 site, 576,645 VMT during the 12 months of construction at the Buildings 14A/14B site, 492,100 VMT during the 12 months of construction at the Building 17 site, and 592,185 VMT during the 12 months of construction at the Building 18 site. Construction worker trips for all four of the Project's Plot Plan sites are estimated at 2,237,575 VMT during construction of the overall Project. Based on CalEEMod methodology, it is assumed that 50% of all



construction worker trips are from light-duty-auto vehicles (LDA), 25% are from light-duty-trucks (LDT1¹), and 25% are from light-duty-trucks (LDT2²). Data regarding Project-related construction worker trips were based on CalEEMod defaults utilized within each of the Project's AQIA technical reports, included as EIR *Technical Appendices B1 through B9*. (Urban Crossroads, 2023i, p. 31; Urban Crossroads, 2023j, p. 31; Urban Crossroads, 2023k, p. 31; Urban Crossroads, 2023l, p. 31; Urban Crossroads, 2023s, p. 23)

Vehicle fuel efficiencies for LDA, LDT1, and LDT2 were estimated using information generated within the 2021 version of the EMFAC developed by CARB. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. EMFAC2021 was run for the LDA, LDT1, and LDT2 vehicle class within the California sub-area for the 2024 and 2025 calendar years. Data from EMFAC2021 is shown in Appendix 4.3 to each of the Project's EA technical reports (*Technical Appendices E1 through E4*). (Urban Crossroads, 2023i, pp. 31-32)

As shown in Table 4-7 of each of the Project's EA technical reports (*Technical Appendices E1 through E4*), the estimated annual fuel consumption resulting from construction worker trips during full construction at the Building 13 site is 20,615 gallons, the estimated annual fuel consumption resulting from construction worker trips during full construction at the Buildings 14A/14B site is 22,798 gallons, the estimated annual fuel consumption resulting from construction worker trips during full construction at the Building 17 site is 17,358 gallons, and the estimated annual fuel consumption resulting from construction worker trips during full construction at the Building 18 site is 20,866 gallons. As shown in Table 2-7 of the Overall EA (*Technical Appendix E5*), the estimated annual fuel consumption resulting from Project construction worker trips for the Project overall is 81,637 gallons. It should be noted that construction worker trips would represent a "single-event" gasoline fuel demand and would not require ongoing or permanent commitment of fuel resources for this purpose. (Urban Crossroads, 2023i, p. 32; Urban Crossroads, 2023j, p. 32; Urban Crossroads, 2023k, p. 32; Urban Crossroads, 2023l, p. 32; Urban Crossroads, 2023s, p. 26)

4. Construction Vendor/Hauling Fuel Estimates

With respect to estimated VMT, over the duration of construction activity the construction vendor trips along area roadways (vehicles that deliver materials to the site during construction) would generate an estimated 351,036 VMT in association with the Building 13 site, 351,036 VMT in association with the Buildings 14A/14B site, 464,100 VMT in association with the Building 17 site, and 118,344 VMT in association with the Building 18 site. The Project overall would generate an estimated 1,284,516 VMT. It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHD), 50% of all vendor trips are from heavy-heavy duty trucks (HHD), and 100% of all hauling trips are HHDs. These assumptions are consistent with the CalEEMod defaults utilized within the Project's AQIA technical reports (EIR *Technical Appendices B1 through B9*). Vehicle fuel efficiencies for MHDs and HHDs were estimated using information generated

¹ Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

² Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.



within EMFAC2021. EMFAC2021 was run for the MHD and HHD vehicle classes within the California sub-area for the 2024 and 2025 calendar years. Data from EMFAC2021 is shown in Appendix 4.3 to each of the Project's EA technical reports (*Technical Appendices E1 through E4*). (Urban Crossroads, 2023i, p. 33; Urban Crossroads, 2023j, p. 33; Urban Crossroads, 2023k, p. 33; Urban Crossroads, 2023l, p. 33; Urban Crossroads, 2023s, p. 27)

Based on Table 4-8 of each of the Project's EA technical reports (*Technical Appendices E1 through E4*), it is estimated that 55,145 gallons of fuel would be consumed related to construction vendor trips during full construction of the Building 13 site, 26,617 gallons of fuel would be consumed related to construction vendor trips during full construction of the Buildings 14A/14B site, 72,951 gallons of fuel would be consumed related to construction vendor trips during full construction of the Building 17 site, and 16,841 gallons of fuel would be consumed related to construction vendor trips during full construction of the Building 18 site. Based on Table 2-8 of the Overall EA (*Technical Appendix E5*), it is estimated that 171,554 gallons of fuel would be consumed related to construction vendor trips during full construction of all of the Project's Plot Plans. It should be noted that Project construction vendor trips would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose. (Urban Crossroads, 2023i, p. 33; Urban Crossroads, 2023j, p. 33; Urban Crossroads, 2023k, p. 33; Urban Crossroads, 2023l, p. 33; Urban Crossroads, 2023s, p. 29)

5. Construction Energy Efficiency/Conservation Measures

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel. (Urban Crossroads, 2023i, pp. 33-34)

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption. (Urban Crossroads, 2023i, p. 34)

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and



wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling.” In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints. (Urban Crossroads, 2023i, p. 34)

A full analysis related to the energy needed to form construction materials is not included in this analysis due to a lack of detailed Project-specific information on construction materials. At this time, an analysis of the energy needed to create Project-related construction materials would be extremely speculative and thus has not been prepared (State CEQA Guidelines § 15145). (Urban Crossroads, 2023i, p. 34)

In general, construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations. (Urban Crossroads, 2023i, p. 34)

B. Operational Energy Demands

Energy consumption in support of or related to Project operations would include transportation fuel demands (fuel consumed by passenger car and truck vehicles accessing the Project site), fuel demands from operational equipment, and facilities energy demands (energy consumed by building operations and site maintenance activities).

1. Transportation Fuel Demands

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. The VMT per vehicle class can be determined by evaluated in the vehicle fleet mix and the total VMT. As with worker and vendors trips, operational vehicle fuel efficiencies were estimated using information generated within EMFAC2021 developed by CARB. EMFAC2021 was run for the Riverside County area for the 2025 calendar year. Data from EMFAC2021 is shown in Appendix 4.3 to each of the Project’s EA technical reports (*Technical Appendices E1 through E4*). (Urban Crossroads, 2023i, p. 35)

The estimated transportation energy demands are previously summarized on Table 4-9 of each of the Project’s EA technical reports (*Technical Appendices E1 through E4*). As shown, operational activities at the Building 13 site would result in 2,670,264 annual VMT and an estimated annual fuel consumption of 151,786 gallons of fuel; operational activities at the Buildings 14A/14B site would result in 3,024,461 annual VMT and an estimated annual fuel consumption of 233,146 gallons of fuel; operational activities at the Building 17 site would result in 2,229,526 annual VMT and an estimated annual fuel consumption of 127,645 gallons of fuel; and operational activities at the Building 18 site would result in 2,257,064 annual VMT and an estimated annual fuel consumption of 128,700 gallons of fuel. As shown in Table 2-9 of the Overall EA (*Technical*



Appendix E5), operational energy demands associated with buildout of all four of the Project's Plot Plans would result in 10,181,315 annual VMT and an estimated annual fuel consumption of 641,277 gallons of fuel. (Urban Crossroads, 2023i, p. 35; Urban Crossroads, 2023j, p. 35; Urban Crossroads, 2023k, p. 35; Urban Crossroads, 2023l, p. 35; Urban Crossroads, 2023s, p. 32)

2. On-Site Cargo Handling Equipment Fuel Demands

It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. In accordance with the County of Riverside Good Neighbor Policy for Logistics and Warehouse/Distribution uses it is assumed that all on-site cargo handling equipment would be electrically powered, and thus such equipment would not generate a demand for fuel. (Urban Crossroads, 2023i, p. 35)

3. Facility Energy Demands

Project building operations activities would result in the consumption of electricity, which would be supplied to the Project by SCE. Annual electricity demands of each of the Project's Plot Plan sites are summarized in Table 4-10 of each of the Project's EA technical reports (*Technical Appendices E1 through E4*). As shown, facilities at the Building 13 site would result in a demand for 1,558,284 kWh/year of electricity; facilities at the Buildings 14A/14B site would result in a demand for 1,683,048 kWh/year of electricity; facilities at the Building 17 site would result in a demand for 1,292,773 kWh/year of electricity; and facilities at the Building 18 site would result in a demand for 1,595,856 kWh/year of electricity. As shown in Table 2-10 of the Overall EA (*Technical Appendix E5*), the Project overall would result in an operational demand for 6,129,961 kWh/year of electricity. (Urban Crossroads, 2023i, p. 35; Urban Crossroads, 2023j, p. 35; Urban Crossroads, 2023k, p. 35; Urban Crossroads, 2023l, p. 35; Urban Crossroads, 2023s, p. 32)

Based on information provided by the Project Applicant, none of the Projects buildings would use natural gas for the building envelope. As such, no natural gas would be consumed associated with long-term Project operations (Urban Crossroads, 2023i, p. 36).

4. Operational Energy Efficiency/Conservation Measures

Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards, and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title24, California Green Building Standards Code) (Urban Crossroads, 2023i, p. 36).

Project annual fuel consumption estimates presented in Table 4-9 of the Project's EA technical reports (*Technical Appendices E1 through E4*) represent likely potential maximums that would occur for the Project. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system. (Urban Crossroads, 2023i, p. 36)



Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) likely would decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. (Urban Crossroads, 2023i, p. 36)

In addition, the proposed Project would be subject to compliance with CAP Update measure R2-CE1, which requires the installation of renewable energy production on site of at least 20 percent of the energy demand for each of the Project's proposed buildings, which typically would consist of rooftop solar panels. Measure R2-CE1 only requires on-site energy production for 20 percent of the energy demand for industrial buildings because rooftops typically are constrained for space by other rooftop equipment, such as air conditioning units. Mandatory compliance with CAP Update measure R2-CE1, in conjunction with mandatory compliance with State regulations related to energy consumption, would ensure that the Project incorporates the maximum feasible renewable production features into the design of all of the Project's proposed buildings.

C. Conclusion

As supported by the preceding analyses, construction and operations associated with each of the Project's Plot Plans as well as construction and operation of the Project as a whole would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. Future building permit applications associated with the Project would be required to comply with the applicable Title 24 standards. As such, energy consumed by the Project's operation would be less than energy consumed by other older warehouse uses of similar scale and intensity that are constructed and operating in California. Additionally, the Project's proximity to the Interstate freeway system would reduce VMT and therefore decrease reliance on fossil fuels. On this basis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California. Therefore, the Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

Threshold b.: Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?

A summary of the Project's consistency with applicable regulations and requirements is provided below.

Consistency with Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

Transportation and access to the Project site is provided primarily by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Project site. (Urban Crossroads, 2023i, p. 41)



Transportation Equity Act for the 21st Century (TEA-21)

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21. (Urban Crossroads, 2023i, p. 41)

Consistency with 2019 Integrated Energy Policy Report (IEPR)

Electricity would be provided to the Project site by SCE, and SoCalGas would provide natural gas. SCE's Clean Power and Electrification Pathway (CPEP) white paper builds on existing State programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2021 IEPR. Additionally, the Project would comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the proposed Project would support the goals presented in the 2021 IEPR. (Urban Crossroads, 2023i, p. 41)

Consistency with Energy Action Plan

The Project site is located along major transportation corridors with proximate access to the interstate freeway system. The site selected for the Project facilitates access, acts to reduce VMT, and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the Energy Action Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Action Plan. Although the Project would increase VMT within the County, as detailed in the Project's VMT Analysis technical reports (EIR *Technical Appendices L1 through L5*), and as required by Mitigation Measure 4.18-2 in EIR subsection 4.18.7, the Project would implement several transportation demand management (TDM) strategies which would help reduce VMT to the maximum extent possible. These measures include pre-tax transit pass benefits; carpool and vanpool ride-matching services; guaranteed ride home program; designated employee transportation coordinators; and commuter benefits marketing for new and existing employees. (Urban Crossroads, 2023i, p. 42)

Consistency with California Code Title 24, Part 6, Energy Efficiency Standards

The 2022 version of Title 24 was adopted by the CEC and will become effective on January 1, 2023, and the Project would be subject to all applicable Title 24 requirements. Further, the Project would not cause or result in the need for additional energy producing facilities or energy delivery systems and would reduce mobile based fossil fuel reliance. As such, the Project would not conflict with or obstruct implementation of the 2022 Title 24 standards. (Urban Crossroads, 2023i, p. 42)

Consistency with California Code Title 24, Part 1, CALGreen

CCR, Title 24, Part 11: CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California



Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that were published on July 1, 2022 and will become effective on January 1, 2023. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made. (Urban Crossroads, 2023i, p. 42)

Consistency with AB 1493

AB 1493 is not applicable to the Project as it is a Statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493. (Urban Crossroads, 2023i, p. 42)

Consistency with Renewable Portfolio Standard (RPS)

California's Renewable Portfolio Standard is not applicable to the Project as it is a Statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS. (Urban Crossroads, 2023i, p. 42)

Consistency with SB 350

The proposed Project would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption. As shown above, the Project would not conflict with any of the State or local plans. As such, a less-than-significant impact would occur. (Urban Crossroads, 2023i, p. 42)

Conclusion

As indicated in the preceding analysis, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, impacts would be less than significant.

4.6.5 CUMULATIVE IMPACT ANALYSIS

As indicated under the analysis of Threshold a., there are no components of the proposed Project that would result in the wasteful, inefficient, or unnecessary consumption of energy resources. Other cumulative developments involving discretionary approvals also would be subject to CEQA's requirements to evaluate and address potential impacts due to energy consumption. Although it is possible other cumulative developments could result in the wasteful, inefficient, or unnecessary consumption of energy resources, the Project's projected energy demand during operations would be less-than-cumulatively considerable with mandatory compliance with applicable regulations.

As indicated under the analysis of Threshold b., the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. As such, the Project has no potential to result in cumulatively-considerable impacts due to a conflict with or obstruction of such plans.



4.6.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a.: Less-than-Significant Impact. Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California. As such, Project impacts due to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant requiring no mitigation.

Threshold b.: Less-than-Significant Impact. Energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other warehouse projects of similar scale and intensity that are operating in California, as the Project would be subject to current regulatory requirements, such as the 2022 version of Title 24, which was not in effect when most existing developments were constructed. Based on the analysis presented herein, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

4.6.7 COUNTY REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- Pavley Fuel Efficiency Standards (AB1493). Establishes fuel efficiency ratings for new vehicles.
- Renewable Portfolio Standards (SB 100). Increases California's RPS requirement to 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours (kWh) of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency (CNRA), California Environmental Protection Agency (CalEPA), the Department of Food and Agriculture (CDFA), and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal.
- CCR Title 13, Motor Vehicles, Section 2449(d)(3), *Idling*. During grading and construction activities, signs shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling.



- Prior to issuance of building permits, and in accordance with measure R2-CE1 of the County's Climate Action Plan (CAP) Update, future implementing building permits that involve more than 75 new dwelling units of residential development or one or more new buildings totaling more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development shall be required to offset the energy demand through renewable energy production. Renewable energy production shall be onsite generation of at least 20% of energy demand for commercial, office, industrial or manufacturing development, meet or exceed 20% of energy demand for multi-family residential development, and meet or exceed 30% of energy demand for single-family residential development.

Mitigation

Project impacts due to energy consumption would be less than significant; therefore, mitigation measures are not required.



4.7 GEOLOGY AND SOILS

This Subsection 4.7 assesses the existing surface and subsurface geologic conditions and features of the Project site and determines the potential for impacts associated with these features. The analysis in this subsection is based, in part, on information from geotechnical technical studies prepared by Southern California Geotechnical (SCG). The first report evaluates the Building 13 site (PPT220008), is entitled, “Geotechnical Investigation, Majestic Freeway Business Center Building No. 13,” is dated December 20, 2021, and is included as *Technical Appendix F1* to this EIR (SCG, 2021a). The second report evaluates the Buildings 14A/14B site (PPT220015), is entitled, “Geotechnical Investigation, Majestic Freeway Business Center-Buildings 14A & 14B,” is dated January 11, 2022, and is included as *Technical Appendix F2* to this EIR (SCG, 2022). The third report evaluates the Building 17 site (PPT220009), is entitled, “Geotechnical Investigation, Majestic Freeway Business Center Building No. 17,” is dated December 17, 2021, and is included as *Technical Appendix F3* to this EIR (SCG, 2021b). The fourth report evaluates the Building 18 site (PPT220003), is entitled, “Geotechnical Investigation, Majestic Freeway Business Center – Building No. 18,” is dated December 13, 2021, and is included as *Technical Appendix F4* to this EIR (SCG, 2021c). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.7.1 EXISTING CONDITIONS

A. Regional Geology

The Project site is located in the Peninsular Ranges geomorphic province of California. The Peninsular Ranges province extends from the Los Angeles Basin southeast to Baja California and from the Pacific Ocean eastward to the Coachella Valley and Colorado Desert. The province consists of numerous northwest to southeast-trending mountain ranges and valleys that are geologically controlled by several major active faults. The Project site is located within and near the central part of the Perris block, which is bounded on the northeast by the San Jacinto fault zone, on the north by the Sierra Madre-Cucamonga fault zone, and on the west by the Elsinore Fault zone.

B. Local Geology

SCG conducted field investigations and a review of previous studies conducted for the Project site. Provided below is a description of the geotechnical conditions for each of the four plot plan sites.

Building 13 Site (PPT220008)

- Younger Alluvium. Native younger alluvium was encountered at the ground surface of most of the boring locations conducted by SCG at the Building 13 site. The younger alluvial soils extend to depths of 3 to 10± feet before exhibiting properties of older alluvium. The alluvium consists of medium dense clayey fine to medium sands, loose silty fine to medium sands, and medium dense silty fine sands to fine sandy silts. Varying quantities of clay were occasionally encountered within the younger alluvium. One of the borings was terminated within the younger alluvium at a depth of 10± feet. (SCG, 2021a, p. 5)



- Older Alluvium. Older alluvium was encountered at the ground surface or beneath the younger alluvium at all boring locations, except for one boring location, extending to depths of 8½ to 17± feet below existing site grades at the Building 13 site. The older alluvium consists of medium dense to very dense fine to coarse sands, clayey fine to coarse sands, silty fine to coarse sands, and fine to medium sandy silts. Varying quantities of clay and variable levels of cementation were encountered throughout the older alluvial strata. Two of the borings were terminated within the older alluvium at depths of 15 and 10± feet. (SCG, 2021a, pp. 5-6)
- Bedrock. Val Verde Tonalite bedrock was encountered beneath the older alluvium at several boring locations. The bedrock consists of very dense, gray brown fine to coarse grained tonalite. These materials are generally weathered and friable throughout the depths explored at the site. Tonalite bedrock materials extend to at least the maximum depth explored of 25± feet below the existing site grades. (SCG, 2021a, p. 6)

Buildings 14A/14B Site

- Artificial Fill. Artificial fill soils were encountered at the ground surface at several boring locations at the Buildings 14A/14B site, extending to depths of 1½ to 4½± feet below the existing site grades. The artificial fill soils generally consist of medium dense to very dense silty sands. The fill soils possess a disturbed and mottled appearance, resulting in their classification as artificial fill. (SCG, 2022, p. 6)
- Older Alluvium. Older alluvium was encountered at the ground surface or beneath the fill soils, at all of the boring locations conducted at the Buildings 14A/B sites. The older alluvium generally consists of medium dense to very dense silty sands and clayey sands with varying amounts of silt, clay, and bedrock fragments. The older alluvium also possesses calcareous veining and nodules and some of the recovered samples were observed to be weakly to moderately cemented. The older alluvium extends to depths of 5½ to 12± feet at most of the boring locations, with the exception of one boring location which was terminated in older alluvium at a depth of 10± feet. (SCG, 2022, p. 6)
- Bedrock. Val Verde Tonalite bedrock was encountered beneath the older alluvium at all of the boring locations, with the exception of one boring location which was terminated in the older alluvium at a depth of 10± feet. The bedrock consists of medium dense to very dense, gray brown fine to coarse grained tonalite. These materials are generally weathered and friable throughout the depths explored at the site. Tonalite bedrock materials extend to at least the maximum depth explored of 25± feet below the existing site grades. (SCG, 2022, p. 7)

Building 17 Site

- Artificial Fill. Artificial fill soils were encountered at the ground surface at two of the boring locations at the Building 17 site, extending to a depth of 4½± feet below the existing site grades. The fill soils generally consist of medium dense clayey sands. The fill soils possess a disturbed and mottled appearance, resulting in their classification as artificial fill. (SCG, 2021b, p. 5)



- Older Alluvium. Older alluvium was encountered at the ground surface or beneath the artificial fill soils at all boring locations at the Building 17 site, extending to at least the maximum depth explored of 25± feet below the existing site grades. The older alluvium generally consists of medium dense to dense clayey sands and silty sands, and dense to very dense sands and silty sands to sandy silts. A stratum of stiff sandy clays was encountered at one of the boring locations at a depth of 17 to 22± feet. (SCG, 2021b, p. 5)

Building 18 Site

- Younger Alluvium. Native younger alluvium was encountered at the ground surface at several boring locations at the Building 18 site, extending to depths of 2½ to 15± feet below the existing site grades. One boring location was terminated within the younger alluvium at a depth of 15± feet. The younger alluvium generally consists of loose to medium dense silty sands, clayey sands and sandy silts. The younger alluvium possesses moderate pinhole porosity and is slightly micaceous. (SCG, 2021c, p. 5)
- Older Alluvium. With the exception of one of the boring locations at the Building 18 site, older native alluvial soils were encountered at the ground surface or beneath the younger alluvium at all of the boring locations, extending to depths of 10 to 22± feet below ground surface. The older alluvium generally consists of medium dense to dense silty sands and clayey fine sands, with some zones of hard silty clays, clayey silts and sandy clays. The older alluvium possesses some calcareous nodule and veining, is slightly porous and micaceous. One of the boring locations was terminated within the older alluvium at a depth of 10± feet. (SCG, 2021c, p. 5)
- Bedrock. Val Verde Tonalite bedrock was encountered beneath the older alluvium at several boring locations at the Building 18 site. The bedrock consists of very dense, gray fine to coarse grained tonalite. These materials are generally weathered and friable throughout the depths explored at the site. Tonalite bedrock materials extend to at least the maximum depth explored of 25± feet below the existing site grades. (SCG, 2021c, p. 6)

C. Site Topography

Provided below is a description of the topography for each of the individual building sites.

- Building 13 Site: The Building 13 site generally slopes gently downwards from the southwest corner to the northeast corner. Elevations on site range from 1,536 feet above mean sea level (amsl) in the southern portion of the western boundary to 1,521 feet amsl at the northeastern corner of the site. Overall topographic relief is approximately 15 feet. (Google Earth, 2021)
- Buildings 14A/14B Site: The site proposed for Buildings 14A and 14B generally slopes gently downward from the west to the east. Elevations on site range from 1,544 feet amsl at the southwest corner of the site to 1,517 feet amsl at the southeast corner of the site. Overall topographic relief is approximately 27 feet. (Google Earth, 2021)



- **Building 17 Site:** The Building 17 site generally slopes gently downward from northwest to southeast. Elevations on site range from 1,534 feet amsl at the southwest corner to 1,516 feet amsl at the southeast corner of the site. Overall topographic relief is approximately 18 feet. (Google Earth, 2021)
- **Building 18 Site:** The building 18 site generally slopes gently downward from west to east. Elevations on site range from 1,549 feet amsl along the western boundary to 1,536 feet amsl at the southeast corner of the site. Overall topographic relief is approximately 13 feet. (Google Earth, 2021)

D. Faulting and Seismicity

Research of available maps indicates that the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, SCG did not identify any evidence of faulting during the geotechnical investigation at any of the plot plan sites. Therefore, the possibility of significant fault rupture on any portion of the Project site is considered to be low. (SCG, 2021a, p. 9; SCG, 2022, p. 10; SCG, 2021b, p. 9; SCG, 2021c, p. 9)

E. Groundwater

Groundwater conditions at each of the four plot plan sites are described below.

Building 13 Site

Free water was not encountered during the drilling of any of the borings at the Building 13 site. Based on the moisture content of the recovered soil samples and the lack of free water in the borings, the static groundwater table is at a greater depth than 25± feet below existing site grades at the Building 13 site. (SCG, 2021a, p. 6)

SCG reviewed available groundwater data in order to determine the historic high groundwater level for the site. One of the monitoring wells observed in the vicinity of the Building 13 site is located 1.3± miles northeast of the Building 13 site. Water level readings within this monitoring well indicates a high groundwater level of 67± feet below the ground surface in March 2021. (SCG, 2021a, p. 6)

Buildings 14A/14B Site

Groundwater was encountered at two boring locations within the weathered Val Verde Tonalite at depths of 16 and 22± feet, respectively, at the Buildings 14A/14B site. Based on the moisture contents of the recovered soil samples, the lack of groundwater present in all the other borings, and SCG's experience with other projects in the area, a perched groundwater condition is believed to have existed in the northern portion of the site at the time of the subsurface investigation. (SCG, 2022, p. 7)

As a part of the research, SCG reviewed available groundwater data in order to determine groundwater levels for the site. The nearest monitoring well on record is located 0.6± miles northeast of the Buildings 14A/14B site. Water level readings within this monitoring well indicate a groundwater level 67.1± feet below the ground surface in March 2021. Water level data also was obtained from the California State Water Resources Control Board, GeoTracker, website. The nearest monitoring well on record is located 1.1± miles north of the site. Water level readings within this monitoring well indicate a high groundwater level of 12.7± feet below the ground surface in June 2006. (SCG, 2022, p. 7)



Building 17 Site

Free water was not encountered during the drilling of any of the borings at the Building 17 site. Based on the moisture content of the recovered soil samples and the lack of free water in the borings, the static groundwater table is at a greater depth than 25± feet below existing site grades. (SCG, 2021b, p. 6)

As part of the research, SCG reviewed available groundwater data in order to determine the historic high groundwater level for the site. The primary reference used to determine the groundwater depths in this area is the California Department of Water Resources Water Data Library website. One of the monitoring wells observed in the vicinity of the site is located 3,100± feet east of the Building 17 site. Water level readings within this monitoring well indicates a high groundwater level of 67± feet below the ground surface in March 2021. (SCG, 2021b, p. 6)

Building 18 Site

Free water was not encountered during the drilling of any of the borings at the Building 18 site. Based on the moisture content of the recovered soil samples and the lack of free water in the borings, the static groundwater table is at a greater depth than 25± feet below existing site grades. (SCG, 2021c, p. 6)

As part of the research, SCG reviewed available groundwater data in order to determine the historic high groundwater level for the site. The primary reference used to determine the groundwater depths in this area is the California Department of Water Resources website. One of the monitoring wells observed in the vicinity of the site is located 3,800 east of the Building 18 site. Water level readings within this monitoring well indicates a high groundwater level of 67± feet below the ground surface in March 2021. (SCG, 2021c, p. 6)

F. Liquefaction

Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean (d₅₀) grain size in the range of 0.075 to 0.2 mm. Non-sensitive clayey (cohesive) soils which possess a plasticity index of at least 18 are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table. (SCG, 2021a, p. 11)

The Riverside County GIS website indicates that the 70.37-acre Project site is located within a zone of low liquefaction susceptibility. In addition, the subsurface conditions encountered at the boring locations are not considered to be conducive to liquefaction. These conditions consist of moderate to high strength alluvial soils underlain by bedrock, with no evidence of a long-term groundwater table within the depths explored by the



borings. Based on these considerations, liquefaction is not considered to be potential geological hazard at the Project site. (SCG, 2021a, p. 11; SCG, 2022, p. 12; SCG, 2021b, p. 11; SCG, 2021c, p. 11)

G. Expansive Soils

Laboratory testing performed on a representative sample of the near surface soils at the Project site indicates that these materials possess a very low to low expansion potential¹. The Expansion Index (EI) for the Building 13 site is 35 (low), the EI for the Buildings 14A/14B site is between 2 and 8 (very low), the EI for the Building 17 site is 14 (very low), and the EI for the Building 18 site is 45 (low). (SCG, 2021a, p. 12; SCG, 2022, p. 12; SCG, 2021b, p. 12; SCG, 2021c, p. 12)

H. Seiches

A seiche is an underwater wave that oscillates through a body of water which may be triggered by earthquakes or landslides. In general, seiches are small (on the order of a few inches) and are present in larger lakes as a result of the depth, temperature, and contours of the body of water. Due to the lack of an on-site body of water, the potential for the Project site to be impacted by seiches is considered low. Additionally, according to Figure 5 of the General Plan Safety Element, the Project site is not located within a dam inundation area, thereby indicating that the Project site also is not subject to inundation by seiches. (Riverside County, 2021a, Safety Element Figure 5)

I. Soil Types and Erosion Potential

EIR Table 2-1 (previously presented) provides a summary of the soils present on the Project site, and identifies the attendant rate of runoff and erosion susceptibility. As shown, approximately 11.0% of the Project site contains soils with a slow rate of runoff and a slight susceptibility to erosion, approximately 39.7% of the Project site contains soils with a slow to medium rate of runoff and a slight to moderate susceptibility to erosion, approximately 9.0% of the Project site has medium rate of runoff and a slight to moderate susceptibility to erosion, and approximately 40.3% of the Project site has a medium rate of runoff and a moderate susceptibility to erosion. (USDA, 1971, pp. 13, 14, 31, 88, 38-40; USDA, n.d.)

4.7.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations governing issues related to geology and soils.

A. Federal Regulations

1. Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was

¹ Soils with an Expansion Index between 0 and 20 are considered to have a “Very Low” expansion potential, while soils with an Expansion Index between 21 and 50 are considered to have a “Low” expansion potential.



enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA, 2022e)

B. State Regulations

1. Alquist-Priolo Earthquake Fault Zoning Act (A-P Act)

The Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The A-P Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. (CA Legislative Info, n.d.)

The A-P Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. ["Earthquake Fault Zones" were called "Special Studies Zones" prior to January 1, 1994.] The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than state law requires. (CA Legislative Info, n.d.)

Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site 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 from the fault (generally 50 feet). (CA Legislative Info, n.d.)

2. Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, § 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards. (CDC, n.d.)



Staff geologists in the Seismic Hazards Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally in order to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake-induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes. (CDC, n.d.)

The SHMA requires site-specific geotechnical investigations be conducted within the ZORI to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. (CDC, n.d.)

3. *Natural Hazards Disclosure Act*

The Natural Hazards Disclosure Act, effective June 1, 1998 (as amended June 9, 1998), requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. (CA Legislative Info, n.d.)

The law requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development. Single-family frame dwellings up to two stories not part of a development of four or more units are exempt from the state requirements. However, local agencies can be more restrictive than state law requires. (CA Legislative Info, n.d.)

Before a development permit can be issued or a subdivision approved, cities and counties must require a site-specific investigation to determine whether a significant hazard exists at the site and, if so, recommend measures to reduce the risk to an acceptable level. The investigation must be performed by state-licensed engineering geologists and/or civil engineers. (CA Legislative Info, n.d.)

4. *Essential Services Buildings Seismic Safety Act*

In 1986, the California Legislature determined that buildings providing essential services should be capable of providing those services to the public after a disaster. Their intent in this regard was defined in legislation known as the Essential Services Buildings Seismic Safety Act of 1986 and includes requirements that such buildings shall be "...designed and constructed to minimize fire hazards and to resist...the forces generated by earthquakes, gravity, and winds." This enabling legislation can be found in the California Health and Safety Code, Chapter 2, § 16000 through 16022. In addition, the California Building Code defines how the intent of the act is to be implemented in Title 24, Part 1 of the California Building Standards Administrative Code, Chapter 4, Articles 1 through 3. (CAB, n.d.)



5. California Building Standards Code (Title 24)

California Code of Regulations (CCR) Title 24 is reserved for state regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference California Health and Safety Code § 18909). Health and Safety Code (state law) § 18902 gives CCR Title 24 the name California Building Standards Code (CBSC). (CBSC, 2022)

The CBSC in CCR Title 24 is published by the California Building Standards Commission and it applies to all building occupancies (see Health and Safety Code §§ 18908 and 18938) throughout the State of California. Cities and counties are required by state law to enforce CCR Title 24 (reference Health and Safety Code §§ 17958, 17960, 18938(b), and 18948). Cities and counties may adopt ordinances making more restrictive requirements than provided by CCR Title 24, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission (Reference Health and Safety Code §§ 17958.7 and 18941.5). (CBSC, 2022)

6. Porter-Cologne Water Control Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code § 13000 *et seq.*), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation. (SWRCB, 2014)

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of National Pollutant Discharge Elimination System (NPDES) permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The Storm Water Resources Control Board (SWRCB) and the



Regional Water Quality Control Boards (RWQCBs) can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions. (SWRCB, 2014)

The Porter-Cologne Act also implements many provisions of the Clean Water Act, such as the NPDES permitting program. The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and get updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. (SWRCB, 2014) The Project site is located in the Santa Ana River watershed, which is within the purview of the Santa Ana Regional Water Quality Control Board (RWQCB). The Santa Ana River Basin Plan, as most recently updated in June 2019, is the governing water quality plan for the region.

7. California Administrative Code, Title 14, Section 4308

Section 4308, *Archaeological Features*, of Title 14 of the California Administrative Code provides that: “No person shall remove, injure, disfigure, deface, or destroy any object of archaeological, or historical interest or value.” (CCR, n.d.)

8. California Public Resources Code

Public Resources Code § 5097.5 states that “A person shall not 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, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.” (CCR, n.d.)

Public Resources Code § 30244 states that, “Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.” (CCR, n.d.)

C. Local Regulations

1. Riverside County Ordinance No. 457 - Riverside County Building and Fire Codes

Every three years, Riverside County’s Building and Fire Codes are adapted from the CBSC (CCR Title 24), which includes both building and fire codes. These codes establish site-specific investigation requirements, construction standards, and inspection procedures to ensure that development authorized by Riverside County does not pose a threat to the health, safety, or welfare of the public. The CBSC contains minimum baseline standards to guard against unsafe development. Riverside County Ordinance No. 457 also adopts, in some cases with modification to a stricter standard, a number of California State’s Title 24 codes (fire, building,



plumbing, electrical, etc.). The Riverside County Department of Building and Safety provides technical expertise in reviewing and enforcing these codes. (Riverside County, 2015a, p. 4.12-25)

2. *Riverside County Ordinance No. 547 – Implementation of the Alquist-Priolo Earthquake Fault Zoning Act*

This ordinance establishes the policies and procedures used by Riverside County to implement the A-P Act. Among other things, it requires all projects proposed within an “earthquake fault zone,” as shown on the maps prepared by the State Geologist to comply with the provisions of the A-P Act. It establishes regulations for construction, including for grading, slopes and compaction, erosion control, retaining wall design, and earthquake fault zone setbacks. (Riverside County, 2015a, p. 4.12-25)

3. *Riverside County Ordinance No. 484 – Control of Blowing Dust*

This ordinance establishes requirements for the control of blowing sand within county-designated “Agricultural Dust Control Areas.” It defines activities that may contribute to wind erosion, identifies restrictions on activities within these areas, establishes penalties for violation of the ordinance, and identifies procedures necessary to obtain a valid permit. (Riverside County, 2015a, p. 4.12-25)

4.7.3 BASIS FOR DETERMINING SIGNIFICANCE

Section VII of Appendix G to the CEQA Guidelines addresses typical adverse effects due to geological conditions, and includes the following threshold questions to evaluate a project’s impacts resulting from geologic or soil conditions:

- Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - 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? Refer to Division of Mines and Geology Special Publication 42?
 - Strong seismic ground shaking?
 - Seismic-related ground failure, including liquefaction?
 - Landslides?
- Would the project result in substantial soil erosion or the loss of topsoil?
- Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
- Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?



- Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, as modified based on the 2018 updates to Section VII of Appendix G to the CEQA Guidelines (listed above), and indicate significant impacts would occur if the Project or any Project-related component would:

- 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;*
- Be subject to seismic-related ground failure, including liquefaction;*
- Be subject to strong seismic ground shaking;*
- 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;*
- 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;*
- Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard;*
- Change topography or ground surface relief features;*
- Create cut or fill slopes greater than 2:1 or higher than 10 feet;*
- Result in grading that affects or negates subsurface sewage disposal systems;*
- Result in substantial soil erosion or the loss of topsoil;*
- 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;*
- 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;*
- Be impacted by or result in an increase in wind erosion and blow sand, either on or off site.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist, as modified by the 2018 updates to the CEQA Guidelines, were used to evaluate the significance of the proposed Project's impacts on geology and soils. Impacts to paleontological resources and unique geologic features are addressed separately in EIR Subsection 4.14, *Paleontological Resources*.



4.7.4 IMPACT ANALYSIS

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

Threshold c.: Would the Project be subject to strong seismic ground shaking?

The Project site is not located in an Alquist-Priolo (AP) earthquake fault zone. The nearest fault zone to the Project site is the San Jacinto Fault, located approximately 9.5 miles northeast of the Project site. The potential for surface fault rupture to occur at the site is considered low. Impacts due to rupture of a known earthquake would therefore be less than significant. (SCG, 2021a, p. 9; SCG, 2022, p. 10; SCG, 2021b, p. 9; SCG, 2021c, p. 9)

The 70.37-acre Project site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. The risk is not considered substantially different than that of other similar properties in the southern California area. The Project would be required to construct all proposed structures in accordance with the CBSC and the Riverside County Building Code. The CBSC and Riverside County Building Code have been designed to preclude significant adverse effects associated with strong seismic ground shaking. Additionally, the Project's Geotechnical Investigations (*Technical Appendices F1 through F4*) include site-specific recommendations to attenuate seismic-related hazards.

However, a significant impact could occur if the Project did not comply with the site-specific recommendations of the Project's Geotechnical Investigations (*Technical Appendices F1 through F4*). The Project's Geotechnical Investigations include recommendations that would reduce seismic risks to an "acceptable level" as defined by the California Code of Regulations. Accordingly, prior to mitigation implementing the recommendations of the geotechnical studies, the proposed Project has the potential to expose people or structures to substantial adverse effects, including loss, injury, or death, as a result of strong seismic ground shaking. This is evaluated as a significant impact for which mitigation is required.

Threshold b.: Would the Project be subject to seismic-related ground failure, including liquefaction?

As previously indicated, the Riverside County GIS website indicates that the 70.37-acre Project site is located within a zone of low liquefaction susceptibility. In addition, the subsurface conditions encountered at the boring locations are not considered to be conducive to liquefaction. These conditions consist of moderate to high strength alluvial soils underlain by bedrock, with no evidence of a long-term groundwater table within the depths explored by the borings. Based on these considerations, liquefaction is not considered to be potential geological hazard at the Project site. Accordingly, the Project would not be subject to seismic-related ground failure, including liquefaction, and no impact would occur. (SCG, 2021a, p. 11; SCG, 2022, p. 12; SCG, 2021b, p. 11; SCG, 2021c, p. 11)



Threshold d.: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?

Landslide Hazards

The Project site and areas immediately surrounding the Project site do not contain steep slopes capable of producing landslide hazards that could affect future development on site. Although hillsides occur to the west, these existing hill forms are located approximately 0.7-mile west of the Project site, and the Project site is separated from these hillsides by existing rural residential developments and improved roadways. Additionally, there are no components of the proposed Project that would cause or exacerbate landslide hazards in the local area. Thus, impacts would be less than significant.

Lateral Spreading

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. Due to the low probability of liquefaction to occur on site, the potential for lateral spreading also is considered low. Nonetheless, impacts could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future-required geotechnical studies. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required.

Collapse Hazards

Static settlement of the site would be induced by subjecting the existing grades to design grades and by the proposed structural building loads. Impacts due to collapse hazards could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future geotechnical studies that would be required in association with Project grading and building permits. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required.

Rockfall Hazards

A rockfall is a fragment of rock, or block of rocks, that detaches from a vertical to sub-vertical cliff or bluff in a downward motion. Although there are large hill forms west of the Project site that exhibits a substantial amount of rock outcroppings, the Project site is located approximately 0.7-mile east of these hills and the Project site is separated from this area by existing rural residential developments and improved roadways. Accordingly, due to distance and intervening development between the Project site and these hill forms, impacts due to rockfall hazards would be less than significant.



Threshold e.: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in ground subsidence?

Provided below is an evaluation of the Project's potential to result in or be affected by ground subsidence at each of the four proposed plot plan sites.

Building 13 Site

Based on the results of the laboratory testing, removal and recompaction of the artificial fill and near-surface native alluvium at the Building 13 site would result in an average shrinkage of 5 to 13 percent. However, the estimated shrinkage of the individual soil layers at the site is highly variable, locally ranging from a minimum shrinkage value of 0 percent to a maximum shrinkage of 20 percent at varying sample depths and locations. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.10 feet. (SCG, 2021a, p. 13) Accordingly, a significant impact could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future geotechnical studies that would be required in association with Project grading and building permits. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required.

Buildings 14A/14B Site

Removal and recompaction of the artificial fill and near-surface native soils at the Buildings 14A/14B site is estimated to result in an average shrinkage of 4 to 14 percent. Shrinkage estimates for the individual samples range between 0 and 19 percent based on the results of density testing. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.1± feet. (SCG, 2022, pp. 13-14) Accordingly, a significant impact could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future geotechnical studies that would be required in association with Project grading and building permits. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required.

Building 17 Site

Removal and recompaction of the near-surface existing soils at the Building 17 site is estimated to result in an average shrinkage of 2 to 12 percent. However, shrinkage estimates for the individual samples range between 1 and 17 percent based on the results of density testing. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.15 feet. (SCG, 2021b, p. 13) Accordingly, a significant impact could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future geotechnical studies that would be required in association with Project grading and building permits. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required.



Building 18 Site

Based on the results of the laboratory testing, removal and recompaction of the artificial fill and near-surface native alluvium at the Building 18 site would result in an average shrinkage of 4 to 12 percent. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.10 feet. (SCG, 2021c, p. 13) Accordingly, a significant impact could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future geotechnical studies that would be required in association with Project grading and building permits. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required.

Threshold f.: Would the Project be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?

There are no volcanoes in the Project region; thus, no impacts due to volcanic hazards would occur.

A seiche is an underwater wave that oscillates through a body of water which may be triggered by earthquakes or landslides. In general, seiches are small (on the order of a few inches) and are present in larger lakes as a result of the depth, temperature, and contours of the body of water. Due to the lack of an on-site body of water or other bodies of water within close proximity to the site that have the potential to result in site inundation, the potential for the subject site to be impacted by seiches is considered low. Additionally, according to Figure 5 of the General Plan Safety Element, the Project site is not located within a dam inundation area, thereby indicating that the Project site is not subject to inundation by seiches (Riverside County, 2021a, Safety Element Figure 5). As such, impacts due to seiches would be less than significant.

Although several existing hill forms occur to the west of the Project site, these hill forms exhibit substantial amounts of rock outcroppings, thereby indicating that the chance of mudflow hazards is low. Furthermore, the Project site is separated from these hillsides by existing rural residential developments and improved roadways. Accordingly, impacts due to mudflow hazards would be less than significant.

Threshold g.: Would the Project change topography or ground surface relief features?

As discussed in EIR Section 3.0, the Project site would be graded in a manner that largely approximates the site's existing topographic conditions. Grading on the Building 13 site would require 159,559 cubic yards (cy) of cut and 56,658 cy of fill, requiring the export of 102,901 cy of soils; grading on the Buildings 14A/14B site would require 149,336 cy of cut and 119,593 cy of fill, requiring the export of 29,743 cy of soils; grading on the Building 17 site would require 54,271 cy of cut and 209,247 cy of fill, requiring the import of 154,976 cy of soils; and the Building 18 site would require 85,001 cy of cut and 92,785 cy of fill, requiring the import of 7,784 cy of soils. As part of grading activities, it is anticipated that any excess soil material from the Building 13 and 14A/14B sites would be exported to the Building 17 and Building 18 sites. Overall, grading of the 70.37-acre Project site would result in 448,167 cy of cut and 478,283 cy of fill, requiring the import of 30,116 cy of soil materials from off-site locations.



Although the Project would require a substantial amount of grading, the proposed grading still would maintain the overall topographic character of the Project site, and there would be no major changes to drainage patterns on any of the four plot plan sites. Grading proposed as part of the Project has been designed to provide for proper site drainage and sewer flows, and would not substantially change the topography of the Project site as compared to existing conditions. Accordingly, the Project would not substantially change the site's topography or ground surface relief features, and impacts would be less than significant.

Threshold h.: Would the Project create cut or fill slopes greater than 2:1 or higher than 10 feet?

As previously shown on EIR Figures 3-2, 3-7, 3-12, and 3-17, none of the proposed Plot Plans include slopes steeper than 2:1. However, all four of the proposed Plot Plans would result in slopes exceeding 10 feet in height. Specifically, the western slope at the Building13 site would measure up to approximately 18 feet in height, the western slope at the Buildings 14A/14B site would measure up to 35 feet in height, the northern slope on the Building 17 site would measure up to 22 feet in height, and the slopes within the detention basin on the Building 18 site would measure up to 22 feet in height. Accordingly, a potentially significant impact could occur due to the proposed slopes higher than 10 feet if future implementing projects were to fail to incorporate the recommendations of the Project's geotechnical studies (*Technical Appendices F1 through F4*) or the future geotechnical evaluations required in association with grading permits. This is evaluated as a potentially significant impact for which mitigation would be required.

Threshold i.: Would the Project result in grading that affects or negates subsurface sewage disposal systems?

Under existing conditions, the entire 70.37-acre Project site is vacant and undeveloped, and contains no subsurface sewage disposal systems. Existing sewer facilities in the immediate Project vicinity occur within improved roadway rights-of-way and would not be impacted by Project development. Accordingly, the Project would not result in grading that affects or negates subsurface sewage disposal systems, and no impact would occur.

Threshold j.: Would the Project result in substantial soil erosion or the loss of topsoil?

Threshold m.: Would the Project be impacted by or result in an increase in wind erosion and blow sand, either on or off site?

Implementation of the Project has the potential to result in soil erosion. The analysis below summarizes the likelihood of the Project to result in substantial soil erosion during temporary construction activities and long-term operation.

Construction-Related Impacts

Proposed grading and construction activities at the Project site would expose underlying soils and disturb surficial soils. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water.



Pursuant to the requirements of the SWRCB, the Project Applicant is required to obtain a NPDES permit for construction activities, including proposed grading. The NPDES permit is required for all projects that include construction activities such as clearing, grading, and/or excavation that disturb at least one acre of total land area. The County's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare and submit to the County for approval a Project-specific Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would identify a combination of erosion control and sediment control measure (i.e., Best Management Practices (BMPs)) to reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater source discharges during construction.

In addition, proposed construction activities would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion. Rule 403 requires that certain construction practices be following that limit dust and dirt from leaving the construction site. For example, no dust is allowed to be tracked out of the site by more than 25 feet. In addition, proposed construction activities would be required to comply with applicable County ordinances (i.e., Ordinance Nos. 457 and 460) to protect and enhance the water quality of the County, which requires the Project Applicant to prepare an erosion control plan to be used during the rainy season. With mandatory compliance to the requirements noted in the Project's SWPPP, as well as mandatory compliance to applicable regulatory requirements including but not limited to SCAQMD Rule 403 and Riverside County Ordinance Nos. 457 and 460, the potential for water and/or wind erosion impacts during Project construction would be reduced to less-than-significant levels.

Long-Term Operational Impacts

Following construction, wind and water erosion on the Project site would be minimized, as the disturbed areas would be landscaped or covered with impervious surfaces, and drainage would be controlled through a storm drain system. Thus, the potential for erosion hazards on site would be substantially decreased as compared to existing conditions with buildout of the Project site. As such, long-term erosion impacts on site would be less than significant.

However, due to the increase in impervious surfaces on site, runoff from the site following development has the potential to contribute to erosion hazards downstream. As demonstrated by the hydrology studies prepared for each of the plot plan sites (*Technical Appendices II through I4*), although the Project has the potential to result in a substantial increase in peak flows from the Project site, the bioretention basins proposed at each of the plot plan sites are properly sized to attenuate the difference between pre-development runoff and runoff from the site following development (PBLA, 2021a, p. 4; PBLA, 2022b, p. 5; PBLA, 2022d, p. 5; PBLA, 2021c, p. 4). As such, and as compared to the existing condition, the Project would not result in an increase in peak runoff from the site, and therefore runoff from the Project site would not cause or contribute to any increased erosion hazards downstream. Impacts would be less than significant.

Threshold k.: Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial risks to life or property?

Laboratory testing performed on a representative sample of the near surface soils at the Project site indicates that these materials possess a very low to low expansion potential. As previously noted, the Expansion Index



(EI) for the Building 13 site is 35, the EI for the Buildings 14A/14B site is between 2 and 8, the EI for the Building 17 site is 14, and the EI for the Building 18 site is 45, indicating that the overall Project site has a “very low” to “low” expansion potential. (SCG, 2021a, p. 12; SCG, 2022, p. 12; SCG, 2021b, p. 12; SCG, 2021c, p. 12) Accordingly, the Project would not be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), and would not create substantial risks to life or property; thus, no impact would occur.

Threshold l.: Would the Project have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Sewer service to the proposed Project would be provided by the Eastern Municipal Water District (EMWD), and no septic tanks or alternative wastewater disposal systems are proposed as part of the Project. Accordingly, no impact would occur.

4.7.5 CUMULATIVE IMPACT ANALYSIS

With the exception of erosion hazards, potential effects due to geology and soils are inherently restricted to the areas proposed for development and would not contribute to cumulative impacts associated with other existing, planned, or proposed development. That is, thresholds including fault rupture, seismic ground shaking, liquefaction, landslides, expansive soils, and other geologic hazards would involve effects to (and not from) the proposed development, and are specific to on-site conditions. Accordingly, addressing these potential hazards for the proposed development would involve using measures to conform to existing requirements, and/or site-specific design and construction efforts that have no relationship to, or impact on, off-site areas. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no connection to similar potential issues or cumulative effects to or from other properties. Cumulatively-considerable impacts would be less than significant.

As discussed under Thresholds j. and m., during both near-term construction and long-term operation, measures would be incorporated into the Project’s design to ensure that significant erosion hazards do not occur. Other developments within the cumulative study area would be required to comply with similar requirements, such as the need to obtain an NPDES permit and mandatory compliance with the resulting SWPPPs. All projects in the cumulative study area also would be required to demonstrate that measures have been incorporated to ensure that development does not result in substantial increases in the amount or rate of runoff under long-term operating conditions, which could in turn increase soil erosion. Further, all projects in the cumulative study area also would be required to comply with Riverside County Ordinance Nos. 457 and 460, as well as SCAQMD Rule 403, which would preclude water- and wind-related erosion hazards during construction. Therefore, because the Project would result in less-than-significant erosion impacts, and because other projects within the cumulative study area would be subject to similar requirements to control erosion hazards during construction and long-term operation, cumulatively-considerable impacts associated with wind and water erosion hazards are evaluated as less than significant.



4.7.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Thresholds a. and c.: Significant Direct Impact. The potential for surface fault rupture to occur at the site is considered low. Impacts due to rupture of a known earthquake would therefore be less than significant. However, the Project site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. A significant impact could occur if the Project did not comply with the site-specific recommendations of the Project's geotechnical investigations (*Technical Appendices F1 through F4*) or the geotechnical investigations required as part of future grading permits. Therefore, impacts would be potentially significant and mitigation is required to ensure compliance with the site-specific recommendations of the Project's geotechnical investigations (or the geotechnical investigations required as part of grading permits).

Threshold b.: No Impact. According to Riverside County GIS, the Project site is located within a zone of "low" liquefaction susceptibility. Additionally, the subsurface exploration performed at the site identified conditions that are considered to be non-conducive to liquefaction. Accordingly, the Project would not be subject to seismic-related ground failure, including liquefaction, and no impact would occur.

Threshold d.: Significant Direct Impact. Although hillsides occur to the west, these existing hill forms are located approximately 0.7-mile west of the Project site, and the Project site is separated from these hillsides by existing rural residential developments and improved roadways. Accordingly, impacts due to landslide hazards would be less than significant. Due to the low probability of liquefaction to occur on site, the potential for lateral spreading is also considered low. Nonetheless, impacts could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future-required geotechnical studies. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required. Additionally, impacts due to collapse hazards could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future geotechnical studies that would be required in association with Project grading and building permits. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required. Although there are large hill forms west of the Project site that exhibits a substantial amount of rock outcroppings, the Project site is located approximately 0.7-mile east of these hills and the Project site is separated from this area by existing rural residential developments and improved roadways. Accordingly, due to distance and elevation of these hill forms, impacts due to rockfall hazards would be less than significant.

Threshold e.: Significant Direct Impact. Subsidence at the Project site following development is estimated to be between 0.10 and 0.15 feet. Accordingly, a significant impact could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future geotechnical studies that would be required in association with Project grading and building permits. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required.

Threshold f.: Less-than-Significant Impact. There are no volcanoes in the Project region; thus, no impacts due to volcanic hazards would occur. Due to the lack of an on-site body of water or other bodies of water within close proximity to the site that have the potential to result in site inundation, the potential for the Project site to be impacted by seiches is considered low. As such, impacts due to seiches would be less than significant.



Additionally, although several existing hill forms occur to the west of the Project site, these hill forms exhibit substantial amounts of rock outcroppings, thereby indicating that the chance of mudflow hazards is low. Furthermore, the Project site is separated from these hillsides by existing rural residential developments and improved roadways. Accordingly, impacts due to mudflow hazards would be less than significant.

Threshold g.: Less-than-Significant Impact. The Project site would be graded in a manner that largely approximates the site's existing topographic conditions. The overall Project would require a total of 448,167 cy of cut and 478,283 cy of fill. As part of grading activities, it is anticipated that any excess soil material from the Building 13 and 14A/14B sites would be exported to the Building 17 and Building 18 sites. Thus, the Project as a whole would require the import of 30,116 cy of soil materials from off-site locations. Although the Project would require a substantial amount of grading, the proposed grading still would maintain the overall topographic character of the Project site, and there would be no major changes to drainage patterns on any of the four plot plan sites. Accordingly, the Project would not substantially change the site's topography or ground surface relief features, and impacts would be less than significant.

Threshold h.: Significant Direct Impact. Although the Project does not include any slopes steeper than 2:1, several large slopes are proposed as part of the Project's grading plans that would be up to 35 feet in height. A potentially significant impact would occur due to the proposed slopes higher than 10 feet if future implementing projects were to fail to incorporate the recommendations of the Project's geotechnical studies (*Technical Appendices F1 through F4*) or the future geotechnical evaluations required in association with grading permits.

Threshold i.: Less-than-Significant Impact. Under existing conditions, the entire 70.37-acre Project site is vacant and undeveloped, and contains no subsurface sewage disposal systems. Existing sewer facilities in the immediate Project vicinity occur within improved roadway rights-of-way and would not be impacted by Project development. Accordingly, the Project would not result in grading that affects or negates subsurface sewage disposal systems, and no impact would occur.

Thresholds j. and m.: Less-than-Significant Impacts. The Project would not result in substantial soil erosion or loss of topsoil. The Project Applicant would be required to obtain a NPDES permit for construction activities and adhere to a Stormwater Pollution Prevention Plan (SWPPP) as well as SCAQMD Rule 403 and Riverside County Ordinance Nos. 457 and 460. With mandatory compliance to these regulatory requirements, the potential for water and wind erosion impacts during construction would be less than significant. Following development, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. Furthermore, the Project is required by law to implement a WQMP during operation, which would preclude substantial erosion impacts in the long-term. Impacts would be less than significant.

Threshold k.: Less-than-Significant Impact. Laboratory testing performed on representative samples of the near surface soils indicates that these materials possess a very low (Expansion Index = 1 to 18) to low (Expansion Index = 21-50). Accordingly, the Project would not be located on expansive soil, as defined in



Section 1803.5.3 of the California Building Code (2019), and would not create substantial risks to life or property; thus, no impact would occur.

Threshold 1: No Impact. Sewer service to the proposed Project would be provided by the EMWD, and no septic tanks or alternative wastewater disposal systems are proposed as part of the Project. Accordingly, no impact would occur.

4.7.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- The Project is required to comply with the provisions of County Ordinance Nos. 457, 460, and 547. Ordinance No. 457 requires that all projects comply with California Building Codes and the International Building Codes. These codes establish site-specific investigation requirements, construction standards, and inspection procedures to ensure that development does not pose a threat to the health, safety, and welfare of the public, and includes requirements related to erosion. Ordinance No. 460 sets forth soil erosion control requirements and requires preparation and implementation of a wind erosion control plan. In addition, Ordinance No. 547 requires that cases where a proposed project falls within an earthquake fault zone as shown on the maps prepared by the State Geologist, this ordinance requires compliance with all of the provisions of the Alquist-Priolo Act and the adopted policies and criteria of Ordinance No. 547.
- The Project is required to comply with the provisions of SCAQMD Rule 403 by addressing blowing dust from the Project's construction activities.
- The Project is required to comply with the provisions of the Project's National Pollution Discharge Elimination System (NPDES) permit, and the Project's Storm Water Pollution Prevention Plan (SWPPP). Compliance with the NPDES permit and the SWPPP would identify and implement an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharge to surface water from stormwater and non-stormwater discharges.

Mitigation

MM 4.7-1 Prior to issuance of grading or building permits, the Riverside County Building and Safety Department shall verify that all of the recommendations given in the Project's geotechnical studies, prepared by Southern California Geotechnical and included as *Technical Appendices F1 through F4* to the Project's EIR, are incorporated into the construction and grading plans. Alternatively, the Project shall comply with the findings and recommendations of any geotechnical studies that may be required in association with future grading and/or building



permits. The recommendations include but are not limited to specifications for seismic design considerations (i.e., recommendations relating to faulting/seismicity, seismic design parameters, and liquefaction), geotechnical design considerations (i.e., recommendations relating to general considerations, settlement, expansion, soluble sulfates, corrosion potential, shrinkage/subsidence, and grading/foundation design), site grading recommendations (i.e., recommendations relating to site stripping, treatment of existing soils for building pads, treatment of existing soils for retaining walls/site walls, treatment of soils for parking/drive areas, fill placement, imported structural fill, and utility trench backfill), construction considerations (i.e., recommendations relating to excavation considerations, expansive soils, moisture-sensitive subgrade soils, and groundwater), foundation design and construction (i.e., recommendations relating to foundation design parameters, foundation construction, estimated foundation settlements, and lateral load resistance), floor slab design and construction, retaining wall design and construction (i.e., recommendations relating to retaining wall design parameters, seismic lateral earth pressures, retaining wall foundation design, backfill material, and subsurface drainage), and pavement design parameters (i.e., recommendations relating to pavement subgrades, asphaltic concrete, Portland cement concrete, and alternative Portland cement concrete pavement design).

4.7.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Thresholds a. and c.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project implements the recommendations of the Project's geotechnical investigations (*Technical Appendices F1 through F4*), or the geotechnical investigations required as part of future grading and building permits, which in turn would ensure measures are implemented to address potential impacts due to the exposure of people or structures to adverse effects, including loss, injury, or death as a result of strong seismic ground shaking. Implementation of the required mitigation would ensure that impacts are reduced to less-than-significant levels.

Threshold d.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project implements the recommendations of the Project's geotechnical investigations (*Technical Appendices F1 through F4*), or the geotechnical investigations required as part of future grading and building permits, which in turn would ensure measures are implemented to address potential impacts due to lateral spreading and collapse hazards. Implementation of the required mitigation would ensure that impacts are reduced to less-than-significant levels.

Threshold e.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project implements the recommendations of the Project's geotechnical investigations (*Technical Appendices F1 through F4*), or the geotechnical investigations required as part of future grading and building permits, which in turn would ensure measures are implemented to address potential impacts due to ground subsidence. Implementation of the required mitigation would ensure that impacts are reduced to less-than-significant levels.



Threshold h.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project implements the recommendations of the Project's geotechnical investigations (*Technical Appendices F1 through F4*), or the geotechnical investigations required as part of future grading and building permits, which in turn would ensure measures are implemented to address potential impacts due to proposed slopes exceeding 10 feet in height. Implementation of the required mitigation would ensure that impacts are reduced to less-than-significant levels.



4.8 GREENHOUSE GAS EMISSIONS

This Subsection 4.8 focuses on the Project’s potential impacts to the environment due to emissions of greenhouse gases (GHGs). The analysis in this subsection is based on several Project-level technical studies prepared by Urban Crossroads, Inc. (Urban Crossroads) and listed below.

- “Majestic Freeway Business Center (Building 13) (PPT220008) Greenhouse Gas Analysis,” dated January 24, 2023, and included as *Technical Appendix G1* to this EIR (herein referred to as, “Building 13 GHGA”) (Urban Crossroads, 2023m).
- “Majestic Freeway Business Center (Building 14A/14B) (PPT220015) Greenhouse Gas Analysis,” dated January 24, 2023, and included as *Technical Appendix G2* to this EIR (herein referred to as, “Buildings 14A/14B GHGA”) (Urban Crossroads, 2023n).
- “Majestic Freeway Business Center (Building 17) (PPT220009) Greenhouse Gas Analysis,” dated January 24, 2023, and included as *Technical Appendix G3* to this EIR (herein referred to as, “Building 17 GHGA”) (Urban Crossroads, 2023o).
- “Majestic Freeway Business Center (Building 18) (PPT220003) Greenhouse Gas Analysis,” dated January 24, 2023, and included as *Technical Appendix G4* to this EIR (herein referred to as, “Building 18 GHGA”) (Urban Crossroads, 2023p).
- “Majestic Freeway Business Center (Buildings 13, 14, 17 & 18) (PPT220008, PPT220015, PPT220009, PPT220003) Greenhouse Gas Analysis,” dated February 24, 2023, and included as *Technical Appendix G5* to this EIR (herein referred to as, “Overall GHGA”) (Urban Crossroads, 2023t)

Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.8.1 EXISTING CONDITIONS

A. Introduction to Global Climate Change (GCC)

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth’s atmosphere, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years. (Urban Crossroads, 2023m, p. 16)

An individual project like the Project evaluated herein cannot generate enough greenhouse gas (GHG) emissions to affect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. (Urban Crossroads, 2023m, p. 16)



Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂, N₂O, CH₄, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages. (Urban Crossroads, 2023m, p. 16)

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature. (Urban Crossroads, 2023m, p. 16)

B. Greenhouse Gases

1. Greenhouse Gases and Health Effects

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. Many gases demonstrate these properties and are discussed below. Primary contributors to GCC from development projects are from emissions of CO₂, CH₄, and N₂O. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases. (Urban Crossroads, 2023m, pp. 16-17)

Water

Water is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration primarily are considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. A climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change. (Urban Crossroads, 2023m, Table 2-1)

As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up). (Urban Crossroads, 2023m, Table 2-1)



The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves. (Urban Crossroads, 2023m, Table 2-1)

There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor. (Urban Crossroads, 2023m, Table 2-1)

Carbon Dioxide (CO₂)

Carbon Dioxide (CO₂) is an odorless and colorless GHG. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. Prior to the industrial revolution, CO₂ concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of CO₂ in the atmosphere is projected to increase to a minimum of 540 ppm by the year 2100 as a direct result of anthropogenic sources. (Urban Crossroads, 2023m, Table 2-1)

CO₂ is emitted from natural and man-made sources. Natural sources include the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include the burning of coal, oil, natural gas, and wood. CO₂ is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks. (Urban Crossroads, 2023m, Table 2-1)

Outdoor levels of CO₂ are not high enough to result in negative health effects. According to the National Institute for Occupational Safety and Health (NIOSH), high concentrations of CO₂ can result in health effects such as headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. While current concentrations of CO₂ in the Earth's atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour work week and short-term reference exposure levels of 30,000 ppm averaged over a 15-minute period. (Urban Crossroads, 2023m, Table 2-1)

Methane (CH₄)

Methane (CH₄) is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO₂ and its lifetime in the atmosphere is brief (10-12 years) compared to other GHGs. CH₄ in the atmosphere is generated by many different sources, such as fossil fuel production, transport and use, from the decay of organic matter in wetlands, and as a byproduct of digestion by ruminant animals such as cows. Determining which specific sources are responsible for variations in annual increases of CH₄ is complex, but scientists estimate that fossil fuel production and use contributes roughly 30% of the total CH₄ emissions. These industrial sources of CH₄ are relatively simple to pinpoint and control using current technology. (Urban Crossroads, 2023m, Table 2-1)



CH₄ is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to high levels of CH₄ can cause asphyxiation, loss of consciousness, headache, dizziness, nausea, vomiting, weakness, loss of coordination, and an increased breathing rate. (Urban Crossroads, 2023m, Table 2-1)

Nitrous Oxide (N₂O)

Nitrous oxide (N₂O), also known as laughing gas, is a colorless GHG. Concentrations of N₂O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb). N₂O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant (i.e., in whipped cream bottles), in potato chip bags to keep chips fresh, and in rocket engines and race cars. N₂O can be transported into the stratosphere, be deposited on Earth's surface, or be converted to other compounds by chemical reaction. (Urban Crossroads, 2023m, Table 2-1)

N₂O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage). (Urban Crossroads, 2023m, Table 2-1)

Chlorofluorocarbons (CFCs)

Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH₄ or ethane (C₂H₆) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs have no natural source. They are found in aerosol sprays, blowing agents for foams and packing materials, as solvents, and as refrigerants. (Urban Crossroads, 2023m, Table 2-1)

In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation. (Urban Crossroads, 2023m, Table 2-1)

Hydrofluorocarbons (HFCs)

Hydrofluorocarbons (HFCs) are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential (GWP, described below). The HFCs with the largest measured atmospheric abundances are (in order), fluoroform (CHF₃), 1,1,1,2-tetrafluoroethane (CH₂FCF), and 1,1-difluoroethane (CH₃CF₂). Prior to 1990, the only significant emissions were of CHF₃. CH₂FCF emissions are increasing due to its use as a refrigerant. HFCs are man-made for applications such as automobile air conditioners and refrigerants. No health effects are known to result from exposure to HFCs. (Urban Crossroads, 2023m, Table 2-1)

Perfluorocarbons (PFCs)

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above Earth's surface,



are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF₄) and hexafluoroethane (C₂F₆). The United States Environmental Protection Agency (EPA) estimates that concentrations of CF₄ in the atmosphere are over 70 parts per trillion (ppt). The two main sources of PFCs are primary aluminum production and semiconductor manufacture. No health effects are known to result from exposure to PFCs. (Urban Crossroads, 2023m, Table 2-1)

Sulfur Hexafluoride (SF₆)

Sulfur Hexafluoride (SF₆) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The EPA indicates that concentrations in the 1990s were about 4 ppt. SF₆ is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection. In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing. (Urban Crossroads, 2023m, Table 2-1)

Nitrogen Trifluoride (NF₃)

Nitrogen Trifluoride (NF₃) is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF₃ has a 100-year GWP of 17,200. NF₃ is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers. Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis. (Urban Crossroads, 2023m, Table 2-1)

2. Potential Global Warming Effects

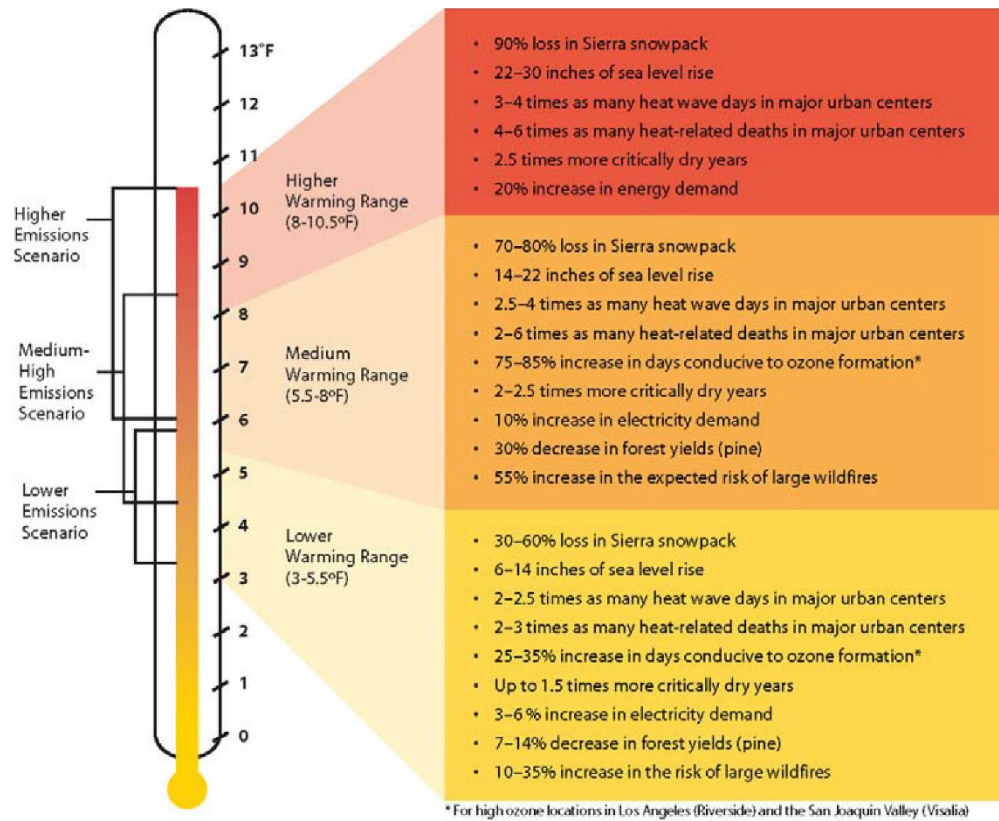
The potential health effects related directly to the emissions of CO₂, CH₄, and N₂O as they relate to development projects such as the Project are still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health. Increases in Earth's ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport those higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change would likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas. Figure 4.8-1, *Summary of Projected Global Warming Impact (2070-2099)*, presents the potential impacts of global warming. (Urban Crossroads, 2023m, p. 22)

3. Global Warming Potential (GWP)

GHGs have varying Global Warming Potential (GWP) values. GWP of a GHG indicates the amount of warming a gas cause over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO₂ is utilized as the reference gas for GWP, and thus has a GWP of 1. CO₂ equivalent (CO₂e) is a term used for describing the difference GHGs in a common unit. CO₂e signifies the amount of CO₂ that would have the equivalent GWP. The atmospheric lifetime and GWP of selected GHGs are summarized in Table 4.8-1, *GWP and Atmospheric Lifetime of Select GHGs*. As shown in Table 4.8-1, based on the 2nd Assessment Report, the Intergovernmental Panel on Climate Change (IPCC)'s scientific and socio-economic



Figure 4.8-1 Summary of Projected Global Warming Impact (2070-2099)



(Urban Crossroads, 2023m, Exhibit 2-A)

Table 4.8-1 GWP and Atmospheric Lifetime of Select GHGs

Gas	Atmospheric Lifetime (years)	GWP (100-year time horizon)	
		2 nd Assessment Report	5 th Assessment Report
CO ₂	See*	1	1
CH ₄	12.4	21	28
N ₂ O	121	310	265
HFC-23	222	11,700	12,400
HFC-134a	13.4	1,300	1,300
HFC-152a	1.5	140	138
SF ₆	3,200	23,900	23,500

*As per Appendix 8.A. of IPCC's 5th Assessment Report, no single lifetime can be given.

Source: Table 2.14 of the IPCC Fourth Assessment Report, 2007

(Urban Crossroads, 2023m, Table 2-2)



assessment on climate change, GWP values for GHGs ranges from 1 for CO₂ to 23,900 for SF₆. Based on the IPCC’s 5th Assessment Report, GWP values for GHGs range from 1 for CO₂ to 23,500 for SF₆. (Urban Crossroads, 2023m, p. 23)

C. GHG Emissions Inventories

1. Global

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2018. Based on the latest available data, the sum of these emissions totaled approximately 28,768,440 gigagram (Gg) CO₂e¹, as summarized in Table 4.8-2, *Top GHG Producing Countries and the European Union*. (Urban Crossroads, 2023m, p. 23)

Table 4.8-2 Top GHG Producing Countries and the European Union

Emitting Countries	GHG Emissions (Gg CO ₂ e)
China	12,300,200
United States	6,676,650
European Union (28-member countries)	4,232,274
Russian Federation	2,220,123
India	2,100,850
Japan	1,238,343
Total	28,768,439

(Urban Crossroads, 2023m, Table 2-3)

2. United States

As noted in Table 4.8-2, the United States, as a single country, was the number two producer of GHG emissions in 2018 (Urban Crossroads, 2023m, p. 24).

3. State of California

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls, but is still a substantial contributor to the United States (U.S.) emissions inventory total. The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2021 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2019 GHG emissions period, California emitted an average 418.2 million

¹ The global emissions are the sum of Annex I and non-Annex I countries, without counting Land-Use, Land-Use Change and Forestry (LULUCF). For countries without 2018 data, the United Nations’ Framework Convention on Climate Change (UNFCCC) data for the most recent year were used U.N. Framework Convention on Climate Change, “Annex I Parties – GHG total without LULUCF.” The most recent GHG emissions for China and India are from 2014 and 2010, respectively.



metric tons of CO₂e per year (MMTCO₂e/yr) or 418,200 Gigagrams (Gg) CO₂e (6.26% of the total United States GHG emissions). (Urban Crossroads, 2023m, p. 24)

D. Effects of Climate Change in California

1. Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35% under the lower warming range to 75 to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. Based on *Our Changing Climate Assessing the Risks to California*, prepared by the California Climate Change Center of the California Energy Commission (CEC), large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced. (Urban Crossroads, 2023m, p. 24)

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a significant increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat. (Urban Crossroads, 2023m, pp. 24-25)

2. Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages. (Urban Crossroads, 2023m, p. 25)

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90%. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding. (Urban Crossroads, 2023m, p. 25)



The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major fresh water supply. (Urban Crossroads, 2023m, p. 25)

3. *Agriculture*

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25% of the water supply needed. Although higher CO₂ levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth. (Urban Crossroads, 2023m, p. 25)

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts. (Urban Crossroads, 2023m, p. 25)

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates. (Urban Crossroads, 2023m, p. 26)

4. *Forests and Landscapes*

GCC has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55%, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks would not be uniform throughout the state. In contrast, wildfires in northern California could increase by up to 90% due to decreased precipitation. (Urban Crossroads, 2023m, p. 26)

Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80% by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of GCC. (Urban Crossroads, 2023m, p. 26)



5. *Rising Sea Levels*

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches. (Urban Crossroads, 2023m, p. 26)

4.8.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, state, and local environmental laws and related regulations related to GHG emissions.

A. International Regulations

1. *Kyoto Protocol*

The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change, which commits its Parties by setting internationally binding emission reduction targets. Recognizing that developed countries are principally responsible for the current high levels of GHG emissions in the atmosphere as a result of more than 150 years of industrial activity, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities."

The Kyoto Protocol was adopted in Kyoto, Japan, on December 11, 1997 and entered into force on February 16, 2005. On December 8, 2012, in Doha, Qatar, the "Doha Amendment to the Kyoto Protocol" was adopted. The amendment includes:

- New commitments for Annex I Parties to the Kyoto Protocol who agreed to take on commitments in a second commitment period from January 1, 2013 to December 31, 2020;
- A revised list of greenhouse gases (GHG) to be reported on by Parties in the second commitment period; and
- Amendments to several articles of the Kyoto Protocol which specifically referenced issues pertaining to the first commitment period and which needed to be updated for the second commitment period.

On December 21, 2012, the amendment was circulated by the Secretary-General of the United Nations, acting in his capacity as Depositary, to all Parties to the Kyoto Protocol in accordance with Articles 20 and 21 of the Protocol. During the first commitment period, 37 industrialized countries and the European Community committed to reduce GHG emissions to an average of 5% against 1990 levels. During the second commitment period, Parties committed to reduce GHG emissions by at least 18 percent below 1990 levels in the eight-year period from 2013 to 2020; however, the composition of Parties in the second commitment period is different from the first. (UNFCCC, n.d.)



2. *The Paris Agreement*

The Paris Agreement builds upon the Convention and – for the first time – brings all nations into a common cause to undertake ambitious efforts to combat climate change and adapt to its effects, with enhanced support to assist developing countries to do so. The Paris Agreement’s central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to strengthen the ability of countries to deal with the impacts of climate change. The Paris Agreement requires all Parties to put forward their best efforts through “nationally determined contributions” (NDCs) and to strengthen these efforts in the years ahead. This includes requirements that all Parties report regularly on their emissions and on their implementation efforts. The Paris Agreement entered into force on November 4, 2016, thirty days after the date on which at least 55 Parties to the Convention accounting in total for at least an estimated 55% of the total global greenhouse gas emissions have deposited their instruments of ratification, acceptance, approval, or accession with the Depositary. (UNFCCC, n.d.)

On June 1, 2017, President Donald Trump announced he would begin the process of withdrawing the United States from the Paris Agreement. In accordance with articles within the Paris Agreement, the earliest effective date for the United States’ withdrawal from the Agreement was November 4, 2020, at which time the withdrawal became official. On January 20, 2021, President Biden signed an executive order for the United States to rejoin the Paris Agreement, which became official on February 19, 2021.

B. Federal Regulations

1. *Clean Air Act*

Coinciding with the 2009 meeting of international leaders in Copenhagen, on December 7, 2009, the EPA issued an Endangerment Finding under § 202(a) of the Clean Air Act (CAA), opening the door to federal regulation of GHGs. The Endangerment Finding notes that GHGs threaten public health and welfare and are subject to regulation under the CAA. To date, the EPA has not promulgated regulations on GHG emissions, but it has begun to develop them. (EPA, 2020a; DOJ, 2015)

Previously the EPA had not regulated GHGs under the CAA because it asserted that the Act did not authorize it to issue mandatory regulations to address Global Climate Change (GCC) and that such regulation would be unwise without an unequivocally established causal link between GHGs and the increase in global surface air temperatures. In *Massachusetts v. Environmental Protection Agency et al.* (127 S. Ct. 1438 [2007]); however, the U.S. Supreme Court held that GHGs are pollutants under the CAA and directed the EPA to decide whether the gases endangered public health or welfare. The EPA had also not moved aggressively to regulate GHGs because it expected Congress to make progress on GHG legislation, primarily from the standpoint of a cap-and-trade system. However, proposals circulated in both the House of Representative and Senate have been controversial and it may be some time before the U.S. Congress adopts major climate change legislation. The EPA’s Endangerment Finding paved the way for federal regulation of GHGs with or without Congress. (EPA, 2020a; DOJ, 2015)



C. State Regulations

1. Title 24 Building Energy Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The latest revisions (2022 Building Energy Efficiency Standards) became effective on January 1, 2023. The 2022 Building Energy Efficiency Standards are 7 percent more efficient than the 2016 Building Energy Efficiency Standards for residential construction and 30 percent more efficient than the previous Standards for non-residential construction. (CEC, 2018)

Part 11 of Title 24 is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.” The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code. (CEC, 2018)

2. California Assembly Bill No. 1493 (AB 1493)

AB 1493 required the California Air Resources Board (CARB) to adopt the nation’s first GHG emission standards for automobiles. On September 24, 2009, CARB adopted amendments to the “Pavley” regulations that reduced GHG emissions in new passenger vehicles from model year 2009 through 2016. The U.S. EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks, and sport utility vehicles on June 30, 2009. It is expected that the Pavley regulations reduced GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency and reducing motorists’ costs. CARB has since adopted a new approach to cars and light trucks by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California. (CARB, n.d.)

3. Executive Order S-3-05

Executive Order (EO) S-3-05 documents GHG emission reduction goals, creates the Climate Action Team and directs the Secretary of the California EPA to coordinate efforts with meeting the GHG reduction targets with the heads of other state agencies. The EO requires the Secretary to report back to the Governor and Legislature biannually to report: progress toward meeting the GHG goals; GHG impacts to California; and applicable



Mitigation and Adaptation Plans. EO S-3-05 goals for GHG emissions reductions included: reducing GHG emissions to 2000 levels by the year 2010; reducing GHG emissions to 1990 levels by the year 2020; and reducing GHG emissions to 80 percent below 1990 levels by 2050. (CA State Library, 2005)

4. California Assembly Bill 32 – Global Warming Solutions Act of 2006

In September 2006, Governor Schwarzenegger signed Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 required California to reduce its GHG emissions to 1990 levels by 2020, which represented a reduction of approximately 15% below emissions expected under a “business as usual” scenario. (CARB, 2018)

In November 2007, CARB completed its estimated calculations of Statewide 1990 GHG levels. Net emission 1990 levels were estimated at 427 million metric tons (MMTs). Accordingly, 427 million metric tons of carbon dioxide equivalent (MMTCO_{2e}) equivalent was established as the emissions limit for 2020. For comparison, CARB’s estimate for baseline GHG emissions was 473 MMTCO_{2e} for 2000 and without emissions reduction measures 2010 emissions were projected to be 532 MMTCO_{2e}. “Business as usual” conditions (without the reductions to be implemented by CARB regulations) for 2020 were projected to be 596 MMTCO_{2e}. (CARB, 2007)

AB 32 required CARB to develop a Scoping Plan to lay out California’s strategy for meeting the goals, and the Scoping Plan must be updated every five years. In December 2008, CARB approved the initial Scoping Plan, which included a suite of measures to sharply cut GHG emissions. Overall, CARB determined that achieving the 1990 emission level in 2020 would require a reduction in GHG emissions of approximately 28.5 percent in the absence of new laws and regulations (referred to as "Business-As-Usual" [BAU]). When the 2020 emissions level projection also was updated to account for implemented regulatory measures, including Pavley (vehicle model-years 2009 - 2016) and the renewable portfolio standard (12% - 20%), the 2020 projection in the BAU condition was reduced further to 507 metric tons of carbon dioxide equivalent (MTCO_{2e}). As a result, based on the updated economic and regulatory data, CARB determined that achieving the 1990 emissions level in 2020 would now only require a reduction of GHG emissions of 80 MTCO_{2e}, or approximately 16 percent (down from 28.5 percent), from the BAU condition.

In May 2014, CARB approved the First Update to the Climate Change Scoping Plan (Update), which built upon the initial Scoping Plan with new strategies and recommendations. The Update highlights California’s progress toward meeting the near-term 2020 GHG emission reduction goals, highlights the latest climate change science and provides direction on how to achieve long-term emission reduction goal described in Executive Order S-3-05. The Update recalculated 1990 GHG emissions using new global warming potentials identified in the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report released in 2007. Using those Global Warming Potentials (GWPs), the 427 MTCO_{2e} 1990 emissions level and 2020 GHG emissions limit identified in the 2008 Scoping Plan would be slightly higher, at 431 MTCO_{2e}. Based on the revised 2020 emissions level projection identified in the 2011 Final Supplement and the updated 1990 emissions levels identified in the discussion draft of the First Update, achieving the 1990 emissions level in 2020 would require a reduction of 78 MTCO_{2e} (down from 509 MTCO_{2e}), or approximately 15.3 percent (down from 28.5 percent), from the BAU condition. (CARB, 2018; CARB, 2017)



In November 2017, CARB released the Final 2017 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. The Final 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard (LCFS), and much cleaner cars, trucks, and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH₄ emissions from agricultural and other wastes. The Final 2017 Scoping Plan Update establishes a new emissions limit of 260 MMTCO_{2e} for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030. (CARB, 2017)

5. California Senate Bill No. 1368 (SB 1368)

In 2006, the State Legislature adopted Senate Bill (SB) 1368 (Perata, Chapter 598, Statutes of 2006), which directs the California Public Utilities Commission (CPUC) to adopt a GHG emission performance standard (EPS) for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed specified emissions criteria. Accordingly, SB 1368 effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. SB 1368 will lead to dramatically lower GHG emissions associated with California energy demand. (CEC, n.d.)

6. Executive Order S-01-07

Executive Order (EO) S-01-07 is effectively known as the Low Carbon Fuel Standard (LCFS). The Executive Order seeks to reduce the carbon intensity of California's passenger vehicle fuels by at least 10 percent by 2020. The LCFS requires fuel providers in California to ensure that the mix of fuel they sell into the California market meet, on average, a declining standard for GHG emissions measured in CO_{2e} grams per unit of fuel energy sold. (CA State Library, 2007)

7. Senate Bill 1078

Senate Bill (SB) 1078 establishes the California Renewables Portfolio Standard Program, which requires electric utilities and other entities under the jurisdiction of the California Public Utilities Commission to meet 20% of their renewable power by December 31, 2017 for the purposes of increasing the diversity, reliability, public health, and environmental benefits of the energy mix. (CA Legislative Info, n.d.)

8. Senate Bill 107

SB 107 directed California Public Utilities Commission's Renewable Energy Resources Program to increase the amount of renewable electricity (Renewable Portfolio Standard) generated per year, from 17% to an amount that equals at least 20% of the total electricity sold to retail customers in California per year by December 31, 2010. (CA Legislative Info, n.d.)



9. Executive Order S-14-08

On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08, revising California's existing Renewable Portfolio Standard (RPS) upward to require all retail sellers of electricity to serve 33% of their load from renewable energy sources by 2020. In order to meet this new goal, a substantial increase in the development of wind, solar, geothermal, and other "RPS eligible" energy projects would be needed. Executive Order S-14-08 sought to accelerate such development by streamlining the siting, permitting, and procurement processes for renewable energy generation facilities. To this end, S-14-08 issued two directives: (1) the existing Renewable Energy Transmission Initiative will identify renewable energy zones that can be developed as such with little environmental impact, and (2) the California Energy Commission (CEC) and the California Department of Fish and Wildlife (CDFW) will collaborate to expedite the review, permitting, and licensing process for proposed RPS-eligible renewable energy projects. (CA State Library, 2008)

10. Senate Bill 97

Senate Bill 97 (SB 97) was enacted in in 2007 to recognize the need to analyze GHGs as a part of the CEQA process. SB 97 required the Governor's Office of Planning and Research (OPR) to develop, and the Natural Resources Agency to adopt, amendments to the CEQA Guidelines addressing the analysis and mitigation of GHGs. As part of the administrative rulemaking process, the Natural Resources Agency developed a Final Statement of Reasons explaining the legal and factual bases, intent, and purpose of the CEQA Guidelines amendments. The amendments to the CEQA Guidelines implementing SB 97 became effective on March 18, 2010. Of note, the CEQA Guidelines state that a lead agency has discretion to determine whether to use a quantitative model or methodology, or rely on a qualitative analysis or performance-based standards to evaluate GHGs. (CA Legislative Info, n.d.)

CEQA emphasizes that GHG effects are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. (See CEQA Guidelines § 15130(f)). CEQ Guidelines § 15064.4(b) provides direction for lead agencies for assessing the significance of impacts of greenhouse gas emissions:

1. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; or
3. 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 greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.



The CEQA Guideline amendments do not identify a threshold of significance for GHG emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Instead, they call for a “good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project.” The amendments encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies’ discretion to make their own determinations based upon substantial evidence. The amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses.

11. *Senate Bill 375*

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, CARB set regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPO). CARB periodically reviews and updates the targets, as needed. (CARB, n.d.)

Each of California’s MPOs must prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate “alternative planning strategy” (APS) to meet the targets. (CARB, n.d.)

12. *Executive Order B-30-15*

On April 29, 2015, Governor Brown issued Executive Order B-30-15, which sets a goal to reduce GHG emissions in California to 40 percent below 1990 levels by 2030. The 2030 target serves as a benchmark goal on the way to achieving the GHG reductions goal set by former Governor Schwarzenegger via Executive Order S-3-05 (i.e., 80 percent below 1990 greenhouse gas emissions levels by 2050). (CA State Library, 2015)

13. *Senate Bill 32*

On September 8, 2016, Governor Jerry Brown signed the Senate Bill (SB) 32 and its companion bill, Assembly Bill (AB) 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide greenhouse gas reduction target of 80% below 1990 levels by 2050. (CA Legislative Info, n.d.)

14. *California Climate Crisis Act (AB 1279)*

AB 1279, also known as the California Climate Crisis Act, was signed by the Governor on September 16, 2022. AB 1279 declares that it is the policy of the State to achieve net zero greenhouse gas emissions as soon



as possible, but no later than 2045; to achieve and maintain net negative greenhouse gas emissions thereafter; and to ensure that by 2045, Statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. The bill requires the California Air Resources Board (CARB) to work with relevant State agencies to ensure that updates to the CARB Scoping Plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California. AB 1279 also requires CARB to submit an annual report evaluating progress towards these policies. (CA Legislative Info, n.d.)

15. *Clean Energy, Jobs, and Affordability Act of 2022 (Senate Bill 1020)*

SB 1020, also known as the Clean Energy, Jobs, and Affordability Act of 2022, revised State policy to include interim targets requiring that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035. SB 1020 also requires each State agency to ensure that zero-carbon resources and eligible renewable energy resources supply 100 percent of electricity procured to serve their agency by December 31, 2035. In addition, SB 1020 requires the State Water Project (SWP) to procure eligible renewable energy and zero-carbon resources as necessary to meet the clean energy requirements specified for all State agencies. Finally, SB 1020 requires the California Public Utilities Commission (CPUC) to develop utility affordability metrics for both electricity and gas service. (CA Legislative Info, n.d.)

16. *Carbon sequestration: Carbon Capture, Removal, Utilization, and Storage Program (Senate Bill 905)*

SB 905 requires CARB to establish a Carbon Capture, Removal, Utilization, and Storage (CCRUS) Program and adopt regulations for a model unified permit program for the construction and operation of CCRUS projects. SB 905 is intended to accelerate the deployment of carbon management technologies and ensuring they are deployed in a safe and equitable way. SB 905 requires the CCRUS Program to ensure that carbon dioxide capture, removal, and sequestration projects include specified components including, among others, certain monitoring activities. In addition, SB 905 requires that by January 1, 2025, CARB shall adopt regulations for a unified permit application for the construction and operation of carbon dioxide capture, removal, or sequestration projects to expedite the issuance of permits or other authorizations for the construction and operation of those projects. SB 905 also requires the establishment of a centralized public database to track the deployment of carbon capture, utilization, or storage (CCUS) technologies and carbon dioxide removal (CDR) technologies. (CA Legislative Info, n.d.)

17. *Assembly Bill 1757*

AB 1757 directs the California Natural Resources Agency (CNRA) to determine an ambitious range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions for 2030, 2038, and 2045 to support State goals to achieve carbon neutrality and foster climate adaptation and resilience. Additionally, AB 1757 requires these targets to be integrated into the CARB Scoping Plan and other State



policies. It also includes provisions to avoid double counting emission reductions, updates the Natural and Working Lands Climate Smart Strategy, develops GHG tracking protocols, and biennially post progress made in achieving the targets on CNRA's internet website. In addition, AB 1757 requires CARB to develop standard methods for State agencies to consistently track greenhouse gas emissions and reductions, carbon sequestration, and, where feasible, additional benefits from natural and working lands over time. (CA Legislative Info, n.d.)

D. Regional Regulations

1. *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California State law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles.

SCAG's *2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)*, also referred to as *Connect SoCal*, develops long-range regional transportation plans including a sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region. The RTP/SCS provides objectives for meeting air pollution emissions reduction targets set forth by the California Air Resources Board (CARB); these objectives were provided in direct response to Senate Bill 375 (SB 375) which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. The Subregional Sustainable Communities Strategies identifies the Project Site as being located in an area with a "Standard Suburban" land use pattern, which is defined as auto-oriented development with a minimal mix of land uses.

The *Goods Movement Technical Report* of *Connect SoCal* recognizes that the SCAG region is the premier trade gateway for the United States. *Connect SoCal* acknowledges that the SCAG region has witnessed continued growth for warehousing, distribution, cold storage and truck terminal facilities, with a majority of the growth for national and regional distribution facilities occurring in the Inland Empire. Through *Connect SoCal*, SCAG is working on various regional strategies to maintain the SCAG region as an important trade gateway while addressing regional transportation efficiency and environmental sustainability.

E. Local Regulations

1. *Riverside County Climate Action Plan (CAP)*

The Riverside County Climate Action Plan (CAP), was adopted in December 2015 and most recently updated in November 2019 ("CAP Update"), qualifies as a plan for the reduction of GHG emissions as defined by State CEQA Guidelines Section 15183.5(b). The CAP was designed under the premise that Riverside County, and the community it represents, is uniquely capable of addressing emissions associated with sources under



Riverside County’s jurisdiction, and 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 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 MTCO_{2e}/yr below the Adjusted Business As Usual (ABAU) scenario by 2030 and at least 2,982,948 MTCO_{2e}/yr below the ABAU scenario by 2050. To evaluate consistency with the CAP Update, the County has implemented CAP Update Screening Tables (Screening Tables) to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated in development projects. To this end, the Screening Tables establish categories of GHG Implementation Measures. Under each Implementation Measure category, mitigation or project design features (collectively “features”) are assigned point values that correspond to the minimum GHG emissions reduction that would result from each feature. Projects that yield at least 100 points are considered to be consistent with the GHG emissions reduction quantities anticipated in the County’s GHG Technical Report and support the GHG emissions reduction targets established under the CAP Update. The potential for such projects to generate direct or indirect GHG emissions that would result in a significant impact on the environment; or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG would be considered less than significant. (Riverside County, 2019)

4.8.3 BASIS FOR DETERMINING SIGNIFICANCE

While estimated Project-related GHG emissions can be quantified, the direct impacts of such emissions on GCC and global warming cannot be determined on the basis of available science. There is no evidence at this time that would indicate that the emissions from a project the size of the proposed Project would directly or indirectly affect the global climate.

AB 32 states, in part, that “[g]lobal warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California.” Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project would have no potential to result in a direct impact to global warming; rather, Project-related contributions to GCC, if any, only have potential significance on a cumulative basis. Therefore, the analysis below focuses on the Project’s potential to contribute to GCC in a cumulatively-considerable way.

Section VIII of Appendix G to the State CEQA Guidelines addresses typical adverse effects due to GHGs, and includes the following threshold questions (OPR, 2018a):

- Would the project generate GHGs, either directly or indirectly, that may have a significant impact on the environment?
- Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?



The following thresholds are derived directly from Section VIII of Appendix G to the State CEQA Guidelines and the County’s Environmental Assessment form, and address typical adverse effects associated with GHG emissions. The proposed Project would have a significant impact on GHG emissions if the Project or any Project-related component would:

- a. *Generate GHGs, either directly or indirectly, that may have a significant impact on the environment;*
or
- b. *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.*

The above-listed thresholds for GHGs do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the State CEQA Guidelines emphasize the lead agency’s discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, State CEQA Guidelines Section 15064.4(a) states that lead agencies “shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate” GHG emissions resulting from a project. The State CEQA Guidelines note that an agency has the discretion to either quantify a project’s GHG emissions or rely on a “qualitative analysis or other performance-based standards.” A lead agency may use a “model or methodology” to estimate GHG emissions and has the discretion to select the model or methodology it considers “most appropriate to enable decision makers to intelligently take into account the project’s incremental contribution to climate change.” Section 15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. 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 (14 CCR 15064.4(b)).

In addition, Section 15064.7(c) of the State CEQA Guidelines specifies that “[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.” The State CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA’s requirements for cumulative impact analysis. As a note, the State CEQA Guidelines were amended in response to SB 97. In particular, the State CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.



Per State CEQA Guidelines Section 15064(h)(3), 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 specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a “water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans, [and] plans or regulations for the reduction of greenhouse gas emissions.” Put another way, State CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory strategies to reduce GHG emissions.

The significance of the Project’s GHG emissions is evaluated consistent with State CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The Riverside County 2019 CAP Update aims to reduce GHG emissions from development projects under County jurisdiction. The CAP Update builds on State and regional policies aimed at reducing GHG emissions consistent with the SB 32 2030 GHG reduction target and Statewide post-2030 reduction goals. The CAP Update identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MTCO₂e/yr is used to determine if additional analysis is required. Projects that exceed 3,000 MTCO₂e/yr will be required to quantify and disclose the anticipated GHG emissions then either 1) demonstrate GHG emissions at project buildout year levels of efficiency and include project design features and/or mitigation measures to reduce GHG emissions or 2) garner 100 points through the CAP Update Screening Tables. Projects that garner at least 100 points (equivalent to an approximate 49% reduction in GHG emissions) may be determined to be consistent with the reduction quantities anticipated in the County’s GHG Technical Report, and consequently may be considered consistent with the CAP Update. As such, projects that achieve a total of 100 points or more are considered to have a less-than-significant individual and cumulative impact on GHG emissions.

4.8.4 IMPACT ANALYSIS

A. Greenhouse Gas Emissions Modeling

In May 2022 the California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released the latest version of CalEEMod Version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used to evaluate the Project’s GHG emissions. Output from the model runs for construction and operational activity are provided in Appendices 3.1 through 3.2 to the Greenhouse Gas Analysis (GHGA) technical reports prepared for each of the Project’s Plot Plans (EIR *Technical Appendices G1 through G4*). CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water. (Urban Crossroads, 2023m, p. 52)



A full life-cycle analysis (LCA) for construction and operational activity is not included herein due to the lack of consensus guidance on LCA methodology at this time. Life-cycle analysis (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in the Project development, infrastructure, and on-going operations) depends on emission factors or econometric factors that are not well established for all processes. At this time, an LCA would be extremely speculative and thus has not been prepared. (Urban Crossroads, 2023m, p. 52)

Additionally, the SCAQMD recommends analyzing direct and indirect project GHG emissions generated within California and not life-cycle emissions because the life-cycle effects from a project could occur outside of California, might not be very well understood, or documented, and would be challenging to mitigate. Additionally, the science to calculate life cycle emissions is not yet established or well defined; therefore, SCAQMD has not recommended, and is not requiring, life-cycle emissions analysis. (Urban Crossroads, 2023m, p. 52)

B. Project Impacts due to Greenhouse Gas Emissions

Threshold a.: *Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Construction Emissions

Project construction activities would generate CO₂ and CH₄ emissions. The Project's Air Quality Impact Analysis (AQIA) technical reports (EIR *Technical Appendices B1 through B4 and B9*) contain detailed information regarding construction activities at each of the Project's Plot Plan sites. As discussed in the AQIA technical reports, construction-related emissions are expected from the following construction activities: site preparation, grading, building construction, paving, and architectural coating. (Urban Crossroads, 2023m, p. 53)

The anticipated construction durations were previously summarized in EIR Table 3-2, and anticipated construction equipment was previously summarized in EIR Table 3-3. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet and durations.

For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, 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. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. (Urban Crossroads, 2023m, p. 54) The amortized construction emissions for the Building 13 site are summarized in Table 4.8-3, *Amortized Annual Construction Emissions – Building 13*; the amortized construction emissions for the Buildings 14A/14B site are summarized in Table 4.8-4, *Amortized Annual Construction Emissions – Buildings 14A/14B*; the amortized construction emissions for the Building 17 site are summarized in Table 4.8-5, *Amortized Annual Construction Emissions – Building 17*; the amortized construction emissions for the Building 18 site are summarized in



Table 4.8-6, *Amortized Annual Construction Emissions – Building 18*; and the amortized construction emissions for construction of all four of the Project’s proposed Plot Plans (i.e., Buildings 13, 14A/14B, 17, and 18) are summarized in Table 4.8-7, *Amortized Annual Construction Emissions – All Buildings*.

Table 4.8-3 Amortized Annual Construction Emissions – Building 13

Year	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
2024	989.01	0.02	0.08	0.65	1,015.43
2025	355.15	0.01	0.01	0.21	358.97
Total GHG Emissions	1,344.16	0.03	0.09	0.86	1,374.40
Amortized Construction Emissions	44.81	1.00E-03	3.00E-03	0.03	45.81

Source: CalEEMod annual construction-source emissions are presented in Appendix 3.1 to the Building 13 GHGA (EIR *Technical Appendix G1*).
(Urban Crossroads, 2023m, Table 3-3)

Table 4.8-4 Amortized Annual Construction Emissions – Buildings 14A/14B

Year	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e ⁵
2024	714.35	0.01	0.03	0.41	727.73
2025	368.36	0.01	0.01	0.22	372.59
Total GHG Emissions	1,082.71	0.02	0.04	0.63	1,100.32
Amortized Construction Emissions	36.09	6.67E-04	1.33E-03	0.02	36.68

Source: CalEEMod annual construction-source emissions are presented in Appendix 3.1 to the Buildings 14A/14B GHGA (EIR *Technical Appendix G2*).
(Urban Crossroads, 2023n, Table 3-3)

Table 4.8-5 Amortized Annual Construction Emissions – Building 17

Year	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e ⁵
2024	55.73	0.00	0.00	0.00	55.93
2025	1,431.28	0.04	0.13	0.93	1,468.98
Total GHG Emissions	1,487.01	0.04	0.13	0.93	1,524.91
Amortized Construction Emissions	49.57	1.33E-03	4.33E-03	0.03	50.83

Source: CalEEMod annual construction-source emissions are presented in Appendix 3.1 to the Building 17 GHGA (EIR *Technical Appendix G3*).
(Urban Crossroads, 2023o, Table 3-3)



Table 4.8-6 Amortized Annual Construction Emissions – Building 18

Year	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e ⁵
2024	56.31	0.00	0.00	0.00	56.54
2025	917.47	0.03	0.03	0.50	928.83
Total GHG Emissions	973.78	0.03	0.03	0.50	985.37
Amortized Construction Emissions	32.46	1.00E-03	1.00E-03	0.02	32.85

Source: CalEEMod annual construction-source emissions are presented in Appendix 3.1 to the Building 18 GHGA (EIR *Technical Appendix G4*).
(Urban Crossroads, 2023p, Table 3-3)

Table 4.8-7 Amortized Annual Construction Emissions – All Buildings

Year	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e ²
2024	1,815.4	0.03	0.11	1.06	1,855.63
2025	3,072.26	0.09	0.18	1.86	3,129.37
Total GHG Emissions	4,887.66	0.12	0.29	2.92	4,985.00
Amortized Construction Emissions	162.92	4.00E-03	0.01	0.10	166.17

Source: CalEEMod annual construction-source emissions are presented in Appendix 2.1 to the Overall GHGA (*Technical Appendix G5*).

^A CalEEMod reports the most common GHGs emitted which include CO₂, CH₄, and N₂O. These GHGs are then converted into the CO₂e by multiplying the individual GHG by the GWP.

(Urban Crossroads, 2023t, Table 2-3)

☐ Operational Emissions

Operational activities associated with the Project would result in emissions of CO₂, CH₄, and N₂O from the following primary sources: area source emissions; energy source emissions; mobile source emissions; on-site cargo handling equipment emissions; water supply, treatment, and distribution; and solid waste. Each is discussed below.

Area Source Emissions

Landscape Maintenance Equipment

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 of the Project. It should be noted that as October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by 2024. For purposes of analysis, the emissions associated with landscape maintenance equipment for each of the Project’s



Plot Plan sites were calculated based on assumptions provided in CalEEMod. (Urban Crossroads, 2023m, p. 55)

Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

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 CO₂ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building; the building energy use emissions do not include street lighting. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Electricity usage associated with each of the Project's Plot Plan sites were calculated by CalEEMod using default parameters. (Urban Crossroads, 2023m, p. 56)

Mobile Source Emissions

The Project-related GHG emissions derive 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 available from the Project's Traffic Analysis (TA) technical reports, included as EIR *Technical Appendices L6 through L9* for Buildings 13, 14A/14B, 17, and 18, respectively. (Urban Crossroads, 2023m, p. 56)

Approach for Estimating Mobile Source Emissions

In order to determine emissions from passenger car vehicles, CalEEMod defaults for trip length and trip purpose were utilized. Default vehicle trip lengths for primary trips were populated using data from the local metropolitan planning organizations/Regional Transportation Planning Agencies (MPO/RTPA). Trip type percentages and trip lengths provided by MPO/RTP truncate data at their administrative borders. (Urban Crossroads, 2023m, p. 56)

For the proposed industrial uses, it is important to note that although the Project's TA technical reports do not breakdown passenger cars by type, the analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1² & LDT2³), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. In order to account for emissions generated by passenger cars, the fleet mix in Table 3-4 of each of the Project's site-specific GHGA technical reports (EIR *Technical Appendices G1 through G4*) was utilized. (Urban Crossroads, 2023m, p. 56)

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated SCAQMD recommended truck trip lengths of 15.3 miles for 2-axle (LHDT1⁴, LHDT2⁵) trucks, 14.2 miles for 3-axle

² Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

³ Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

⁴ Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.

⁵ Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.



(MHDT) trucks, and 40 miles for 4+-axle (HHDT). The average trip lengths using traffic trip percentages were taken from the Project's TA technical reports (EIR *Technical Appendices L6 through L9*). The trip length function for the high-cube short-term storage/transload use proposed for Building 13 has been calculated at 30.09 miles with an assumption of 100% primary trips; the trip length function for the warehouse use proposed for Buildings 14A/14B has been calculated at 30.48 miles with an assumption of 100% primary trips; the trip length function for the high-cube short-term storage/transload use proposed for Building 17 has been calculated at 30.66 miles with an assumption of 100% primary trips; and the trip length function for the warehouse use proposed for Building 18 has been calculated at 30.35 miles with an assumption of 100% primary trips. These trip length assumptions are higher than the CalEEMod defaults for trucks. In order to be consistent with the Project's TA technical reports, trucks are broken down by truck type. The truck fleet mix is estimated by rationing the trip rates for each truck type based on information provided in the Project's TA technical reports. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1 & LHDT2)/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle. To account for emissions generated by trucks, the fleet mix identified in Table 3-5 of each of the Project's site-specific GHGA technical reports (EIR *Technical Appendices G1 through G4*) were utilized in the analysis. (Urban Crossroads, 2023m, pp. 56-57; Urban Crossroads, 2023n, pp. 56-57; Urban Crossroads, 2023o, pp. 56-57; Urban Crossroads, 2023p, pp. 56-57)

On-Site Cargo Handling Equipment Emissions

It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. In accordance with the County of Riverside Good Neighbor Policy for Logistics and Warehouse/Distribution uses, it is assumed that all on-site cargo handling equipment would be electrically powered. (Urban Crossroads, 2023m, p. 57)

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 to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used. (Urban Crossroads, 2023m, p. 57)

Solid Waste

Industrial 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. GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by CalEEMod using default parameters. (Urban Crossroads, 2023m, p. 57)

Emissions Summary

As previously indicated, Riverside County adopted CAP in December 2015, which was most recently updated in November 2019 ("CAP Update"). The purpose of the CAP Update is to provide guidance on how to analyze



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

The estimated Project-related GHG emissions for Building 13, Buildings 14A/14B, Building 17, Building 18, and for all of the Project’s Plot Plans are summarized in Table 4.8-8, *Summary of GHG Emissions – Building 13*, Table 4.8-9, *Summary of GHG Emissions – Buildings 14A/14B*, Table 4.8-10, *Summary of GHG Emissions – Building 17*, Table 4.8-11, *Summary of GHG Emissions – Building 18*, and Table 4.8-12, *Summary of GHG Emissions – All Buildings*, respectively. Detailed operation model outputs for each of the Project’s Plot Plans are presented in Appendix 3.2 to each of the Project’s site-specific GHGA technical reports (*EIR Technical Appendices G1 through G4*).

Building 13 (PPT220008) GHG Emissions Summary and Analysis

As shown in Table 4.8-8, construction and operation of the Building 13 site would generate 1,979.85 MTCO₂e/yr. As such, construction and operation of the Building 13 site would not exceed the County’s 2019 CAP Update screening threshold of 3,000 MTCO₂e/yr. Additionally, development on the Building 13 site would be required to comply with Title 24 and the California Green Building Standards Code. Thus, the Building 13 Plot Plan is considered consistent with the County of Riverside CAP Update, thereby

Table 4.8-8 Summary of GHG Emissions – Building 13

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Annual construction-related emissions amortized over 30 years	44.81	1.00E-03	3.00E-03	0.03	45.81
Mobile Source	1,309.00	0.04	0.11	1.94	1,345.00
Area Source	6.55	0.00	0.00	0.00	6.74
Energy Source	246.00	0.02	0.00	0.00	248.00
Water Usage	106.00	2.44	0.06	0.00	185.00
Waste	27.10	2.71	0.00	0.00	94.80
Refrigerants	0.00	0.00	0.00	54.50	54.50
Total CO₂e (All Sources)	1,979.85				

Source: CalEEMod output, See Appendix 3.2 to the Building 13 GHGA (*Technical Appendix G1*) for detailed model outputs.

(Urban Crossroads, 2023m, Table 3-6)



Table 4.8-9 Summary of GHG Emissions – Buildings 14A/14B

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Annual construction-related emissions amortized over 30 years	36.09	6.67E-04	1.33E-03	0.02	36.68
Mobile Source	2,118.00	0.05	0.25	2.91	2,196.00
Area Source	7.19	0.00	0.00	0.00	7.40
Energy Source	266.00	0.03	0.00	0.00	268.00
Water Usage	117.00	2.68	0.06	0.00	203.00
Waste	29.70	2.97	0.00	0.00	104.00
Refrigerants	0.00	0.00	0.00	59.80	59.80
Total CO₂e (All Sources)	2,874.88				

Source: CalEEMod output, See Appendix 3.2 to the Buildings 14A/14B GHGA (*Technical Appendix G2*) for detailed model outputs.

(Urban Crossroads, 2023n, Table 3-6)

Table 4.8-10 Summary of GHG Emissions – Building 17

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Annual construction-related emissions amortized over 30 years	49.57	1.33E-03	4.33E-03	0.03	50.83
Mobile Source	1,102.00	0.03	0.10	1.62	1,133.00
Area Source	5.45	0.00	0.00	0.00	5.61
Energy Source	204.00	0.02	0.00	0.00	206.00
Water Usage	88.90	2.03	0.05	0.00	154.00
Waste	22.60	2.25	0.00	0.00	78.90
Refrigerants	0.00	0.00	0.00	45.40	45.40
Total CO₂e (All Sources)	1,673.74				

Source: CalEEMod output, See Appendix 3.2 to the Building 17 GHGA (*Technical Appendix G3*) for detailed model outputs.

(Urban Crossroads, 2023o, Table 3-6)



Table 4.8-11 Summary of GHG Emissions – Building 18

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Annual construction-related emissions amortized over 30 years	32.46	1.00E-03	1.00E-03	0.02	32.85
Mobile Source	1,110.00	0.03	0.10	1.64	1,141.00
Area Source	6.77	0.00	0.00	0.00	6.96
Energy Source	252.00	0.02	0.00	0.00	254.00
Water Usage	108.00	2.52	0.06	0.00	189.00
Waste	28.00	2.80	0.00	0.00	97.90
Refrigerants	0.00	0.00	0.00	56.30	56.30
Total CO₂e (All Sources)	1,778.01				

Source: CalEEMod output, See Appendix 3.2 to the Building 18 GHGA (*Technical Appendix G4*) for detailed model outputs.

(Urban Crossroads, 2023p, Table 3-6)

Table 4.8-12 Summary of GHG Emissions – All Buildings

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Building 13	1,739.46	5.21	0.17	56.47	1,979.85
Building 14	2,573.98	5.73	0.31	62.73	2,874.88
Building 17	1,472.52	4.33	0.15	47.05	1,673.74
Building 18	1,537.23	5.37	0.16	57.96	1,778.01
Total CO₂e (All Buildings)	8,306.48				

(Urban Crossroads, 2023q, Table 2-6)

demonstrating that the Building 13 Plot Plan also would be consistent with the GHG reduction goals of SB 32. Therefore, the Building 13 site would not generate GHGs, either directly or indirectly, that may have a significant impact on the environment, and impacts due to GHG emissions would be less than significant (without consideration of GHG emissions from the Project’s other Plot Plans). (Urban Crossroads, 2023m, p. 58)

Buildings 14A/14B (PPT220015) GHG Emissions Summary and Analysis

As shown in Table 4.8-9, construction and operation of the Buildings 14A/14B site would generate 2,874.88 MTCO₂e/yr. As such, construction and operation of the Buildings 14A/14B site would not exceed the County’s 2019 CAP Update screening threshold of 3,000 MTCO₂e/yr. Additionally, development on the Buildings 14A/14B site would be required to comply with Title 24 and the California Green Building Standards Code.



Thus, the Buildings 14A/14B Plot Plan is considered consistent with the County of Riverside CAP Update, thereby demonstrating that the Buildings 14A/14B Plot Plan also would be consistent with the GHG reduction goals of SB 32. Therefore, the Buildings 14A/14B site would not generate GHGs, either directly or indirectly, that may have a significant impact on the environment, and impacts due to GHG emissions would be less than significant (without consideration of GHG emissions from the Project's other Plot Plans). (Urban Crossroads, 2023n, p. 58)

Building 17 (PPT220009) GHG Emissions Summary and Analysis

As shown in Table 4.8-10, construction and operation of the Building 17 site would generate 1,673.74 MTCO₂e/yr. As such, construction and operation of the Building 17 site would not exceed the County's 2019 CAP Update screening threshold of 3,000 MTCO₂e/yr. Additionally, development on the Building 17 site would be required to comply with Title 24 and the California Green Building Standards Code. Thus, the Building 17 Plot Plan is considered consistent with the County of Riverside CAP Update, thereby demonstrating that the Building 17 Plot Plan also would be consistent with the GHG reduction goals of SB 32. Therefore, the Building 17 site would not generate GHGs, either directly or indirectly, that may have a significant impact on the environment, and impacts due to GHG emissions would be less than significant (without consideration of GHG emissions from the Project's other Plot Plans). (Urban Crossroads, 2023o, p. 58)

Building 18 (PPT220003) GHG Emissions Summary and Analysis

As shown in Table 4.8-11, construction and operation of the Building 18 site would generate 1,778.01 MTCO₂e/yr. As such, construction and operation of the Building 18 site would not exceed the County's 2019 CAP Update screening threshold of 3,000 MTCO₂e/yr. Additionally, development on the Building 18 site would be required to comply with Title 24 and the California Green Building Standards Code. Thus, the Building 18 Plot Plan is considered consistent with the County of Riverside CAP Update, thereby demonstrating that the Building 18 Plot Plan also would be consistent with the GHG reduction goals of SB 32. Therefore, the Building 18 site would not generate GHGs, either directly or indirectly, that may have a significant impact on the environment, and impacts due to GHG emissions would be less than significant (without consideration of GHG emissions from the Project's other Plot Plans). (Urban Crossroads, 2023o, p. 58)

GHG Emissions Summary and Analysis – Full Project Buildout

As previously noted, the CAP Update identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MTCO₂e/yr is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO₂e/yr are required to quantify and disclose the anticipated GHG emissions then either: 1) demonstrate GHG emissions at project buildout year levels of efficiency and includes project design features and/or mitigation measures to reduce GHG emissions; or 2) garner 100 points through the Screening Tables.

As shown in Table 4.8-12, construction and long-term operation of all four of the Project's Plot Plans would generate approximately 8,306.48 MTCO₂e/yr of GHG emissions. As such, emissions from all four of the Project's Plot Plans combined would exceed the County of Riverside's numeric threshold of 3,000



MTCO₂e/yr. Although the Project would be required to achieve 100 points pursuant to the CAP Screening Tables, and in order to provide a conservative analysis of the Project’s impacts due to GHGs, it is concluded that the Project’s cumulatively-considerable impacts due to GHG emissions would be potentially significant prior to mitigation. (Urban Crossroads, 2023q, p. 16)

Threshold b.: Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Pursuant to Section 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project’s consistency with AB 32, SB 32, and the County’s CAP are discussed below. It should be noted that the Project’s consistency with SB 32 (as identified through compliance with the 2017 Scoping Plan) also satisfies consistency with AB 32 since the 2017 Scoping Plan is based on the overall targets established by AB 32. Consistency with the 2008 Scoping Plan is not necessary, since the target year for the 2008 Scoping Plan was 2020, and the Project’s buildout year is 2024. As such the 2008 Scoping Plan does not apply and consistency with the 2017 Scoping Plan is relevant. Project consistency with the 2017 Scoping Plan, 2022 Scoping Plan, and County’s CAP is evaluated in the following discussion. It should be noted that the 2017 Scoping Plan was in effect at the time the environmental analysis for the Project commenced; however, since the 2022 Scoping Plan has since been adopted, an assessment of consistency with both plans is included herein. (Urban Crossroads, 2023m, pp. 58-59)

☐ Project Consistency with SB 32/2017 Scoping Plan

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 4.8-13, *Project Consistency with 2017 CARB Scoping Plan*, summarizes the Project’s consistency with the 2017 Scoping Plan. As summarized in Table 4.8-13, the Project would not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories. Additionally, any regulations adopted would apply directly or indirectly to the Project. Further, recent studies show that the State’s existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030. (Urban Crossroads, 2023m, pp. 59, 64)

Table 4.8-13 Project Consistency with 2017 CARB Scoping Plan

Action	Responsible Parties	Project Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	Consistent. 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.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency		Consistent. The proposed Project would be designed and constructed to implement the energy efficiency measures, where applicable by including several measures designed to reduce energy consumption. The



Table 4.8-13 Project Consistency with 2017 CARB Scoping Plan

Action	Responsible Parties	Project Consistency
savings in electricity and natural gas end uses by 2030.		proposed Project would include energy efficient lighting and fixtures that meet the applicable Title 24 Standards throughout the Project Site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly-owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		Consistent. The proposed Project would be designed and constructed to implement the energy efficiency measures, where applicable by including several measures designed to reduce energy consumption. The proposed Project would include energy efficient lighting and fixtures that meet the applicable Title 24 Standards throughout the Project Site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
At least 4.2 million zero emission and plugin hybrid light-duty electric vehicles by 2030.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	Consistent. Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
Medium- and Heavy-Duty GHG Phase 2.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of		Consistent. The Project would not obstruct or interfere with agency efforts to transition to a suite of to-be-determined innovative clean transit options.



Table 4.8-13 Project Consistency with 2017 CARB Scoping Plan

Action	Responsible Parties	Project Consistency
<p>new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_x standard.</p>		
<p>Last Mile Delivery: New regulation that would result in the use of low NO_x or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3-7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.</p>		<p>Consistent. The Project would not obstruct or interfere with agency efforts to use low NO_x or cleaner engines or the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California.</p>
<p>Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document “Potential VMT Reduction Strategies for Discussion.”</p>		<p>Consistent. This Project would not obstruct or interfere with implementation of SB 375 and would therefore not conflict with this measure.</p>
<p>Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).</p>	<p>CARB</p>	<p>Consistent. The Project would not obstruct or interfere with agency efforts to increase stringency of SB 375 Sustainable Communities Strategy.</p>
<p>By 2019, adjust performance measures used to select and design transportation facilities</p>		
<p>Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).</p>	<p>CalSTA, SGC, OPR, CARB, Governor’s Office of Business and Economic Development (GOBiz), California Infrastructure and Economic Development Bank (IBank),</p>	<p>Consistent. The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.</p>



Table 4.8-13 Project Consistency with 2017 CARB Scoping Plan

Action	Responsible Parties	Project Consistency
	Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	
Develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	Consistent. The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	Consistent. This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to Improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		Consistent. The Project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	Consistent. When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
Implement the Short-Lived Climate Pollutant Strategy by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Consistent. The Project would be required to comply with any applicable measures that may be adopted for the purposes of reducing SLPS emissions. The Project would not obstruct or interfere with agency efforts to reduce SLPS emissions since it would be required to comply with any applicable regulatory measures.
50% reduction in black carbon emissions below 2013 levels.		
Develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Consistent. The Project would implement waste reduction and recycling measures consistent with State and County requirements. The Project would not obstruct or interfere with agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Consistent. The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere



Table 4.8-13 Project Consistency with 2017 CARB Scoping Plan

Action	Responsible Parties	Project Consistency
		with agency efforts to implement the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	Consistent. The Project would not obstruct or interfere with agency efforts to protect land from conversion through conservation easements and other incentives. The Project site is not targeted for conservation in any local or State conservation plan.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		Consistent. The Project site consists of a disturbed property, portions of which are used for the storage of construction equipment, trucks, trailers, and shipping containers, includes only nominal areas containing vegetation, and does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere with agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		Consistent. The Project is proposed to include tilt-up industrial warehouse uses with building materials primarily comprised of concrete. However, where appropriate, the Project design does not preclude the incorporation of wood or wood products. The Project would not obstruct or interfere with agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan		Consistent. The Project would not obstruct or interfere with agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	Consistent. The Project would not obstruct or interfere with agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA	Consistent. The Project would not obstruct or interfere with agency efforts to implement the Forest Carbon Plan.



Table 4.8-13 Project Consistency with 2017 CARB Scoping Plan

Action	Responsible Parties	Project Consistency
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Consistent. The Project would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

(Urban Crossroads, 2023m, Table 3-7)

Project Consistency with CARB 2022 Scoping Plan

The Project would not impede the State’s progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the Project would comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. As noted below, the Project also would be consistent with the Riverside County CAP. As such, the Project would not be inconsistent with the 2022 Scoping Plan, and impacts would be less than significant. (Urban Crossroads, 2023m, p. 65)

Project Consistency with Riverside County CAP Update

The County of Riverside approved the CAP Update on December 17, 2019. The CAP Update was designed under the premise that the County, and the community it represents, is uniquely capable of addressing emissions associated with sources under Riverside County’s jurisdiction, and 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.

In order to evaluate consistency with the CAP, the County provided Screening Tables to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The County’s CAP currently evaluates and quantifies reductions out to Year 2030. The CAP states that “[t]hrough 2050, Riverside County would continue implementation of the Screening Tables. During this time, the reduction measures implemented through the Screening Tables would continue to reduce GHG missions from new development. Additionally, it is assumed that the State measures would keep being updated and reinforced to further reduce emissions. With these assumptions, Riverside County’s emissions would decrease to a level below the reduction target by 2050.” Thus, compliance with the CAP would serve to meet and support the reduction targets established Senate Bill 32 and the CARB 2017 Scoping Plan. (Urban Crossroads, 2023m, p. 66)

Pursuant to the CAP Update and associated Screening Tables, projects that garner at least 100 points (equivalent to an approximate 49% reduction in GHG emissions below 2008 baseline levels) are determined to be consistent with the reduction quantities anticipated in the County’s GHG Technical Report, and



consequently would be consistent with the CAP. Absent implementation of Screening Table Measures, the Project could be considered inconsistent with the County CAP. This is a potentially significant impact for which mitigation is required. (Urban Crossroads, 2023m, p. 66)

The CAP Update also includes measure R2-CE1, which requires on-site renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes to add more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development. Renewable energy production shall be onsite generation of at least 20% of energy demand for commercial, office, industrial or manufacturing development. As required by the County Regulation and Design Requirement (CRDR) measure listed below in subsection 4.8.7, future implementing building permits would be required to demonstrate compliance with CAP Update measure R2-CE1, and thus the Project would have no potential to conflict with CAP Update measure R2-CE1.

4.8.5 CUMULATIVE IMPACT ANALYSIS

As discussed in subsection 4.8.1, there is no evidence at this time that would indicate that the emissions from a project the size of the Project would directly or indirectly affect the global climate. As such, Project impacts due to GHG emissions are inherently cumulative in nature.

As discussed under the analysis of Threshold a., although construction and long-term operation of each of the Project's Plot Plans individually would not exceed the County's screening threshold of 3,000 MTCO_{2e}/yr, construction and long-term operation of all four of the Project's Plot Plans would result in the generation of 8,306.48 MTCO_{2e}/yr, which would exceed the County's screening threshold. Other cumulative developments within the region similarly have the potential to exceed the County's screening threshold of 3,000 MTCO_{2e}/yr. Accordingly, GHG emissions associated with construction and long-term operation of all four of the Project's Plot Plans represents a cumulatively-considerable impact for which mitigation would be required.

As discussed under the analysis of Threshold b., the Project would be consistent with or otherwise would not conflict with the CARB 2017 Scoping Plan and the CARB 2022 Scoping Plan. However, the Project has the potential to conflict with the Riverside County CAP Update if the Project were unable to achieve 100 points pursuant to the CAP Screening Tables. This is evaluated as a cumulatively-considerable impact of the proposed Project for which mitigation would be required.

4.8.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a.: Significant Cumulatively-Considerable Impact. Although construction and long-term operation of each of the Project's Plot Plans individually would not exceed the County's screening threshold for GHGs, construction and long-term operation of all four of the Project's Plot Plans would result in the generation of 8,306.48 MTCO_{2e}/yr, which would exceed the County's screening threshold of 3,000 MTCO_{2e}/yr. Accordingly, prior to mitigation, the Project's GHG emissions would represent a significant cumulatively-considerable impact on the environment.

Threshold b.: Significant Cumulatively-Considerable Impact. The Project would be consistent with or otherwise would not conflict with the CARB 2017 Scoping Plan and the CARB 2022 Scoping Plan. However,



the Project has the potential to conflict with the Riverside County CAP Update if the Project were unable to achieve 100 points pursuant to the CAP Screening Tables. This is evaluated as a cumulatively-considerable impact of the proposed Project.

4.8.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- Pursuant to Riverside County Climate Action Plan Update Measure R2-CE1, prior to issuance of building permits, future implementing building permits that involve more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development shall be required to offset the energy demand through renewable energy production. Renewable energy production shall be onsite generation of at least 20% of energy demand for commercial, office, industrial or manufacturing development.

In addition, the Project would be required to comply with all mandates imposed by the State of California and SCAQMD aimed at the reduction of GHG emissions. Those that are applicable to the Project and that would assist in the reduction of greenhouse gas emissions are listed below:

- Global Warming Solutions Act of 2006 (AB32).
- Pavley Fuel Efficiency Standards (AB1493). Establishes fuel efficiency ratings for new vehicles.
- Title 17 California Code of Regulations (Low Carbon Fuel Standard). Requires carbon content of fuel sold in California to be 10% less by 2020.
- Statewide Retail Provider Emissions Performance Standards (SB 1368). Requires energy generators to achieve performance standards for GHG emissions.
- Renewable Portfolio Standards (SB 100). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to achieve a target of 50% renewable resources by December 31, 2026, and to achieve a 60% target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours (kWh) of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030.
- Senate Bill 32 (SB 32). Requires the state to reduce statewide greenhouse gas emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15.

Mitigation

MM 4.8-1 Prior to issuance of building permits for any of the Project's Plot Plans, the Project Applicant shall demonstrate that appropriate building construction measures shall apply to achieve a minimum of 100 points per Appendix D to the Riverside County 2019 Climate Action Plan



(CAP) Update. The conceptual measures anticipated for the Project are listed in Table 3-8 of the Project's Greenhouse Gas Analysis (GHGA) technical reports (appended to the Project's EIR as *Technical Appendices G1 through G4*). The conceptual measures may be replaced with other measures as listed in Appendix D to the 2019 Riverside County CAP Update, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points per Appendix D to the 2019 Riverside County CAP Update. The County shall verify implementation of the identified measures prior to final building inspection.

4.8.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold a.: Less-than-Significant Impact with Mitigation Incorporated. The Riverside County CAP Update (November 2019) qualifies as a "Plan for the Reduction of Greenhouse Gas Emissions," pursuant to State CEQA Guidelines Section 15183.5(b). Pursuant to State CEQA Guidelines Sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program. Additionally, Tier 2 of the SCAQMD interim thresholds for GHG emissions indicates that if a project is consistent with a qualifying local GHG reduction plan, it would not result in a significant impact due to GHG emissions. The CAP Update evaluates and quantifies reductions out to Year 2030. The CAP Update states that "Through 2050, Riverside County would continue implementation of the Screening Tables. During this time, the reduction measures implemented through the Screening Tables would continue to reduce GHG missions from new development. Additionally, it is assumed that the State measures would keep being updated and reinforced to further reduce emissions. With these assumptions, Riverside County's emissions would decrease to a level below the reduction target by 2050." Implementation of Mitigation Measure MM 4.8-1 would ensure that the proposed Project is fully consistent with the Riverside County CAP Update (November 2019) by requiring the Project Applicant to demonstrate that implementing building permit applications have incorporated measures to achieve a minimum of 100 points pursuant to the CAP Update Screening Tables. Thus, with implementation of Mitigation Measure MM 4.8-1 requiring compliance with the CAP Update screening tables, Project impacts due to GHG emissions would be reduced to below a level of significance.

Threshold b.: Less-than-Significant Impact with Mitigation Incorporated. Projects that garner at least 100 points through application of the CAP Update Screening Table measures are determined to be consistent with the reduction quantities anticipated in the County's GHG Technical Report, and consequently would be consistent with the CAP Update. Pursuant to Mitigation Measure MM 4.8-1, for each of the Project's Plot Plans, the Project Applicant would be required to implement Screening Table Measures that would provide a minimum of 100 points pursuant to the CAP Update Screening Tables (Appendix D to the CAP Update). With implementation of Mitigation Measure MM 4.8-1, the Project would be fully consistent with the 2019 CAP Update. The CAP Update evaluates and quantifies reductions out to Year 2030. The CAP Update states that "Through 2050, Riverside County would continue implementation of the Screening Tables. During this time, the reduction measures implemented through the Screening Tables would continue to reduce GHG missions from new development. Additionally, it is assumed that the State measures would keep being updated and reinforced to further reduce emissions. With these assumptions, Riverside County's emissions would decrease to a level below the reduction target by 2050." Thus, compliance with the CAP Update would serve to meet



and support the reduction targets established Senate Bill 32, the CARB 2017 Scoping Plan, and the CARB 2022 Scoping Plan. As such, with implementation of the required mitigation, Project impacts due to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs would be reduced to less-than-significant levels.



4.9 HAZARDS AND HAZARDOUS MATERIALS

The information and analysis presented in this Subsection 4.9 is based in part on several technical studies prepared by SCS Engineers (herein, “SCS”), which evaluate the presence or absence of hazardous materials on the Project site under existing conditions. The first report addresses the Building 13 site, is entitled, “Phase I Environmental Site Assessment, Building 13 Site, Majestic Freeway Business Center” (herein, “Building 13 Phase I ESA”), is dated June 30, 2022, and is included as EIR *Technical Appendix H1* (SCS Engineers, 2022a). The second report addresses the Building 14A site, is entitled, “Phase I Environmental Site Assessment, Building 14A Site, Majestic Freeway Business Center” (herein, “Building 14A Phase I ESA”), is dated July 19, 2022, and is included as EIR *Technical Appendix H2* (SCS Engineers, 2022b). The third report addresses the Building 14B site, is entitled, “Phase I Environmental Site Assessment, Building 14B Site, Majestic Freeway Business Center” (herein, “Building 14B Phase I ESA”), is dated July 19, 2022, and is included as EIR *Technical Appendix H3* (SCS Engineers, 2022c). The fourth report addresses the Building 17 site, is entitled, “Phase I Environmental Site Assessment, Building 17 Site, Majestic Freeway Business Center” (herein, “Building 17 Phase I ESA”), is dated July 5, 2022, and is included as EIR *Technical Appendix H4* (SCS Engineers, 2022d). The final report addresses the Building 18 site, is entitled, “Phase I Environmental Site Assessment, Building 18 Site, Majestic Freeway Business Center” (herein, “Building 18 Phase I ESA”), is dated June 29, 2022, and is included as EIR *Technical Appendix H5* (SCS Engineers, 2022e). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.9.1 EXISTING CONDITIONS

A. Definition of Toxic Substances and Hazardous Waste

For purposes of this EIR, the term “toxic substance” is defined as a substance which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may present an unreasonable risk of injury to human health or the environment. Toxic substances include chemical, biological, flammable, explosive, and radioactive substances.

“Hazardous material” is defined as a substance which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness.

Hazardous waste is defined in the California Code of Regulations (CCR) Title 22, § 66261.3. The defining characteristics of hazardous waste are ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids), corrosivity (strong acids and bases), reactivity (explosives or generates toxic fumes when exposed to air or water), and toxicity (materials listed by the United States (U.S.) Environmental Protection Agency [EPA] as capable of inducing systemic damage to humans or animals).

Certain wastes are called “Listed Wastes” and are found in the CCR Title 22, §§ 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).



A Recognized Environmental Condition (REC) means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. (SCS Engineers, 2022a, p. 19)

B. Historical Review, Regulatory Review, Prior Investigations, and Site Inspection

As part of the Phase I ESAs prepared for each of the buildings, SCS Engineers conducted a site inspection to document the current condition of the Project site and neighboring properties; a review of a regulatory databases; questionnaires to the current property owner; a review of historical references including aerial photographs, city directories, Sanborn Maps and topographic maps; on-line research and file review requests concerning the Project site and suspect off-site sources at the Santa Ana Regional Water Quality Control Board (RWQCB) and Department of Toxic Substances Control (DTSC) websites; a review of records maintained by the Riverside County Department of Environmental Health; and a review of building permits. The results of the assessment are summarized below for each of the building sites.

1. Historical Review

Site history for each of the proposed building sites was evaluated from the following sources: Historical USGS topographic maps provided by Environmental Data Resources (EDR); Historical aerial photographs provided by EDR; a search of the EDR-Sanborn collection; and a City Directory review report provided by EDR. Building permit records also were reviewed for the Building 17 and Building 18 sites. Because the sites proposed for Buildings 13, 14A, and 14B were not associated with any known addresses and other historical records did not indicate historical structures, SCS did not review building department records for these portions of the Project site. (SCS Engineers, 2022a, p. 6; SCS Engineers, 2022b, p. 6; SCS Engineers, 2022c, p. 6; SCS Engineers, 2022d, p. 7; SCS Engineers, 2022e, p. 7)

Building 13 Site

The 1901 topographic map showed a rural dirt road/path crossing the Building 13 site. By 1938, that dirt road/path was no longer present. The Building 13 site has been undeveloped or agricultural land since at least 1938. The existence of past agricultural activities on the Building 13 site and in adjacent areas indicates a potential for pesticide and/or heavy metal (associated with dusting powders) contamination. In SCS's experience, it is not uncommon to find trace levels of pesticides in soils at former agricultural areas in Southern California. However, these trace concentrations are rarely cause for environmental concern. It is SCS's opinion that, without specific evidence of pesticide storage or mismanagement on the Building 13 site, past use for agricultural purposes does not represent a significant environmental concern and collection and analysis of soil samples for pesticides is unwarranted. (SCS Engineers, 2022a, p. 9)



Buildings 14A/14B Site

The Buildings 14A/14B site has been undeveloped or agricultural land since the early-1900s. It was graded and terraced between 1994 and 2002. The existence of past agricultural activities on the Buildings 14A/14B site and in adjacent areas indicates a potential for pesticide and/or heavy metal (associated with dusting powders) contamination. In SCS's experience, it is not uncommon to find trace levels of pesticides in soils at former agricultural areas in Southern California. However, these trace concentrations are rarely cause for environmental concern. It is SCS's opinion that, without specific evidence of pesticide storage or mismanagement on the Property, past use for agricultural purposes does not represent a significant environmental concern and collection and analysis of soil samples for pesticides is unwarranted. (SCS Engineers, 2022b, p. 8; SCS Engineers, 2022c, p. 8)

Building 17 Site

The Building 17 site was undeveloped or agricultural land from the late-1800s. By 1901, a small structure, likely a rural residence, was located on the southwestern portion of the site (18240 Seaton Avenue). By 1942, three small structures were present on the southwestern portion of the Building 17 site. Building permits for the installation of manufactured homes on the site were issued in the late 1970s. By 1985, four buildings were located on the Building 17 site, in different locations than previous buildings, likely the manufactured homes and detached garage mentioned in building permits. Between 1980 and 1990, Atchley Trucking was listed as the occupant of the property. By 1990, some of the buildings on the Building 17 site were removed, and by 2006 no structures remained on the site. The Building 17 site has been vacant and undeveloped since 2006. (SCS Engineers, 2022d, p. 11)

The existence of past agricultural activities on the Building 17 site and in adjacent areas indicates a potential for pesticide and/or heavy metal (associated with dusting powders) contamination. In SCS's experience, it is not uncommon to find trace levels of pesticides in soils at former agricultural areas in Southern California. However, these trace concentrations are rarely cause for environmental concern. It is SCS's opinion that, without specific evidence of pesticide storage or mismanagement on the Building 17 site, past use for agricultural purposes does not represent a significant environmental concern and collection and analysis of soil samples for pesticides is unwarranted. (SCS Engineers, 2022d, p. 11)

Building 18 Site

The Building 18 site was undeveloped or agricultural land from the late-1800s through at least 1901. By 1938, a rural residence was located on the central-eastern portion of the site (18131 Harvill Avenue). A detached garage was added in the early-1940s. By 1967, a new residential structure was built immediately north of the 18131 Harvill Avenue. In the 1970s, another rural residence was developed on the southeastern portion of the Building 18 site. During the 2000s, outdoor truck parking was present on the northeastern portion of the site. In 2006, all rural residences and garages were demolished at the eastern side of the site. The Building 18 site has been vacant and undeveloped since 2009.

The existence of past agricultural activities on the Building 18 site and in adjacent areas indicates a potential for pesticide and/or heavy metal (associated with dusting powders) contamination. In SCS's experience, it is



not uncommon to find trace levels of pesticides in soils at former agricultural areas in Southern California. However, these trace concentrations are rarely cause for environmental concern. It is SCS's opinion that, without specific evidence of pesticide storage or mismanagement on the Property, past use for agricultural purposes does not represent a significant environmental concern and collection and analysis of soil samples for pesticides is unwarranted. (SCS Engineers, 2022e, p. 10)

2. Prior Investigations

As part of the Project's Phase I ESAs, SCS attempted to review previous environmental reports prepared for the Project site and properties surrounding the Project site. Specifically, SCS reviewed the following environmental reports:

- SCS Engineers. *Phase I Environmental Assessment, Majestic Freeway Business Center 88-8 Bond Property, Perris, California*. November 2004.
- SCS Engineers, November 2004 (Updated to February 2005). *Phase I Environmental Assessment: Majestic Freeway Business Center, 88-8 Bond Property, Perris, California*.
- SCS Engineers, October 20, 2005. *Underground Storage Tank Closure Report: 18131 Harvill Avenue, Perris, California*.
- SCS Engineers, December 13, 2005. *Addendum to 88-8 Bond Property Phase I Environmental Assessment Report for 18131 Harvill Avenue, Perris, California*.
- SCS Engineers, November 6, 2007. *Addendum to 88-8 Bond Property Phase I Environmental Assessment Report for Three Parcels (314-040-013, -014, and -015), Unincorporated Riverside County, California*.

Building 13 and Buildings 14A/14B Sites

Based on a review of these previously-prepared reports, SCS found that none of these reports identify any RECs in connection with the Building 13 site or the Buildings 14A and 14B site (SCS Engineers, 2022a, p. 10; SCS Engineers, 2022b, pp. 8-9; SCS Engineers, 2022c, pp. 8-9).

Building 17 Site

In 2004 and 2005, SCS performed a Phase I ESA and Phase I ESA update that included nearby areas and portions of the Building 17 site, totaling approximately 250 acres, most of which was to become the Majestic Freeway Business Center Specific Plan. At the time of the 2005 inspection, the general area was largely vacant, undeveloped, and overgrown with natural vegetation. Much of the area had been historically used for agricultural purposes. During the 2005 site inspection, SCS identified residences on several parcels along Harvill Avenue between Old Oleander Avenue and America's Tire Drive, in the area of the Building 17 site. No RECs were identified for the Building 17 site. (SCS Engineers, 2022d, p. 18)

Building 18 Site

Based on the 2004 and 2005 reports prepared by SCS, SCS observed a hand-operated pump, fill port, and vent pipe on the Building 18 site, near the driveway of the residence at 18131 Harvill Avenue, which indicated the presence of an Underground Storage Tank (UST). A sample of the liquid within the tank indicated that it



contained fuel hydrocarbons. Soil sampling conducted near the tank did not identify evidence of a release of total petroleum hydrocarbons (TPH) or volatile organic compounds (VOCs). In late-2005, SCS oversaw the excavation and removal of the approximately 280-gallon UST, under a permit issued by Riverside County Department of Environmental Health (RCDEH). Soil samples collected 2 and 6 feet below the bottom of the UST also did not have detectable concentrations of TPH or VOCs. At the time of its removal, the single-wall UST was observed to be intact. (SCS Engineers, 2022e, p. 18)

Based on the results of the sampling, the October 2005 Closure Report prepared by SCS concluded with a recommendation that RCDEH issue a “no further action” (NFA) letter for the UST. As part of the current Phase I ESA, SCS submitted a record request for RCDEH files related to the UST removal at 18131 Harvill Avenue. That request is still pending. Given the results of the UST investigation and removal sampling, however, SCS does not consider this outstanding information request to be a significant data gap. SCS does not consider the former UST to be an REC. (SCS Engineers, 2022e, p. 18)

The previous environmental reports also identified a water well or cistern near the former residence at 18131 Harvill Avenue. In 2007, SCS had recommended that the well or cistern be closed. Although no closure report for the well/cistern was reviewed, it was not observed during the current site inspection, indicating it was likely closed. (SCS Engineers, 2022e, p. 18)

3. Site Inspections

SCS conducted an inspection of all four portions of the Project site on June 17, 2022, the results of which are summarized below.

Building 13 Site

At the time of the site inspection, the Building 13 site was vacant and undeveloped. It is largely covered with dry, brushy vegetation. One tree is present on the southwestern portion of the Building 13 site. Utility markings and flags for water, electrical, telecommunications, etc. were observed along the northern edge of the Building 13 site. One piece of gray plastic conduit was observed in this area, sticking out of the ground. (SCS Engineers, 2022a, p. 4)

No hazardous substances or hazardous wastes were observed at the Building 13 site. No staining, distressed vegetation, or other signs of contamination were noted during the site inspection. Small amounts of windblown trash were observed across the Building 13 site, but there was no evidence of landfilled materials. A few dozen glass beer bottles were observed on the western side of the Building 13 site, near the tree. They appeared to have been thrown over the fence from an adjoining site. (SCS Engineers, 2022a, p. 5)

No evidence (fill ports, vent lines, or dispensers) of USTs was observed on the Building 13 site. No aboveground storage tanks (ASTs) were observed on the Property. (SCS Engineers, 2022a, p. 5)



Buildings 14A/14B Site

At the time of the site inspection, the Buildings 14A/14B site was vacant and undeveloped. It is largely covered with dry, brushy vegetation. One tree is present on the central portion of the Buildings 14A/14B site. A piece of heavy equipment was observed on the southwestern portion of the Buildings 14A/14B site, associated with ongoing construction across the street to the south. A small pile of wood debris was present along the western edge, beneath low-tension overhead electrical lines. A small pile of concrete rubble was present on the north-central portion of the Property. (SCS Engineers, 2022b, p. 4; SCS Engineers, 2022c, p. 4)

Eleven one-gallon motor oil containers were observed in a pile on the north-central portion of the Buildings 14A/14B site, immediately south of Commerce Center Drive. There was no evidence of leaks from the containers, which likely contained waste oil illegally discarded. No other hazardous substances or hazardous wastes were observed at the Buildings 14A/14B site. Small amounts of windblown trash were observed across the Buildings 14A/14B site, but there was no evidence of landfilled materials. (SCS Engineers, 2022b, p. 5; SCS Engineers, 2022c, p. 5)

No evidence (fill ports, vent lines, or dispensers) of USTs was observed on the Buildings 14A/14B site. No ASTs were observed on the Buildings 14A/14B site. (SCS Engineers, 2022b, p. 5; SCS Engineers, 2022c, p. 5)

Building 17 Site

At the time of the site inspection, the Building 17 site was largely vacant and undeveloped. It is mostly covered with dry, brushy vegetation. A few trees are located on the central and western portions of the Building 17 site. A degraded asphalt driveway was present on the southwestern portion of the site. Concrete foundation remnants of two former structures are located on the western/southwestern portions of the Building 17 site. An abandoned natural gas conduit and electrical utility box were observed near one of the foundations. A hardpan area of compacted sand without vegetation was noted to the southeast of the southern building foundation. (SCS Engineers, 2022d, pp. 4-5)

One empty 5-gallon motor oil container was observed along the western edge of the Building 17 site. A small area of stained soil was present near the container. The stained area was approximately 10 feet by 2 feet and staining penetrated only the top inch of soil. This stain is considered *de minimis*. No other hazardous substances or hazardous wastes were observed at the Building 17 site. Small amounts of windblown trash were observed across the Building 17 site, but there was no evidence of landfilled materials. SCS observed small pieces of debris (cardboard, food cans, plastic hoses, gaskets, etc.) at the northwestern and southeastern corners of the Building 17 site. (SCS Engineers, 2022d, p. 5)

No evidence (fill ports, vent lines, or dispensers) of USTs was observed on the Building 17 site. No ASTs were observed on the Property. (SCS Engineers, 2022d, p. 5)



Building 18 Site

At the time of the site inspection, the Building 18 site was vacant and undeveloped. Trees were observed on the northwestern and eastern portions of the site. Two parcels at the northeastern corner of the Building 18 site were surrounded by metal fencing. A couple of tires were present on one of these parcels. Dry vegetation was observed across most of the Building 18 site. The northwestern portion of the site between Old Oleander Avenue and the end of the Peregrine Way cul-de-sac had largely been cleared of vegetation. Two truck trailers were parked on this part of the Building 18 site. Telecommunication boxes were observed along the eastern edge of the site. A yellow bollard marking a high-pressure SoCal Gas pipeline was also observed along the eastern edge of the Building 18 site. (SCS Engineers, 2022e, p. 5)

With the exception of a half dozen empty aerosol paint canisters, no hazardous substances or hazardous wastes were observed at the Building 18 site. No staining, distressed vegetation, or other signs of contamination were noted during the site inspection. Small amounts of windblown trash were observed across the Building 18 site, but there was no evidence of landfilled materials. SCS observed small pieces of concrete and brick rubble mixed into the surface soil among trees on the central-eastern portion of the Building 18 site, near Harvill Avenue. (SCS Engineers, 2022e, p. 5)

No evidence (fill ports, vent lines, or dispensers) of USTs was observed on the Building 18 site. No ASTs were observed on the Building 18 site. (SCS Engineers, 2022e, p. 6)

4. Regulatory Review

Regulatory Agency Records

Local regulatory agencies and other sources were contacted in an effort to identify any known or suspected contamination sites or incidents of hazardous waste storage or disposal, which might have resulted in soil and/or groundwater contamination, or volatile organic compound (VOC) vapor migration to the Project site. Generally, this includes records for the Project site and adjacent parcels, although relevant information for other sites of possible interest in the area (up to one mile) also may be included. Within the unincorporated Riverside County, the RCDEH generally acts as the lead enforcement agency for UST compliance. If a tank has leaked and groundwater contamination is suspected, the Santa Ana Regional Water Quality Control Board (RWQCB) generally becomes the lead agency in supervising contaminant characterization and cleanup. (SCS Engineers, 2022a, p. 10)

The Project site is not listed on the California Environmental Protection Agency (CalEPA) Regulated Site Portal website, State Water Resources Control Board (SWRCB) GeoTracker website, California Department of Toxic Substances Control (DTSC) EnviroStor website, or the South Coast Air Quality Management District (AQMD) online Facility Information Detail (FIND) website. (SCS Engineers, 2022a, p. 11; SCS Engineers, 2022b, p. 9; SCS Engineers, 2022c, p. 9; SCS Engineers, 2022d, p. 13; SCS Engineers, 2022e, p. 13)

Because the Building 13 site and the Buildings 14A/14B site consist of undeveloped land and is not associated with any known addresses, SCS did not submit an RCDEH file request for these portions of the Project site (SCS Engineers, 2022a, p. 11; SCS Engineers, 2022b, p. 9; SCS Engineers, 2022c, p. 9). SCS submitted a



record request for RCDEH files related to 18240 Seaton Avenue, the only known historical address associated with the Building 17 site, and files related to 18131 Harvill Avenue, the only known historical address associated with the Building 18 site. As of July 2022, that request remains pending. Based on the other information reviewed, including the UST closure report and laboratory data, SCS does not consider this to comprise a significant data gap. (SCS Engineers, 2022d, p. 13; SCS Engineers, 2022e, p. 13)

Federal, State, Tribal, and Local Government Databases

A database search for sites listed on various federal, State, tribal, and local databases in the area around the Project site was obtained from EDR (June 10, 2022). A description of each of the databases searched is included in the Project's Phase I ESAs, which is attached as Appendix E to each of the Project's Phase I ESAs (EIR *Technical Appendices H1 through H5*). Among the databases included in the EDR report are National Priorities List ("NPL"; federal, tribal, and State-equivalent), proposed and delisted NPL, CORRACTS (Resource Conservation and Recovery Act [RCRA] facilities subject to corrective actions), hazardous waste sites identified for investigation or remediation (SEMS [Superfund Enterprise Management System, formerly known as Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)], State CERCLIS, Voluntary Cleanup Program [VCP], Brownfields Calsites, etc.), Leaking Underground Storage Tank (LUST), sites with engineering controls, former CERCLIS (No Further Remedial Action Planned [NFRAP]), RCRA and State hazardous waste generators, Emergency Response Notification System (ERNS), Solid Waste Facility/Landfills (SWLF), USTs, and Toxic Pits. Any known or suspected contaminated sites included on these lists within 0.25 miles of the Project site are discussed below. As a general rule, sites beyond 0.25-mile are not anticipated to impact a site significantly. Any sites beyond 0.25-mile with a high potential to impact the Property also are discussed. (SCS Engineers, 2022a, p. 12)

The Project site is not listed in any of the databases searched by EDR, indicating that the Project site is not listed as a contaminated site by federal, State, tribal, or local government databases (SCS Engineers, 2022a, p. 12; SCS Engineers, 2022b, p. 10; SCS Engineers, 2022c, p. 10; SCS Engineers, 2022d, p. 14; SCS Engineers, 2022e, p. 14).

Based on the EDR report's listing of regulatory database sites for properties within 0.25-mile of the Project site, while there are several site listed as being contaminated (including the March Air Reserve Base [MARB]), none of these sites are anticipated to negatively affect the environmental condition of the Project site. Refer to Section 12 of the Project's Phase I ESAs (*Technical Appendices H1 through H5*) for a description of these off-site properties and their regulatory statuses. (SCS Engineers, 2022a, pp. 12-13; SCS Engineers, 2022b, pp. 10-11; SCS Engineers, 2022c, pp. 10-11; SCS Engineers, 2022d, pp. 14-15; SCS Engineers, 2022e, pp. 14-15)

5. *User-Provided Information*

A User Questionnaire was not returned to SCS for inclusion in the Project's Phase I ESA reports. The User provided no information beyond what is discussed above. (SCS Engineers, 2022a, p. 14; SCS Engineers, 2022b, p. 13; SCS Engineers, 2022c, p. 13; SCS Engineers, 2022d, p. 16; SCS Engineers, 2022e, p. 16)



C. Airport-Related Hazards

The Project site is located approximately 0.7-mile southwest of the MARB. According to the Land Use Compatibility Plan prepared by the Riverside County Airport Land Use Commission (ALUC), the 70.37-acre Project site is located within Compatibility Zone C2, which allows for development of uses with an average of 200 people per acre and a maximum of 500 people on any single acre, and has no open land requirements. Highly noise-sensitive outdoor nonresidential uses and hazards to flight are prohibited within Zone C2. (ALUC, 2014, p. 9 and Map MA-1)

4.9.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations related to hazards and hazardous materials.

A. Hazardous Materials Regulations and Plans

1. Federal Regulations

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and Superfund Amendments and Reauthorization Act (SARA)

The Comprehensive Environmental Response, Compensation, and Liability Act, also known as CERCLA or Superfund, provides a Federal "Superfund" to clean up uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, the EPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. EPA cleans up orphan sites when potentially responsible parties cannot be identified or located, or when they fail to act. Through various enforcement tools, EPA obtains private party cleanup through orders, consent decrees, and other small party settlements. EPA also recovers costs from financially viable individuals and companies once a response action has been completed. (EPA, 2022f)

EPA is authorized to implement the Act in all 50 states and U.S. territories. Superfund site identification, monitoring, and response activities in states are coordinated through the state environmental protection or waste management agencies. (EPA, 2022f)

The Superfund Amendments and Reauthorization Act (SARA) of 1986 reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, definitions clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. Also, Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA). (EPA, 2022f)

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. (EPA, 2022g)



The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program. (EPA, 2022g)

☐ **Hazardous Materials Transportation Act (HMTA)**

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property." (OSHA, n.d.)

Hazardous materials regulations are subdivided by function into four basic areas:

- Procedures and/or Policies 49 CFR Parts 101, 106, and 107
- Material Designations 49 CFR Part 172
- Packaging Requirements 49 CFR Parts 173, 178, 179, and 180
- Operational Rules 49 CFR Parts 171, 173, 174, 175, 176, and 177 (OSHA, n.d.)

The HMTA is enforced by use of compliance orders [49 U.S.C. 1808(a)], civil penalties [49 U.S.C. 1809(b)], and injunctive relief (49 U.S.C. 1810). The HMTA (§ 112, 40 U.S.C. 1811) preempts state and local governmental requirements that are inconsistent with the statute, unless that requirement affords an equal or greater level of protection to the public than the HMTA requirement. (OSHA, n.d.)

☐ **Hazardous Materials Transportation Uniform Safety Act of 1990**

In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting state, local, and federal regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property. (OSHA, n.d.)

The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials. (OSHA, n.d.)

☐ **Occupational Safety and Health Act (OSHA)**

Congress passed the Occupational and Safety Health Act (OSHA) to ensure worker and workplace safety. Their goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. (EPA, 2022b)



In order to establish standards for workplace health and safety, the Act also created the National Institute for Occupational Safety and Health (NIOSH) as the research institution for OSHA. OSHA is a division of the U.S. Department of Labor that oversees the administration of the Act and enforces standards in all 50 states. (EPA, 2022b)

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint. (EPA, 2022h)

Various sections of TSCA provide authority to:

- Require, under Section 5, pre-manufacture notification for "new chemical substances" before manufacture
- Require, under Section 4, testing of chemicals by manufacturers, importers, and processors where risks or exposures of concern are found
- Issue Significant New Use Rules (SNURs), under Section 5, when it identifies a "significant new use" that could result in exposures to, or releases of, a substance of concern.
- Maintain the TSCA Inventory, under Section 8, which contains more than 83,000 chemicals. As new chemicals are commercially manufactured or imported, they are placed on the list.
- Require those importing or exporting chemicals, under Sections 12(b) and 13, to comply with certification reporting and/or other requirements.
- Require, under Section 8, reporting and record-keeping by persons who manufacture, import, process, and/or distribute chemical substances in commerce.
- Require, under Section 8(e), that any person who manufactures (including imports), processes, or distributes in commerce a chemical substance or mixture and who obtains information which reasonably supports the conclusion that such substance or mixture presents a substantial risk of injury to health or the environment to immediately inform EPA, except where EPA has been adequately informed of such information. EPA screens all TSCA b§8(e) submissions as well as voluntary "For Your Information" (FYI) submissions. The latter are not required by law, but are submitted by industry and public interest groups for a variety of reasons. (EPA, 2022h)

2. State Regulations

Cal/OSHA and the California State Plan

Under an agreement with OSHA, since 1973 California has operated an occupational safety and health program in accordance with Section 18 of the federal OSHA. The State of California's Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California's Division of Occupational Safety and Health (DOSH) is the principal agency that oversees plan enforcement and consultation. In addition, the California State program has an



independent Standards Board responsible for promulgating State safety and health standards, and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace. (OSHA, n.d.)

Pursuant to 29 CFR 1952.172, the California State Plan applies to all public and private sector places of employment in the state, with the exception of federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances. Cal/OSHA is the only agency in the state authorized to adopt, amend, or repeal occupational safety and health standards or orders. In addition, the Standards Board maintains standards for certain things not covered by federal standards or enforcement, including: elevators, aerial passenger tramways, amusement rides, pressure vessels and mine safety training. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries or illnesses. (OSHA, n.d.)

California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) (Health and Safety Code [HSC], Division 20, Chapter 6.5, Section 25100, et seq.) is the primary hazardous waste statute in California. The HWCL implements RCRA as a “cradle-to-grave” waste management system in the state. It specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure its proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reuse as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law (RCRA). (CA Legislative Info, n.d.)

California Code of Regulations (CCR), Titles 22 and 26

A variety of California Code of Regulation (CCR) titles address regulations and requirements for generators of hazardous waste. Title 22 contains detailed compliance requirements for hazardous waste generators, transporters, and facilities for treatment, storage, and disposal. Because California is a fully-authorized state according to RCRA, most regulations (i.e., 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the Department of Toxic Substances Control (DTSC) regulates hazardous waste more stringently than the EPA, the integration of state and federal hazardous waste regulations that make up Title 22 does not contain as many exemptions or exclusions as does 40 CFR 260. As with the HSC, Title 22 also regulates a wider range of waste types and waste management activities than does RCRA. To aid the regulated community, California has compiled hazardous materials, waste, and toxics-related regulations from CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24 and 27 into one consolidated listing: CCR Title 26 (Toxics). However, the hazardous waste regulations are still commonly referred to collectively as “Title 22.” (DTSC, n.d.)



Safe Drinking Water and Toxic Enforcement Act

Proposition 65, officially known as the Safe Drinking Water and Toxic Enforcement Act of 1986 (HSC, Division 20, Chapter 6.6, § 25249.5, et seq), protects the state’s drinking water sources from being contaminated with chemicals known to cause cancer, birth defects, or other reproductive harm, and requires businesses to inform Californians about exposures to such chemicals. Proposition 65 requires the state to maintain and update a list of chemicals known to the state to cause cancer or reproductive toxicity. (CA Legislative Info, n.d.)

California Water Code

The California Water Code is the principal state law regulating water quality in California. Water quality provisions must be complied with as contained in numerous code sections including: 1) the HSC for the protection of ground and surface waters from hazardous waste and other toxic substances; 2) the Fish and Game Code for the prevention of unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life; 3) the Harbors and Navigation Code for the prevention of the unauthorized discharge of waste from vessels into surface waters; and 4) the Food and Agriculture Code for the protection of groundwater which may be used for drinking water supplies. The California Department of Fish and Wildlife (CDFW), through provisions of the Fish & Game Code (§§ 1601 - 1603) is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by CDFW. (CA Legislative Info, n.d.)

Surface water quality is the responsibility of the Regional Water Quality Control Board (RWQCB), water supply and wastewater treatment agencies, and city and county governments. The principal means of enforcement by the RWQCB is through the development, adoption, and issuance of water discharge permits. RWQCB basin plans establish water quality objectives that are defined as the limits or levels of water quality constituents or characteristics for the reasonable protection of beneficial uses of water. (CA Legislative Info, n.d.)

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

California’s Unified Program, overseen but the California Environmental Protection Agency (CalEPA), protect Californians from hazardous waste and hazardous materials by ensuring local regulatory agencies consistently apply statewide standards when they issue permits, conduct inspections, and engage in enforcement activities. The Unified Program is a consolidation of multiple environmental and emergency management programs, including the following:

- Aboveground Petroleum Storage Act (APSA) Program;
- Area Plans for Hazardous Materials Emergencies;
- California Accidental Release Prevention (CalARP) Program;
- Hazardous Materials Release Response Plans and Inventories (Business Plans);
- Hazardous Materials Management Plan (HMMP) and Hazardous Materials Inventory Statements (HMIS) (California Code)



- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs; and
- Underground Storage Tank Program.

State agency partners involved in the implementation of the Unified Program are responsible for setting program element standards, working with CalEPA to ensure program consistency, and providing technical assistance to the California Unified Program Agencies (CUPAs) and Program Agencies (PAs). The state agencies involved with the Unified Program include CalEPA, DTSC, the Governor’s Office of Emergency Services (Cal OES), CAL FIRE – Office of the State Fire Marshall (CAL FIRE-OSFM), and the SWRCB. (CalEPA, n.d.)

Uniform Fire Code

The Uniform Fire Code, Article 80 (§ 80.103 of the Uniform Fire Code as adopted by the State Fire Marshal pursuant to HSC § 13143.9), includes specific requirements for the safe storage and handling of hazardous materials. These requirements are intended to reduce the potential for a release of hazardous materials and for mixing of incompatible chemicals, and specify the following specific design features to reduce the potential for a release of hazardous materials that could affect public health or the environment:

- Separation of incompatible materials with a noncombustible partition;
- Spill control in all storage, handling, and dispensing areas; and
- Separate secondary containment for each chemical storage system. The secondary containment must hold the entire contents of the tank, plus the volume of water needed to supply the fire suppression system for a period of 20 minutes in the event of catastrophic spill. (CCR, n.d.)

License to Transport Hazardous Materials

Caltrans regulates hazardous materials transportation on all interstate roads (California Vehicle Code, § 32000.5, et seq). Within California, the State agencies with primary responsibility for enforcing federal and State regulations and for responding to transportation emergencies are the California Highway Patrol and Caltrans. Together, federal and State agencies determine driver-training requirements, load labeling procedures, and container specifications for vehicles transporting hazardous materials. (CCR, n.d.)

California Hazardous Materials Release Response Plan and Inventory Law of 1985

The Business Plan Act requires preparation of Hazardous Materials Business Plans and disclosure of hazardous materials inventories, including an inventory of hazardous materials handled, plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures for businesses that handle, store, or transport hazardous materials in amounts exceeding specified minimums (California HSC, Division 20, Chapter 6.95, Article 1). Statewide, DTSC has primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the State. Local agencies are responsible for administering these regulations.



Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety, including CalEPA and the California Emergency Management Agency. The California Highway Patrol and California Department of Transportation (Caltrans) enforce regulations specifically related to the transport of hazardous materials. Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roadways. (CA Legislative Info, n.d.)

B. Airport and Aircraft Hazards Regulations and Plans

1. State Regulations

State Aeronautics Act

The State Aeronautics Commission Act of 1947 created the Division of Aeronautics (“Division”), and was later amended by statute to read the State Aeronautics Act (Aeronautics Act) in 1961. As a result of this legislation, the Division’s first priorities are those mandated by the Aeronautics Act, then Caltrans guidance, then Division guidance as expressed through its Policy Element. As directed by the Aeronautics Act, the Division is a steward and advocate of aviation in California. To that end, its efforts are focused on activities that “protect the public interest in aeronautics and aeronautical progress.” (§ 21002) (CA Legislative Info, n.d.)

The Aeronautics Act itself is divided into six chapters, the first five of which have not received significant cleanup legislation since its enabling in 1947. The first chapter begins with general provisions and definitions and explains the Legislature’s intent for a State aviation program. Chapter two explains Caltrans’ role in administering the Division, and explains the role of the California Transportation Commission (CTC). Chapter three includes many of the safety considerations from Federal Aviation Administration (FAA) regulations that help keep airports and the surrounding communities safe and compatible with flight operations. Chapter four deals with airport and heliport permitting, air navigation facilities, noise guidelines, funding, and importantly, the formation and authority of Airport Land Use Commissions (ALUC). Chapter five covers the investigations and hearings on matters covered in the Aeronautics Act. Finally, Chapter six introduces airport planning and specifically introduces the intent of the California Aviation System Plan (CASP) and how it can be used to support California aviation. (CA Legislative Info, n.d.)

California Environmental Quality Act (CEQA)

The operation of airports and aircraft is the responsibility of the FAA, but the requirement to document potential hazards related to airports and air activities when a new project is proposed is contained in CEQA, specifically PRC §21096, which states: (CA Legislative Info, n.d.)

“(a) If a lead agency prepares an environmental impact report for a project situated within airport land use compatibility plan boundaries, or, if an airport land use compatibility plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation, in compliance with section 21674.5 of the Public Utilities Code and other documents, shall be utilized as technical resources to assist in the preparation of the



environmental impact report as the report relates to airport-related safety hazards and noise problems.

(b) A lead agency shall not adopt a negative declaration for a project described in subdivision (a) unless the lead agency considers whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.”

2. Local Regulations

Riverside County Ordinance No. 615

Riverside County Ordinance No. 615 (Hazardous Waste Generation, Storage, Handling and Disposal) was promulgated for the purpose of monitoring establishments where hazardous waste is generated, stored, handled, disposed, treated or recycled and to regulate the issuance of permits and the activities of establishments where hazardous waste is generated. This ordinance designates RCDEH to enforce the provisions of HSC Division 20, Chapter 6.5, § 25100, et seq., and the “Environmental Health Standards for the Management of Hazardous Waste,” as specified in CCR Title 22, Division 4.5, pertaining to the generation, storage, handling, disposal, treatment and recycling of hazardous waste. (Riverside County, 2015a, p. 4.13-57)

Riverside County Ordinance No. 617

Riverside County Ordinance No. 617 (Underground Storage Tanks Containing Hazardous Substances) implements § 25280 et seq. of the California HSC to ensure that hazardous substances stored in underground tanks are done so safely and in a manner that prevents contamination. It does so by establishing appropriate construction standards for new underground storage tanks and requiring maintenance, monitoring and inspection of existing tanks. The ordinance also establishes a Local Oversight Program for “unauthorized releases of petroleum and petroleum-related materials from leaking underground tanks systems which require remedial action...to prevent long-term threats to the public health, water quality and environment.” The RCDEH manages these programs. (Riverside County, 2015a, p. 4.13-57)

Riverside County Ordinance No. 651

Riverside County Ordinance No. 651 (Disclosure of Hazardous Materials and Business Emergency Plans) implements the State of California’s “Hazardous Materials Release Response Plans and Inventory Law” (HSC, Chapter 6.95), to establish a system for permitting businesses handling hazardous materials. It serves to enforce minimum material standards and designates the Riverside County Community Health Agency as the agency responsible for administering and enforcing HSC Chapter 6.95. The RCDEH may require compliance with the applicable articles of the most-current Fire Codes. Pursuant to HSC § 25500, the Riverside County Board of Supervisors may also impose additional, more stringent requirements on businesses that handle hazardous materials. (Riverside County, 2015a, p. 4.13-57)



4.9.3 BASIS FOR DETERMINING SIGNIFICANCE

Section IX of Appendix G to the CEQA Guidelines addresses typical adverse effects due to hazards and hazardous materials, and includes the following threshold questions to evaluate a project's impacts due to hazards and hazardous materials:

- Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?
- Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section IX of Appendix G to the CEQA Guidelines, and state that the proposed Project would have a significant impact from hazards and hazardous materials if construction and/or operation of the Project would:

- a. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;*
- b. *Create a significant hazard to the public, or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;*
- c. *Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan;*



- d. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;*
- e. *Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public, or the environment;*
- f. *Result in an inconsistency with an Airport Master Plan;*
- g. *Require review by the Airport Land Use Commission;*
- h. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area; or*
- i. *For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area.*

The significance thresholds set forth in Riverside County’s Environmental Assessment Checklist, which were revised to incorporate the 2018 updates to the CEQA Guidelines, were used to evaluate the significance of the proposed Project’s impacts due to hazards and hazardous materials. The issue of loss, injury, or death involving wildland fires is addressed separately in EIR Subsection 4.21, *Wildfire*.

4.9.4 IMPACT ANALYSIS

Threshold a.: *Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Threshold b.: *Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Implementation of the Project would result in the construction and long-term operation of a total of five light industrial warehouse buildings including up to 1,280,183 square feet (s.f.) of light industrial warehouse space¹ on the 70.37-acre properties, along with associated parking areas for passenger vehicles and truck trailers. The analysis below evaluates the potential for the Project to result in a substantial hazard to people or the environment due to existing site conditions, construction activities, and long-term operation.

¹ Although the Project’s Plot Plan applications include a total of 1,219,222 s.f. of building area, for purposes of analysis throughout this EIR it is assumed that each of the proposed buildings would contain an additional 5% of building area in order to account for any minor changes to the building area as part of final design, resulting in a total building area of 1,280,183 s.f.



Impact Analysis for Existing Conditions

As indicated above under subsection 4.9.1, and based on the results of the Project's Phase I ESA reports (EIR *Technical Appendices H1 through H5*), the Project site does not contain any evidence of RECs (SCS Engineers, 2022a, p. 16; SCS Engineers, 2022b, p. 14; SCS Engineers, 2022c, p. 14; SCS Engineers, 2022d, p. 18; SCS Engineers, 2022c, p. 18). As such, there are no conditions associated with the Project site's existing condition or surroundings that would create a significant hazard to the public or the environment through the routine transport, use, disposal, or accidental release of hazardous materials. Accordingly, no impact would occur associated with the Project site's existing conditions.

Impact Analysis for Temporary Construction-Related Activities

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during construction of each of the proposed buildings. This heavy equipment likely would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be used on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the Environmental Protection Agency (EPA) and DTSC, as well as the Santa Ana Regional Water Quality Control Board (RWQCB) pertaining to water quality as discussed in EIR Subsection 4.10, *Hydrology and Water Quality*. With mandatory compliance with applicable hazardous materials regulations, the Project would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. A less-than-significant impact would occur.

Impact Analysis for Long-Term Operation

The future occupants of the proposed warehouse buildings are not yet known. However, the future building occupants likely would include general warehousing and/or similar uses and it is possible that hazardous materials could be used during the course of a future building user's daily operations. State and federal Community-Right-to-Know laws allow public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies the proposed building on the Project site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require a permit from RCDEH in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to Riverside County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under



Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

If businesses that use or store hazardous materials occupy any of the future buildings on the Project site, the business owners and operators would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. In addition, the Project would be required to comply with Riverside County Ordinance No. 651.5, which establishes specific requirements for the storage of hazardous materials and for reporting and permitting the use, handling, storage, and transportation of hazardous materials.

With mandatory regulatory compliance, along with mandatory compliance with Riverside County Ordinance No. 651, potential hazardous materials impacts associated with long-term operation of the Project are determined to be less than significant and mitigation is not required.

Threshold c.: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency evacuation plans in effect in the local area. During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would be required to be maintained along public streets that abut the Project site. Furthermore, improvements planned as part of the Project are not anticipated to adversely affect traffic operations in the local area, including along nearby segments of Harvill Avenue, Martin Street, Perry Street, Seaton Avenue, America's Tire Drive, or Oleander Avenue. As part of the County's discretionary review process, Riverside County reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to and from each portion of the Project site and that circulation on each portion of the Project site was adequate for emergency vehicles. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

Threshold d.: Would the Project emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There are no existing or planned school facilities within 0.25-mile of the Project site. The nearest school to the Project site is the Val Verde High School which is located approximately 0.7-mile southeast of the Project site. Additionally, a church that provides religious and educational services is located approximately 0.3-mile southwest of the Building 13 site. (Google Earth, 2021) Accordingly, the Project would not emit hazardous



emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and impacts would be less than significant.

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

Based on the results of the Project's Phase I ESAs (*Technical Appendices H1 through H5*), the Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (SCS Engineers, 2022a; SCS Engineers, 2022b; SCS Engineers, 2022c; SCS Engineers, 2022d; SCS Engineers, 2022e). Accordingly, no impact would occur.

Threshold f.: Would the Project result in an inconsistency with an Airport Master Plan?

Threshold g.: Would the Project require review by the Airport Land Use Commission?

Threshold h.: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The Project site is not located within the boundaries of any Airport Master Plans, and no impact due to an inconsistency with an Airport Master Plan would occur. As previously indicated, the Project site is located within the Airport Influence Area (AIA) for the MARB and is located within Airport Land Use Compatibility Plan (ALUCP) Compatibility Zone C2 (RCIT, n.d.). Because the Project site is located within the AIA for the MARB, the Project required review by the Riverside County Airport Land Use Commission (RCALUC). In accordance with the MARB ALUCP, the Riverside County ALUC reviewed all four of the Project's plot plan applications for consistency with the ALUCP. Based on the result of the ALUC's review, the Project was determined to be fully consistent with the March ARB ALUCP, subject to certain ALUC standard conditions of approval (refer to subsection 4.9.7). Copies of the ALUC approval letters are included in EIR *Technical Appendix N*. As such, and assuming mandatory compliance with the standard ALUC conditions of approval, the Project would result in less-than-significant impacts due to a conflict with the MARB ALUCP.

Threshold i.: For a project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the project area?

There are no private airport facilities or heliports within the Project vicinity. The nearest private airport is the Perris Valley Airport, located approximately 5.4 miles southeast of the Project site (Google Earth, 2021). However, according to the Riverside County ALUCP policy document, the Project site is not located within the AIA for the Perris Valley Airport, and also is not identified as being located within any of the Compatibility Zones for the Perris Valley Airport (ALUC, 2010). As such, the Project would not result in a safety hazard for people residing or working in the Project area associated with private airports or heliports, and no impact would occur.



4.9.5 CUMULATIVE IMPACT ANALYSIS

Because the issue of hazards and hazardous materials tends to be site-specific in nature, the cumulative study area includes existing and planned developments within a one-mile radius of the Project site. A one-mile radius is appropriate for most of the thresholds identified herein because that is the standard distance used in regulatory database searches of properties that may generate or store toxic materials. With respect to cumulatively-considerable impacts to public airport facilities, the cumulative study area would include the Project site and surroundings, as well as other properties located within the AIA for the MARB.

As discussed under the analysis of Thresholds a. and b., the Project site does not contain any RECs under existing conditions. As such, the Project would not result in any cumulatively-considerable impacts due to existing site contamination. With respect to construction activities, the Project would be subject to compliance with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the EPA and DTSC, as well as the Santa Ana RWQCB pertaining to water quality. Other cumulative developments similarly would be subject to applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials. As such, cumulatively-considerable impacts during construction would be less than significant. Similarly, under long-term operating conditions, future businesses on site that involve the storage or use of hazardous materials or substances would be subject to applicable federal, State, and local requirements related to hazardous materials. Other businesses within the Project's cumulative study area similarly would be required to comply with applicable federal, State, and local requirements related to hazardous materials. With mandatory regulatory compliance, along with mandatory compliance with Riverside County Ordinance No. 651 (or the applicable ordinances of other local agencies), potential hazardous materials impacts associated with long-term operation of the Project are determined to be less-than-cumulatively considerable.

As discussed under the analysis of Threshold c., the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency evacuation plans in effect in the local area, and the Project construction activities are not anticipated to adversely affect operations of existing local roadways in the area, including Harvill Avenue, Martin Street, Perry Street, Seaton Avenue, America's Tire Drive, or Oleander Avenue. Thus, there is no potential for the Project to contribute to any cumulatively-considerable impacts associated with an adopted emergency response plan or emergency evacuation plan.

As indicated under the discussion of Threshold d., there are no existing or planned schools within one-quarter mile of the Project site. The nearest school to the Project site is Val Verde High School, which is located approximately 0.7-mile southeast of the Project site along the eastern side of I-215. Additionally, a church that provides religious and educational services is located approximately 0.3-mile southwest of the Building 13 site. As such, the Project has no potential to result in cumulatively-considerable impacts due to hazardous emissions, or due to the handling of hazardous or acutely hazardous materials, substances, or waste, within one-quarter mile of an existing or planned school.



The Project site is not located on the list of hazardous materials sites compiled pursuant to Government Code § 65962.5; therefore, the Project has no potential to contribute to substantial, cumulative effects related to the development of contaminated sites listed on regulatory databases.

As indicated under the analysis of Thresholds f., g., and h., the Project was reviewed by the RCALUC, which found that the Project would be fully consistent with the March ARB ALUCP, subject to certain ALUC standard conditions of approval (refer to subsection 4.9.7). Other cumulative developments within the MARB ARB AIA similarly would require review by the RCALUC and would be subject to compliance with any conditions of approval or other requirements imposed by the RCALUC. Accordingly, cumulatively-considerable impacts would be less than significant.

As indicated under the analysis of Threshold i., there are no private airport facilities or heliports within the Project vicinity, and the nearest private airport is the Perris Valley Airport, located approximately 5.4 miles southeast of the Project site. The Project site is not located within the AIA for the Perris Valley Airport. Accordingly, the Project would not result in any cumulatively-considerable impacts associated with public or private airport-related hazards.

4.9.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Thresholds a. and b.: Less-than-Significant Impact. Based on the Project's Phase I ESAs (*Technical Appendices H1 through H5*), the Project site does not contain any RECs. With respect to construction activities, the Project would be subject to compliance with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the EPA and DTSC, as well as the Santa Ana RWQCB pertaining to water quality. With mandatory compliance with applicable hazardous materials regulations, the Project would result in less-than-significant impacts due to the creation of a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Additionally, with mandatory regulatory compliance, along with mandatory compliance with Riverside County Ordinance No. 651, potential hazardous materials impacts associated with long-term operation of the Project are determined to be less than significant and mitigation is not required.

Threshold c.: No Impact. The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency evacuation plans in effect in the local area. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

Threshold d.: Less-than-Significant Impact. There are no existing or planned schools within one-quarter mile of the Project site. The nearest school is the Val Verde High School, which is located approximately 0.7-mile southeast of the Project site and east of I-215. Additionally, a church that provides religious and educational services is located approximately 0.3-mile southwest of the Building 13 site. Accordingly, the Project would not emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and impacts would be less than significant.



Threshold e.: No Impact. Based on the results of the Project's Phase I ESAs (*Technical Appendices H1 through H5*), the Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Accordingly, no impact would occur.

Thresholds f., g., and h.: Less-than-Significant Impact. As indicated under the analysis of Thresholds f., g., and h., the Project was reviewed by the RCALUC, which found that the Project would be fully consistent with the March ARB ALUCP, subject to certain ALUC standard conditions of approval (refer to subsection 4.9.7). As such, and assuming mandatory compliance with the standard ALUC conditions of approval, the Project would result in less-than-significant impacts due to a conflict with the MARB ALUCP.

Threshold i.: No Impact. There are no private airstrips in the Project vicinity. The nearest private airport facility is Perris Valley Airport, located approximately 5.4 miles southeast of the Project site. However, according to the Riverside County ALUCP policy document, the Project site is not located within the AIA for the Perris Valley Airport, and also is not identified as being located within any of the Compatibility Zones for the Perris Valley Airport. As such, the Project would not result in a safety hazard for people residing or working in the Project area associated with private airports or heliports, and no impact would occur.

4.9.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- All future businesses operating on the site would be subject to compliance with Riverside County Ordinance No. 651, which sets forth requirements for handling hazardous materials, requires a permit for handling certain types and quantities of hazardous materials, requires businesses to report their hazardous materials inventory, identifies different classifications of hazardous materials handlers, and requires reporting of spills or releases or threatened releases of a hazardous material to the Riverside County Department of Environmental Health (DEH) and to the Governor's Office of Emergency Services.
- All future contracts with construction contractors shall comply with all applicable regulations and requirements promulgated by the federal Occupational Safety and Health Administration (OSHA).
- The Project shall comply with Title 22, Division 4.5 of the California Code of Regulations, which requires residents and employees to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals, at a Household Hazardous Waste Collection Facility.



- The Project shall comply with Title 22, Division 4.5, Chapter 11 of the California Code of Regulations which requires fluorescent lamps, batteries, and mercury thermostats be recycled or taken to a Household Hazardous Waste Collection Facility.
- The Project shall comply with the conditions of approval imposed on the Project by the Riverside County Airport Land Use Commission (RCALUC) pursuant to their consistency determination letters dated August 11, 2022 (for Buildings 13, 14A/B, and 17) and September 14, 2022 (Building 18). Refer to *Technical Appendix N* to the Project's EIR for copies of the ALUC consistency determination letters. Conditions of approval imposed on the Project by the RCALUC include the following:
 - Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
 - The following uses/activities are not included in the proposed Project and shall be prohibited at the Project 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 Department of Defense (DoD) or Federal Aviation Administration (FAA)-approved navigational signal light or visual approach slope indicator.; (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb or circling climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport; (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area (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.); and (f) Other hazards to flight.
 - The following notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice:

“This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. See Business and Professions Code Section 11010(b)(13)(A).”



- 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 basins, 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 described above, 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.

- March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
- The project has been evaluated to construct 1,219,222 square feet of manufacturing building space, which includes 1,139,222 square feet of manufacturing area, and 80,000 square feet of office 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.
- The Project does not propose rooftop solar panels at this time. However, if the Project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
- The Federal Aviation Administration has conducted aeronautical studies of the proposed Project (Aeronautical Study Nos. 2022-AWP-12606-OE, 2022-AWP-12607-OE, 2022-AWP-12609-OE, and 2022-AWP-14627-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in



accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the Project.

- The proposed structures shall not exceed the prescribed heights as identified in the aeronautical studies.
- The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission. The specific coordinates, frequencies, and power shall not be amended without further review by the Federal Aviation Administration
- Temporary construction equipment used during actual construction of the structure(s) shall not exceed the prescribed heights as identified in the aeronautical studies unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
- Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the Project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the Project is abandoned or a decision is made not to construct the applicable structures(s).

Mitigation

Impacts would be less than significant; therefore, mitigation measures are not required.



4.10 HYDROLOGY AND WATER QUALITY

The following analysis is based on the site-specific technical studies listed below, all of which were prepared by PBLA Engineering, Inc. (herein, PBLA). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

- *Preliminary Hydrology Study, Majestic Freeway Business Center Building No. 13*, dated December 2021, and included as EIR *Technical Appendix I1* (PBLA, 2021a).
- *Project Specific Water Quality Management Plan, Majestic Freeway Business Center, Building 13*, dated August 2023, and included as EIR *Technical Appendix I2* (PBLA, 2023a).
- *Preliminary Hydrology Study, Majestic Freeway Business Center Building No. 14*, dated January 2022, and included as EIR *Technical Appendix I3* (PBLA, 2022a).
- *Project Specific Water Quality Management Plan, Majestic Freeway Business Center, Building 14*, dated August 2023, and included as EIR *Technical Appendix I4* (PBLA, 2023b).
- *Preliminary Hydrology Study, Majestic Freeway Business Center Building No. 17*, dated January 2022, and included as EIR *Technical Appendix I5* (PBLA, 2022b).
- *Project Specific Water Quality Management Plan, Majestic Freeway Business Center, Building 17*, dated August 2023, and included as EIR *Technical Appendix I6* (PBLA, 2023c).
- *Preliminary Hydrology Study, Majestic Freeway Business Center Building No. 18*, dated October 2021, and included as EIR *Technical Appendix I7* (PBLA, 2021b).
- *Project Specific Water Quality Management Plan, Majestic Freeway Business Center, Building 18*, dated August 2023, and included as EIR *Technical Appendix I8* (PBLA, 2023d).

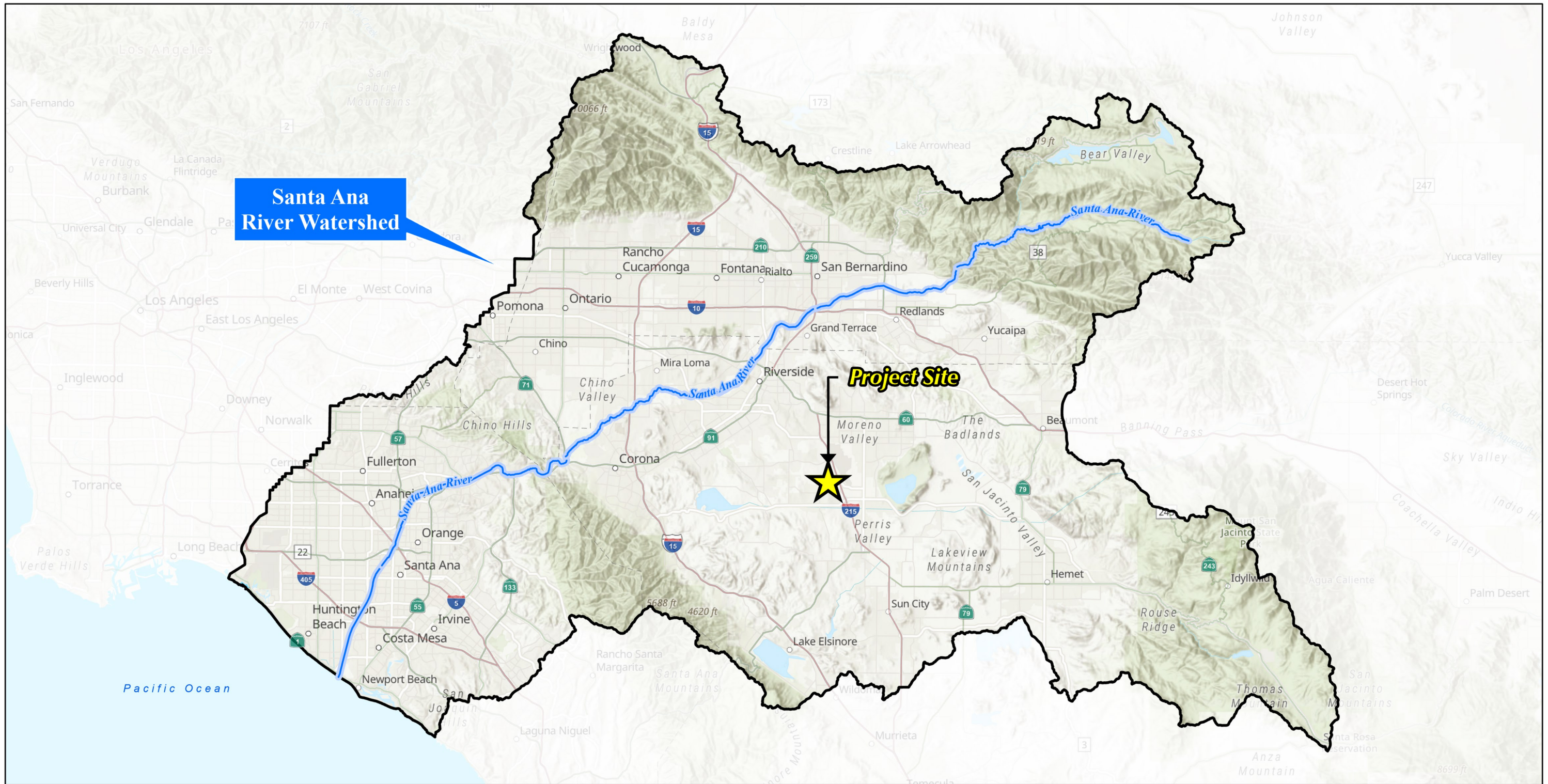
4.10.1 EXISTING CONDITIONS

A. Regional Hydrology

The Project site is located within the Santa Ana River Watershed, which drains a 2,840 square-mile area and is the principal surface flow water body within the region. The Santa Ana River flows over 100 miles and drains the largest coastal stream system in Southern California. It discharges into the Pacific Ocean at the City of Huntington Beach. The total stream length of the Santa Ana River and its major tributaries is about 700 miles. (SAWPA, 2019, p. 4-1) The Project site's location within the Santa Ana River Watershed is depicted on Figure 4.10-1, *Santa Ana River Watershed Map*. The Project site is located within the Perris Valley Hydrologic Subarea of the Perris Hydrologic Area of the San Jacinto Valley Hydrologic Unit (RWQCB, 2019, p. 4-33).

B. Site Hydrology

A description of the existing hydrologic conditions for each of the proposed Plot Plans is provided below, and are depicted on Figure 4.10-2 through Figure 4.10-5, *Existing Conditions Hydrology*.

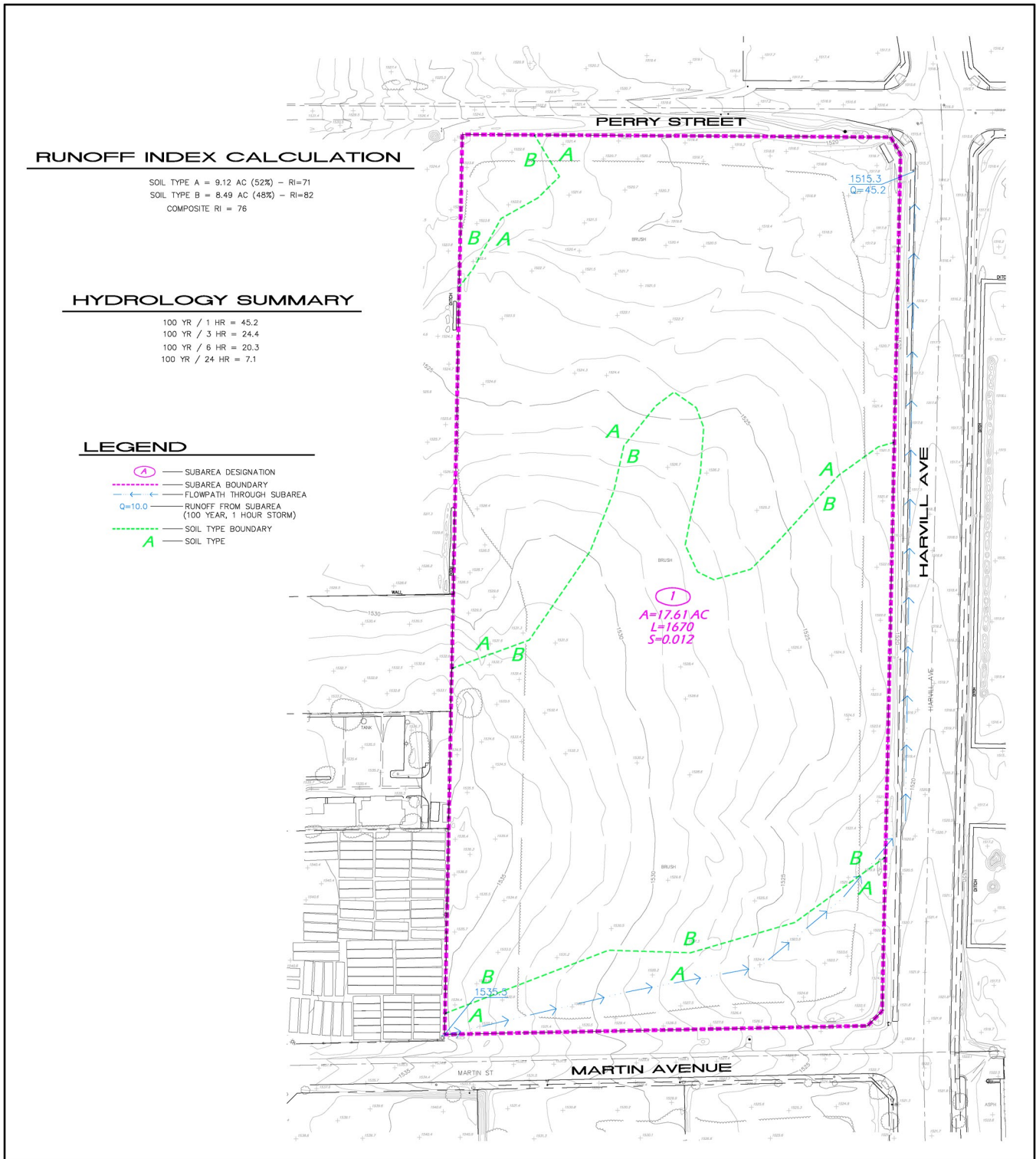


Source(s): ESRI, SAWPA (2023)

Figure 4.10-1



Santa Ana River Watershed Map



Source(s): PBLA (December 2021)

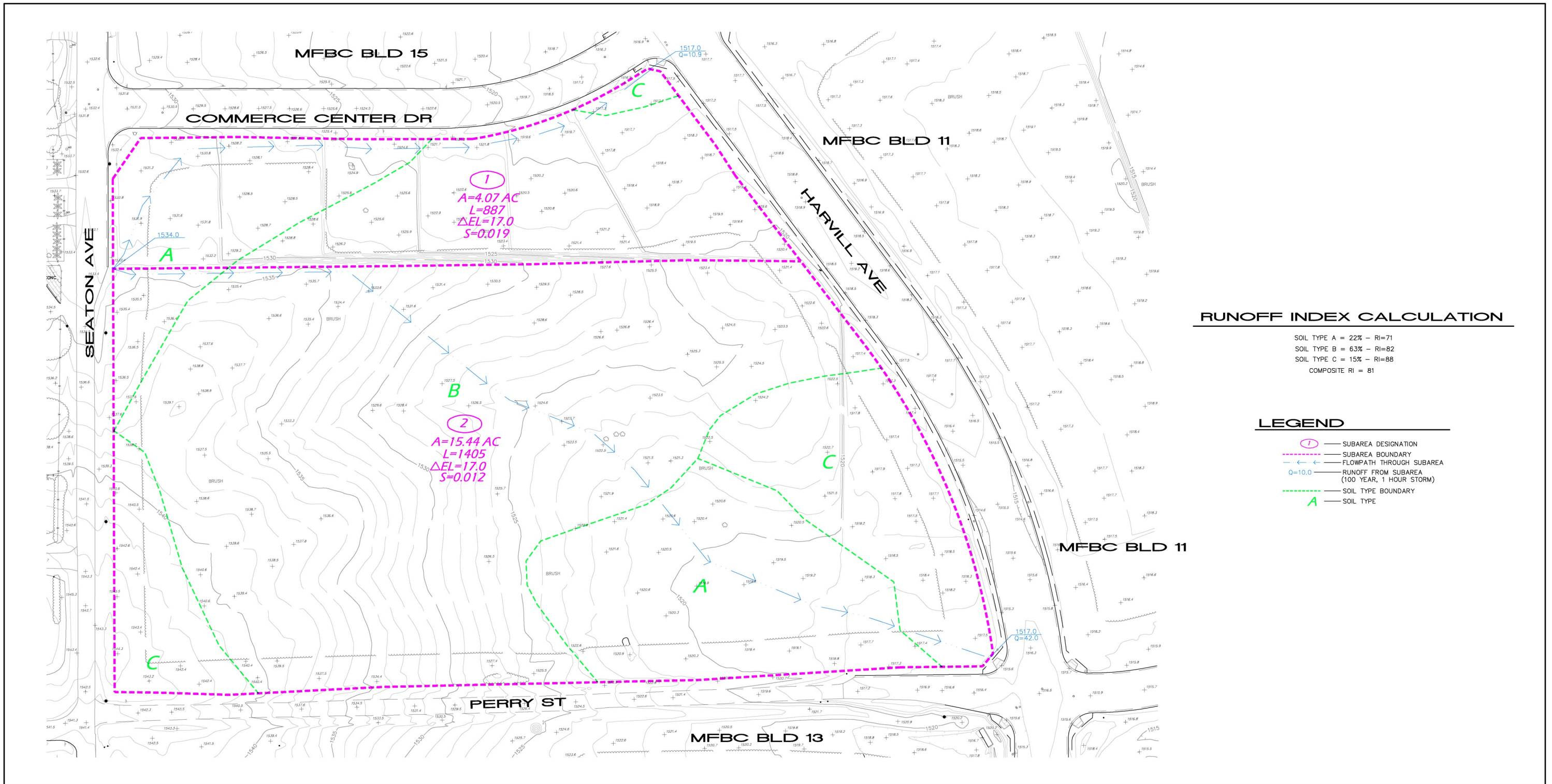
Figure 4.10-2



Not to Scale

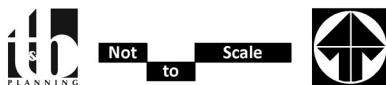


Existing Conditions Hydrology – Building 13 Site

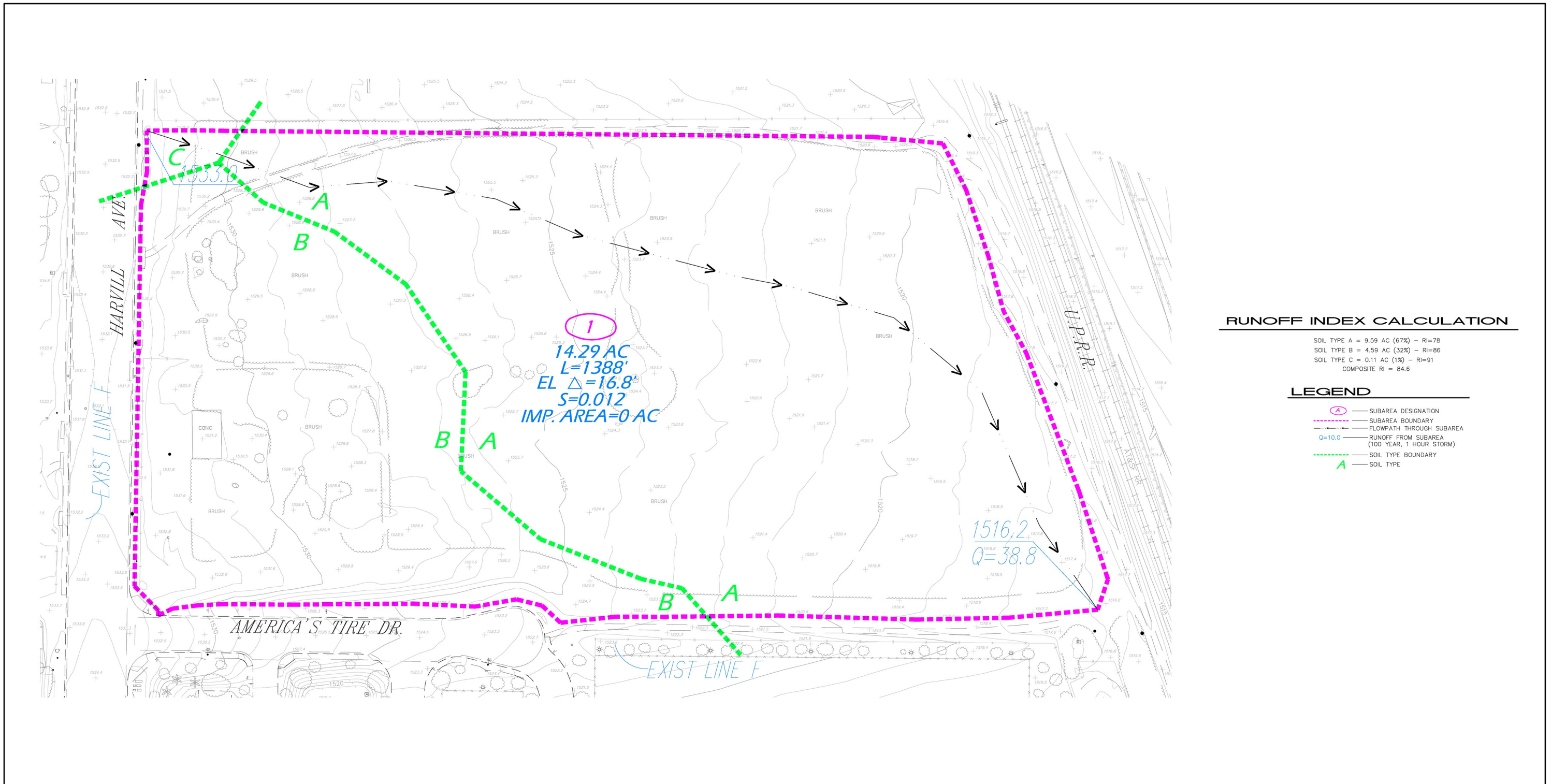


Source(s): PBLA (January 2022)

Figure 4.10-3

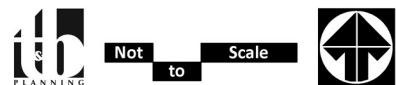


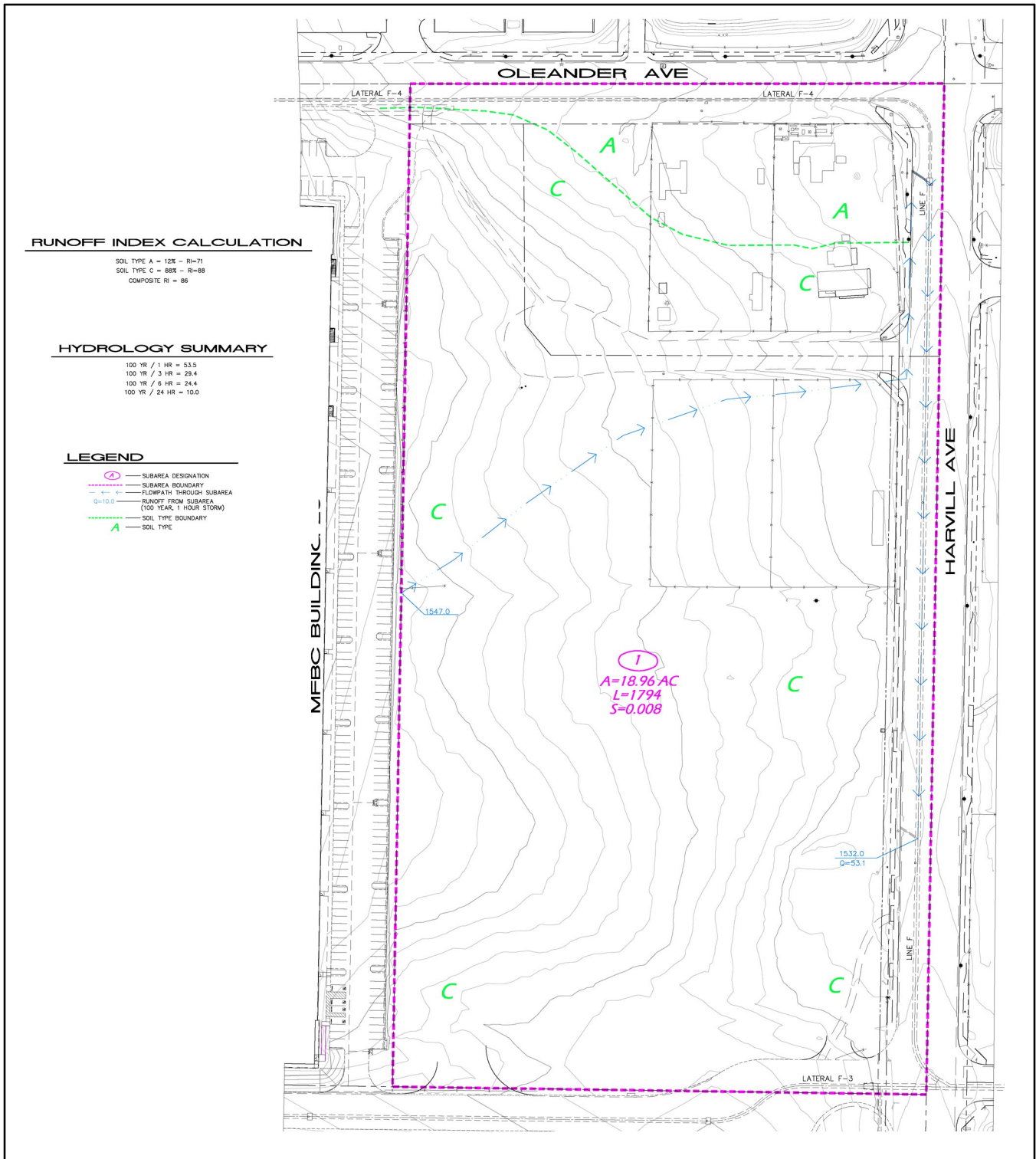
Existing Conditions Hydrology – Buildings 14A/14B Site



Source(s): PBLA (January 2022)

Figure 4.10-4





Source(s): PBLA (October 2021)

Figure 4.10-5



Not to Scale



Existing Conditions Hydrology – Building 18 Site



- **Building 13 Site:** As shown on Figure 4.10-2, under existing conditions, the Building 13 site receives run-on from the property to the west. These run-on flows are conveyed easterly from the southwest corner of the site to the southeastern portions of the site, and then northerly along the eastern site boundary towards the intersection of Perry and Harvill at the northeast corner of the site. An existing inlet headwall & apron drains the site into existing storm drain that directs flows toward the east. The peak flows from the Project site under existing conditions, inclusive of site run-on, are estimated to be 45.2 cubic feet per second (cfs) during the one-hour, 100-year storm event. (PBLA, 2021a, pp. 1, 4)
- **Buildings 14A/B Site:** As shown on Figure 4.10-3, under existing conditions, the natural drainage pattern for the site proposed for Buildings 14A and 14B includes two drainage subareas. The southern three-quarters of the Project site flow in an easterly/southeasterly direction towards the intersection of Perry Street and Harvill Avenue. Flows from the northern quarter of the Project site flow northerly to the northern site boundary, east along the northern site boundary, and discharge at the northeast corner of the site. Peak flows from during the one-hour, 100-year storm event are 42.0 cfs for the southern drainage subarea and 10.9 cfs for the northern drainage subarea. (PBLA, 2022a, pp. 1, 4)
- **Building 17 Site:** As shown on Figure 4.10-4, under existing conditions, the natural drainage pattern for the Building 17 site flows from the northwest corner of the site towards the southeast corner of the site, where it is conveyed to the Atchison, Topeka and Santa Fe (AT&SF) railway right-of-way and the existing Riverside County Flood Control and Water Conservation District (RCFCWCD) detention basin located north of Commerce Center Drive and west of the AT&SF railroad tracks. Peak flows from during the one-hour, 100-year storm event are estimated at 39.6 cfs. (PBLA, 2022b, pp. 1, 4)
- **Building 18 Site:** As shown on Figure 4.10-5, under existing conditions the natural drainage pattern for the Building 18 site flows west to east toward Harvill Ave and north along the site's boundary with Harvill Avenue, where there are two existing catch basins that collect surface flows and route the flows to RCFCWCD Line F-4 and an existing detention basin near the I-215 Freeway and Commerce Center Drive. Peak flows from during the one-hour, 100-year storm event are estimated at 53.5 cfs. (PBLA, 2021b, pp. 1, 4)

C. Flood Hazards

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C1410G, the entire 70.37-acre Project site is located within "Zone X (unshaded)," which includes areas determined to be outside the 0.2% annual chance floodplain (FEMA, 2008). Accordingly, the Project site is not subject to flood hazards under existing conditions.

D. Water Quality

The Project site is located within the jurisdiction of the Santa Ana Basin Regional Water Quality Control Board (RWQCB). The receiving waters of flows from the Project site all portions of the Project site are Perris Valley Storm Drain; San Jacinto River, Reach 3; Canyon Lake (San Jacinto River, Reach 2); San Jacinto River, Reach 1; and Lake Elsinore. The Building 18 site also is tributary to RCFCWCD Line F (as described above). Table 4.10-1, *Receiving Waters*, provides a summary of the receiving waters for the Project site, their listed



impairments pursuant to Clean Water Act (CWA) Section 303(d) list regulations, and their listed beneficial uses. (PBLA, 2023a, p. 7; PBLA, 2023b, p. 7; PBLA, 2023c, p. 7; PBLA, 2023d, p. 7)

Table 4.10-1 Receiving Waters

Receiving Waters	EPA 303(d) Impairments	Approved List	Designated Beneficial Uses	Proximity to RARE Beneficial Use
RCFCD Line F	None Listed		N/A	N/A
Perris Valley Storm Drain	None Listed		N/A	N/A
San Jacinto River Reach 3	None Listed		N/A	N/A
Railroad Canyon / Canyon Lake	Nutrients		Warm freshwater aquatic habitat (WARM), body contact recreation (REC1), non-body contact recreation (REC2), wildlife habitat (WILD), municipal and domestic water supply (MUN), agricultural water supply (AGR), and groundwater recharge (GWR)	N/A
San Jacinto River Reach 1	None Listed		N/A	N/A
Lake Elsinore	PCBs, Nutrients, Low Dissolved Oxygen, Toxtcity, DDT		Warm freshwater aquatic habitat (WARM), body contact recreation (REC1), non-body contact recreation (REC2), wildlife habitat (WILD).	

Note: Only the Building 18 site is tributary to RCFCWCD Line F.
(PBLA, 2023d, Table A.1)

E. Groundwater

The 70.37-acre Project site is located within the West San Jacinto Groundwater Management Area (Management Area). Developments within the Management Area are subject to the Eastern Municipal Water District’s (EMWD) “Groundwater Management Plan – West San Jacinto Groundwater Basin” (herein, “GMP”). The GMP is intended to manage the San Jacinto Groundwater Basin (SJGB) in a manner that would supplement EMWD’s water supplies, thereby increasing the amount of locally-available water and reducing the amount of water that needs to be imported through Metropolitan Water District (MWD). The GMP covers approximately 256-square miles (over 164,200 acres) and has been divided into six (6) groundwater management zones. The Project site is located at the western edge of the Perris North Groundwater Management Zone (GMZ). (EMWD, 1995; EMWD, 2021, p. 8 and Figures 7-1 and 7-2)

EMWD adopted the GMP in June 1995 in accordance with Assembly Bill 3030 (AB 3030) enacted in 1992, which is now codified in the California Water Code Sections 10750 through 10755. The GMP is intended to protect the vested interests of existing groundwater producers while providing a planning framework for new water supply projects for the benefit of groundwater producers and the public. The Management Plan goals include (EMWD, 2021b, p. 13):

- Establishment of a Groundwater Basin Manager
- Monitoring of Groundwater Production
- Monitoring of Groundwater Level and Quality



- Development of Well Construction Policies
- Development of a Well Abandonment and Destruction Program
- Monitoring of Well Construction, Abandonment, and Destruction
- Groundwater Quality Protection
- Exchange of Agricultural and Other Non-potable Groundwater Production to Municipal Use
- Maximize Yield Augmentation with Local Resources – Local Runoff and Reclaimed Water
- Maximize Conjunctive Use
- Groundwater Treatment

4.10.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations related to hydrology and water quality.

A. Federal Regulations

1. *Clean Water Act*

The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA, 2022e)

2. *Federal Flood Insurance Program*

The U.S. Congress established the National Flood Insurance Program (NFIP) with the passage of the National Flood Insurance Act of 1968. The NFIP is a Federal program enabling property owners in participating communities to purchase insurance as a protection against flood losses in exchange for State and community floodplain management regulations that reduce future flood damages. Participation in the NFIP is based on an agreement between communities and the Federal Government. If a community adopts and enforces a floodplain management ordinance to reduce future flood risk to new construction in floodplains, the Federal Government will make flood insurance available within the community as a financial protection against flood losses. This insurance is designed to provide an insurance alternative to disaster assistance to reduce the escalating costs of repairing damage to buildings and their contents caused by floods. The Federal Insurance and Mitigation Administration (FIMA) within the FEMA is responsible for administering the NFIP and administering programs that provide assistance for mitigating future damages from natural hazards. (FEMA, 2022)



3. *Executive Order 11988 – Floodplain Management*

Executive Order 11988 requires federal agencies to avoid to the extent possible the long- and short-term adverse impacts associated with the occupancy and modification of flood plains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. In accomplishing this objective, "each agency shall provide leadership and shall take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health, and welfare, and to restore and preserve the natural and beneficial values served by flood plains in carrying out its responsibilities" for the following actions: (FEMA, 2021)

- acquiring, managing, and disposing of federal lands and facilities;
- providing federally-undertaken, financed, or assisted construction and improvements; and
- conducting federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities.

B. State Regulations

1. *Porter-Cologne Water Control Act*

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code § 13000 et seq.), the policy of the State is as follows: (SWRCB, 2014)

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management. (SWRCB, 2014)

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The



State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions. (SWRCB, 2014)

The Porter-Cologne Act also implements many provisions of the Clean Water Act, such as the NPDES permitting program. The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and get updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. (SWRCB, 2014) The Project site is located in the Santa Ana River, which is within the purview of the Santa Ana RWQCB. The Santa Ana River Basin Plan is the governing water quality plan for the region.

2. California Water Code

The California Water Code is the principal state law regulating water quality in California. Water quality provisions must be complied with as contained in numerous code sections including: 1) the Health and Safety Code (HSC) for the protection of ground and surface waters from hazardous waste and other toxic substances; 2) the Fish and Game Code for the prevention of unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life; 3) the Harbors and Navigation Code for the prevention of the unauthorized discharge of waste from vessels into surface waters; and 4) the Food and Agriculture Code for the protection of groundwater which may be used for drinking water supplies. The California Department of Fish and Wildlife (CDFW), through provisions of the Fish & Game Code (§§ 1601 - 1603) is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by CDFW. (CA Legislative Info, n.d.)

Surface water quality is the responsibility of the RWQCB, water supply and wastewater treatment agencies, and city and county governments. The principal means of enforcement by the RWQCB is through the development, adoption, and issuance of water discharge permits. RWQCB basin plans establish water quality objectives that are defined as the limits or levels of water quality constituents or characteristics for the reasonable protection of beneficial uses of water. (CA Legislative Info, n.d.)

3. California Toxics Rule (CTR)

The California Toxics Rule (CTR) fills gap in California's water quality standards necessary to protect human health and aquatic life beneficial uses. The CTR criteria are similar to those published in the National Recommended Water Quality Criteria. The CTR supplements, and does not change or supersede, the criteria that EPA promulgated for California waters in the National Toxics Rule (NTR). The human health NTR and CTR criteria that apply to drinking water sources (those water bodies designated in the Basin Plans as municipal and domestic supply) consider chemical exposure through consumption of both water and aquatic



organisms (fish and shellfish) harvested from the water. For waters that are not drinking water sources (e.g., enclosed bays and estuaries), human health NTR and CTR criteria only consider the consumption of contaminated aquatic organisms. The CTR and NTR criteria, along with the beneficial use designations in the Basin Plans and the related implementation policies, are the directly applicable water quality standards for toxic priority pollutants in California waters. (SWRCB, 2016, pp. 14-15)

4. *CDFG Code Section 1600 et seq. (Lake- or Streambed Alteration Agreement Program)*

Fish and Game Code § 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: (CDFW, n.d.)

- Substantially divert or obstruct the natural flow of any river, stream, or lake;
- Substantially change or use any material from the bed, channel or bank of any river, stream, or lake;
- or
- Deposit debris, waste or other materials that could pass into any river, stream, or lake.

It should be noted that "any river, stream or lake" includes those that are episodic (they are dry for periods of time) as well as those that are perennial (they flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water. (CDFW, n.d.)

CDFW requires a Lake and Streambed Alteration (LSA) Agreement when it determines that the activity, as described in a complete LSA Notification, may substantially adversely affect existing fish or wildlife resources. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify a project that would eliminate or reduce harmful impacts to fish and wildlife resources. Before issuing an LSA Agreement, CDFW must comply with CEQA. (CDFW, n.d.)

5. *Watershed Management Initiative (WMI)*

The State and Regional Water Boards are currently focused on looking at entire watersheds when addressing water pollution. The Water Boards adopted the Watershed Management Initiative (WMI) to further their goals. The WMI establishes a broad framework overlying the numerous federal and State mandated priorities. As such, the WMI helps the Water Boards achieve water resource protection, enhancement and restoration while balancing economic and environmental impacts. (SWRCB, 2017) The integrated approach of the WMI involves three main ideas:

- Use water quality to identify and prioritize water resource problems within individual watersheds. Involve stakeholders to develop solutions.
- Better coordinate point source and nonpoint source regulatory efforts. Establish working relationships between staff from different programs.
- Better coordinate local, state, and federal activities and programs, especially those relating to regulations and funding, to assist local watershed groups. (SWRCB, 2017)



6. *Sustainable Groundwater Management Act (SGMA)*

The 2014 Sustainable Groundwater Management Act (SGMA) requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. The DWR categorizes the priority of groundwater basins. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. The SGMA also requires local public agencies and Groundwater Sustainability Agencies (GSAs) in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability. (DWR, n.d.) (DWR, 2020)

C. Local Regulations

1. *Water Quality Control Plan for the Santa Ana River Basin (Basin Plan)*

The California Porter-Cologne Water Quality Control Act (§ 13000 (“Water Quality”) et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act (CWA)) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana watershed is contained in the “Water Quality Control Plan for the Santa Ana River Basin” (Basin Plan), which was most recently updated in June 2019. This document is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3339. The purpose of the Basin Plan is to: (1) designate beneficial uses of the Region's surface and ground waters; (2) designate water quality objectives for the reasonable protection of those uses; and (3) establish an implementation plan to achieve the objectives. A summary of the receiving waters for the Project site, their existing Section 303(d) impairments, and designated beneficial uses was previously shown in Table 4.10-1. (RWQCB, 2019)

4.10.3 BASIS FOR DETERMINING SIGNIFICANCE

Section X of Appendix G to the CEQA Guidelines addresses typical adverse effects to hydrology and water quality, and includes the following threshold questions to evaluate the Project’s impacts on hydrology and water quality:

- *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;*
- *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;*
- *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*



- *Result in substantial erosion or siltation on or off site;*
- *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;*
- *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;* or
- *Impede or redirect flood flows;*
- *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation; or*
- *Would the project conflict with or otherwise obstruct implementation of a water quality control plan or sustainable groundwater management plan.*

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section X of Appendix G to the CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact to hydrology and water quality if construction and/or operation of the Project would:

- a. *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;*
- b. *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;*
- c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces;*
- d. *Result in substantial erosion or siltation on-site or off-site;*
- e. *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site;*
- f. *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;*
- g. *Impede or redirect flood flows;*
- h. *In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation; or*
- i. *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist were used to evaluate the significance of the proposed Project's impacts on hydrology and water quality.



4.10.4 IMPACT ANALYSIS

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

Threshold b.: *Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

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

Potable water service to the Project site would be provided by the EMWD, and the Project would not involve direct groundwater extraction via existing or proposed groundwater wells. Additionally, although the Project would result in a substantial increase in impervious surfaces on the site, the total amount of runoff from the site would be similar to existing conditions, and all runoff would be conveyed to downstream facilities where groundwater infiltration would continue to occur (i.e., the San Jacinto River, Canyon Lake, and Lake Elsinore). Thus, 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. Impacts would be less than significant.

The Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan (“Basin Plan”), as most recently updated in June 2019 (RWQCB, 2019). In addition, the Project site is located at the western edge of the Perris North Groundwater Management Zone (GMZ). Thus, the Project is subject to the EMWD’s “Groundwater Management Plan – West San Jacinto Groundwater Basin.” The Project’s consistency with each is discussed below.

Santa Ana River Basin Plan

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

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana River Watershed and receiving waters for the property’s drainage were previously summarized in Table 4.10-1, along with their listed Section 303(d) impairments.



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

Provided below is a discussion of the Project's potential to conflict with the Santa Ana Region Basin Plan during both construction and long-term operation.

Construction-Related Water Quality

Construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and the County of Riverside, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the RWQCB's Basin Plan. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, runoff associated with Project-related construction activities would not conflict with the Santa Ana Region Basin Plan requirements, and impacts would be less than significant.

Operational Water Quality Impacts

With implementation of the proposed Project, runoff generated on each portion of the Project site would be conveyed to bioretention basins for water quality treatment prior to being discharged from the site into existing drainage facilities within the surrounding area. The proposed bioretention basins would be effective in removing pollutants of concern in runoff leaving the Project site, such as bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease (PBLA, 2023a, p. 19; PBLA, 2023b, p. 19; PBLA, 2023c, p. 21; PBLA, 2023d). Because all runoff generated on site would be appropriately treated prior to discharge from the Project site, long-term operations associated with the proposed Project would not conflict with the Santa Ana Region Basin Plan, and impacts would therefore be less than significant.



Groundwater Management Plan – West San Jacinto Groundwater Basin

The EMWD adopted the SJGB GMP on June 8, 1995, which is intended to manage the SJGB in a manner that would supplement EMWD's water supplies, thereby increasing the amount of locally-available water and reducing the amount of water that needs to be imported through MWD. The GMP covers approximately 256-square miles (over 164,200 acres) and has been divided into six (6) groundwater management zones. The Project site is located in the Perris North GMZ. (EMWD, 1995; EMWD, 2021b)

There are no existing groundwater wells on the Project site, and the Project does not propose to construct any wells on site. As such, the Project would not directly extract groundwater, but would instead obtain potable water from the EMWD, which relies in part on groundwater resources. Accordingly, the Project only would have the potential to conflict with the West San Jacinto GMP if the Project were to obstruct infiltration of runoff into the groundwater basin, or if the Project were to contribute to or exacerbate existing water quality problems within the basin.

As noted above under the discussion of the Project's consistency with the Santa Ana Region Basin Plan, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that construction of the proposed Project does result in polluted runoff that could adversely affect water quality within the SJGB. Additionally, the total amount of runoff from the Project site during construction would not change substantially in relation to existing conditions, thereby continuing to allow for infiltration into the SJGB. Accordingly, during construction the Project would not conflict with the West San Jacinto GMP, and a less-than-significant impact would occur.

Following construction activities, infiltration on the Project site largely would be precluded and would be limited to landscaped areas, as remaining areas of the site would be covered with impervious surfaces (i.e., buildings, drive aisles, etc.). However, under existing conditions all runoff generated on and tributary to the Project site is conveyed to existing storm drainage facilities located within abutting roadways. While a nominal amount of groundwater recharge may occur under existing conditions, the majority of runoff is conveyed to downstream facilities, which ultimately include unlined drainage channels and bodies of water (i.e., Canyon Lake, and Lake Elsinore) wherein groundwater recharge occurs. These conditions would not substantially change under the proposed Project. Groundwater recharge would continue to occur downstream, as it does under existing conditions.

With respect to groundwater quality under long-term operations, the Project Applicant would be required to identify measures to reduce pollutants in runoff from the Project site pursuant to the applicable NPDES permit requirements. Measures identified to address water quality are identified as part of the Project's WQMPs (*Technical Appendices 15 through 18*). These measures include routing first flush flows on the Project site



towards a series of catch basins that would route flows to proposed biofiltration basins proposed on each of the Plot Plan sites prior to being discharged into existing drainage facilities within abutting roadways. The proposed bioretention basins would be effective in removing pollutants of concern in runoff leaving the Project site, such as bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease (PBLA, 2023a, p. 19; PBLA, 2023b, p. 19; PBLA, 2023c, p. 21; PBLA, 2023d). With mandatory compliance with the Project's WQMP, the Project would not contribute substantial amounts of polluted runoff towards the Perris North Groundwater Basin. As such, the proposed Project would not conflict with or interfere with implementation of the GMP, and impacts would therefore be less than significant.

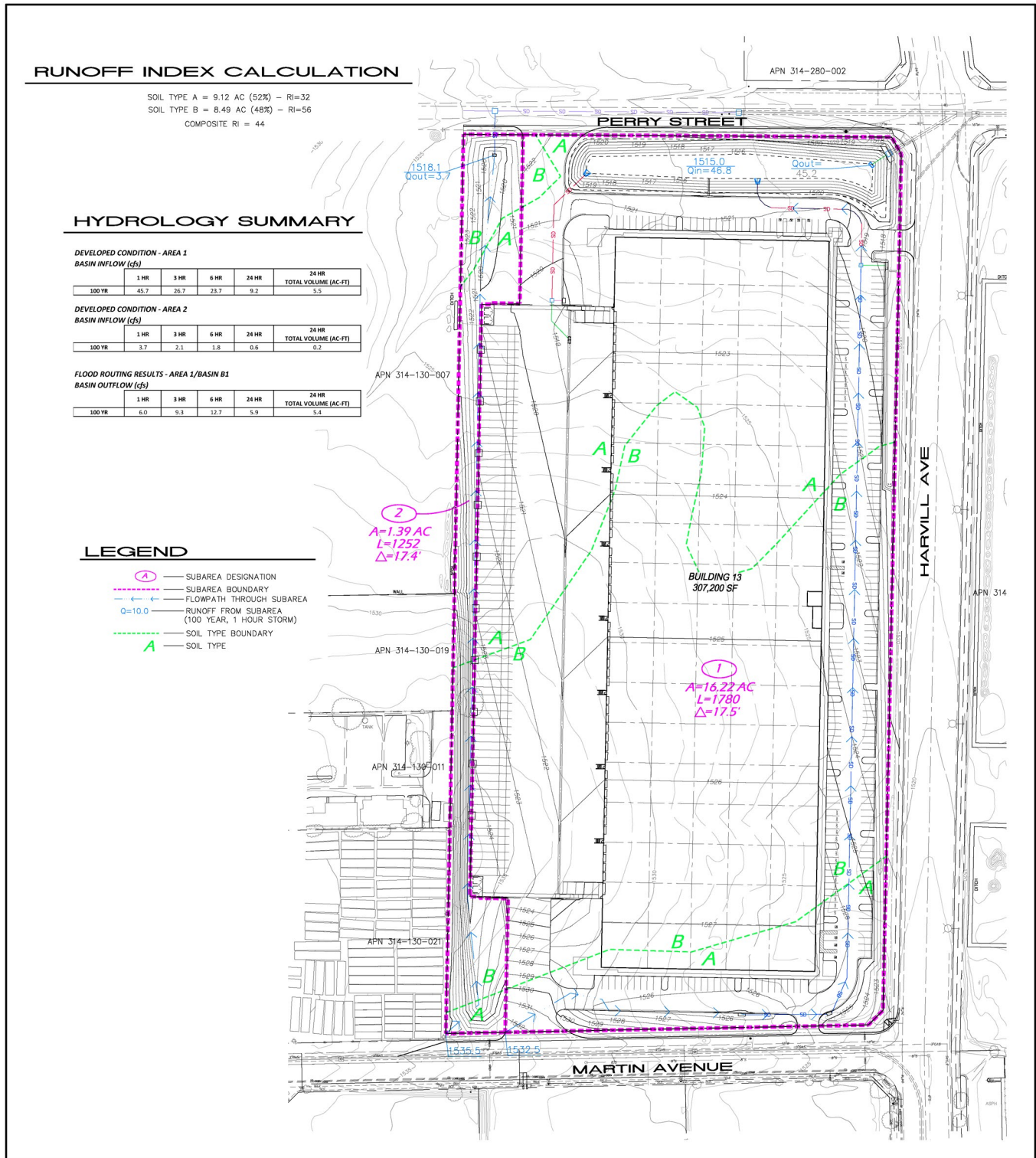
Threshold c.: *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?*

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

Please refer to the analysis of Thresholds a., b, and i. As indicated in the analysis, with implementation of the Project's proposed drainage system, the Project would not generate substantial additional sources of polluted runoff during either construction or long-term operation. Accordingly, impacts associated with water quality would be less than significant.

Figure 4.10-6 through Figure 4.10-9, *Proposed Conditions Hydrology*, depicts the proposed drainage plans for all four Plot Plan sites. As depicted on these figures, grading proposed as part of the Project generally would maintain the existing drainage patterns for each of the Plot Plan sites, with runoff continuing to flow in a manner generally consistent with existing conditions. Thus, the Project would not substantially alter the existing drainage pattern of the Project site or surrounding areas, and impacts would be less than significant.

With implementation of the proposed Project, a majority of the Project site would be developed with impervious surfaces, with exception of proposed landscaped areas. Runoff generated on each portion of the Project site would be conveyed to bioretention basins for water quality treatment prior to being discharged from the site into existing drainage facilities within the surrounding area. As demonstrated by the Project's hydrology technical reports (*Technical Appendices II through I4*), although the Project has the potential to result in a substantial increase in peak flows from the Project site, the bioretention basins proposed at each of the Plot Plan sites are properly sized to attenuate the difference between pre-development runoff and runoff from the site following development (PBLA, 2021a, p. 4; PBLA, 2022a, p. 5; PBLA, 2022b, p. 5; PBLA, 2021b, p. 4). As such, implementation of the proposed Project would not result in an increase in peak runoff from the Project site. Because existing drainage facilities downstream are adequately sized to accommodate peak runoff from the Project site and surrounding areas under existing conditions, and because peak runoff from the Project site would not increase with development of the Project site as proposed, the Project would not contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.



Source(s): PBLA (December 2021)

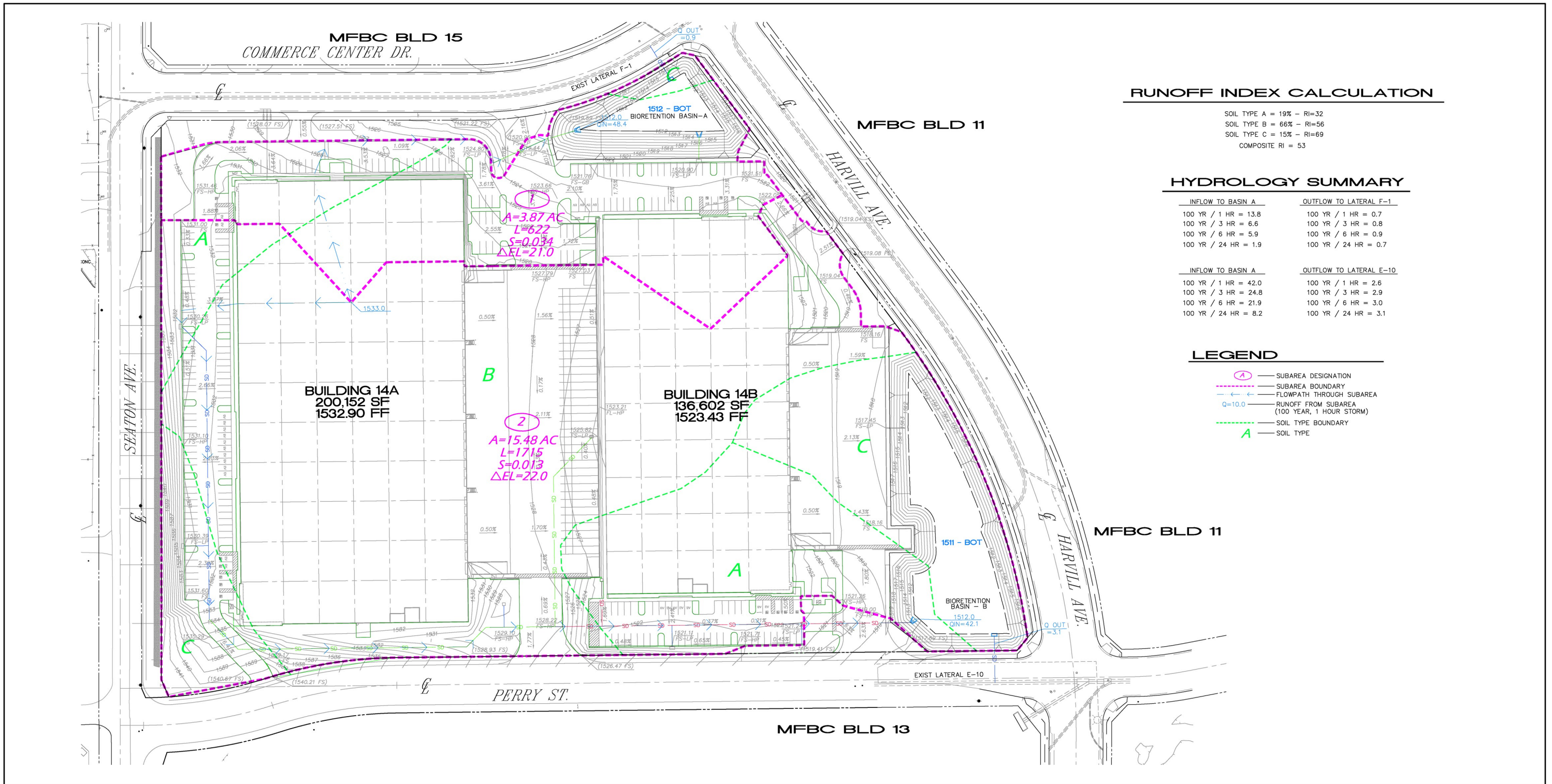
Figure 4.10-6



Not to Scale

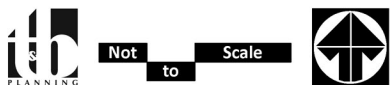


Proposed Conditions Hydrology – Building 13

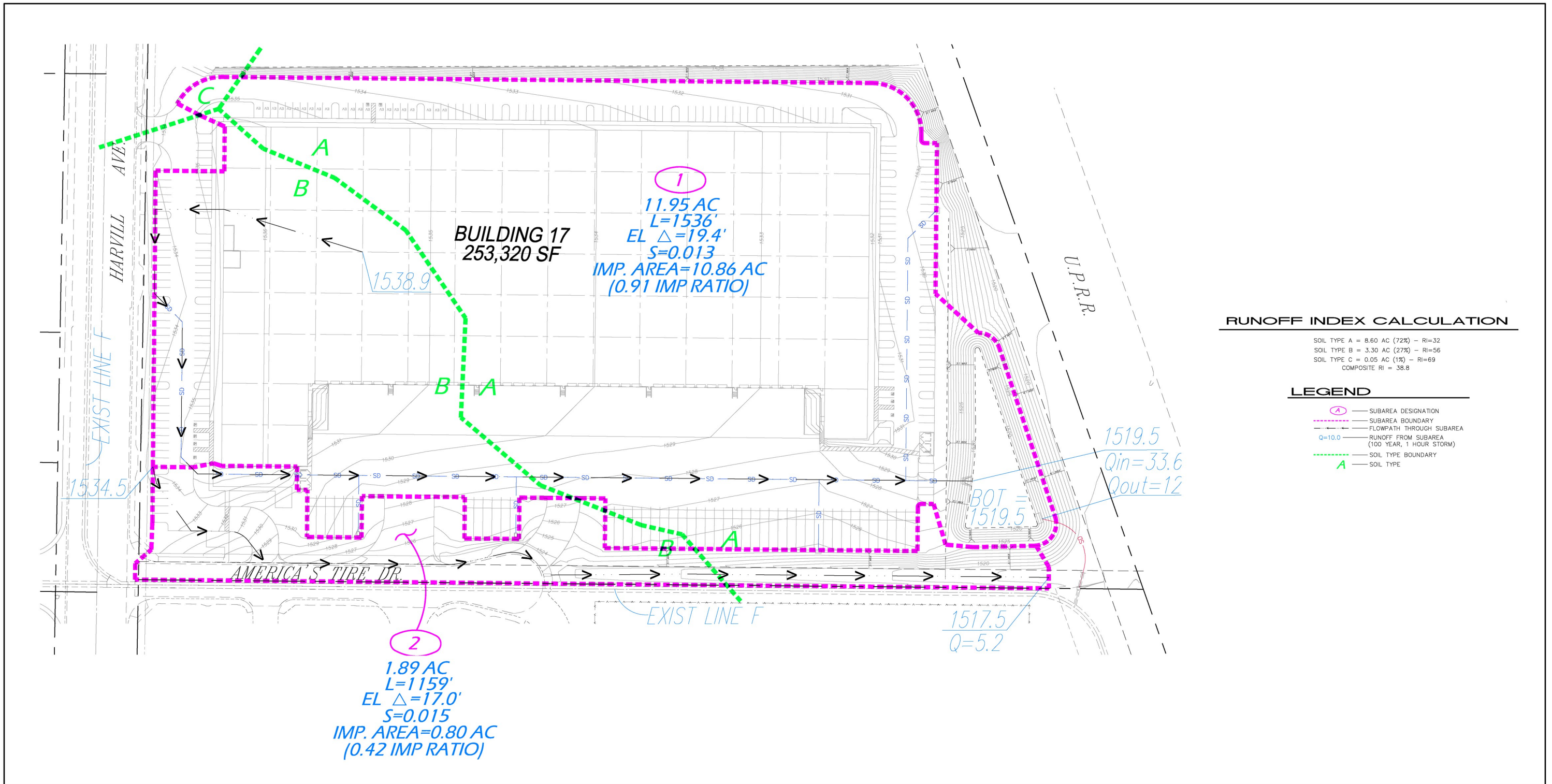


Source(s): PBLA (January 2022)

Figure 4.10-7

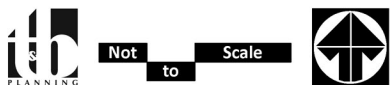


Proposed Conditions Hydrology – Buildings 14A/14B

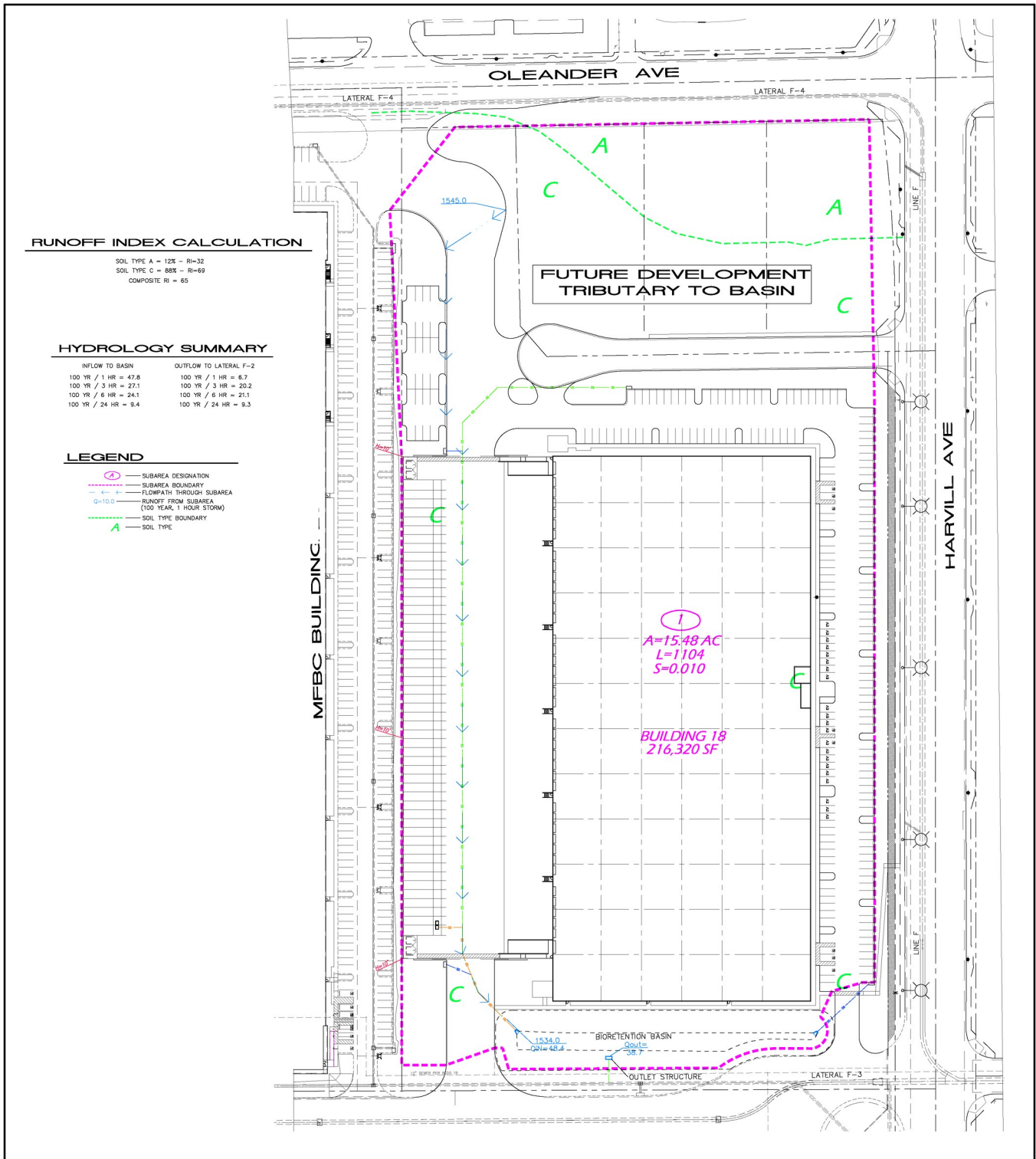


Source(s): PBLA (January 2022)

Figure 4.10-8



Proposed Conditions Hydrology – Building 17



Source(s): PBLA (October 2021)

Figure 4.10-9



Not to Scale



Proposed Conditions Hydrology – Building 18



Threshold d.: Would the Project result in substantial erosion or siltation on-site or off-site?

The Project has the potential to result in erosion or siltation during both construction and long-term operations. Each is discussed below.

Construction-Related Erosion Impacts

The Project has been designed to generally maintain the existing drainage patterns of each portion of the Project site. Nonetheless, construction of the proposed Project would involve substantial ground disturbance during clearing and grading of the site. In addition, on-site erosion could occur if graded slopes are not stabilized prior to ultimate development or landscaping. The proposed grading activities would generate silt which could be carried off-site during a heavy rainfall event. Should such an event occur in the absence of any preventative measures to contain silt and other soils on-site, erosion and/or siltation downstream could result.

However, pursuant to requirements of the SWRCB, the Project Applicant would be required to obtain a NPDES permit for construction activities on-site. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one (1) acre of total land area. Compliance with the NPDES permit involves the preparation and implementation of a SWPPP for construction related activities. The SWPPP would specify BMPs to minimize the potential for erosion and siltation to occur and would include specific Project site measures to address the potential for the caving in of temporary excavations. Typical BMPs that are implemented at construction sites to protect water quality include the implementation of straw bale barriers, plastic sheeting/erosion control blankets, and outlet protection measures. With mandatory adherence to the SWPPP requirements, effects associated with construction-related erosion, siltation, water quality, and flooding on downstream water sources and flood control systems would be maintained at a level below significance.

Post-Development Erosion Impacts

With development of the Project site, large portions of the Project site would consist of impervious surfaces, with areas of pervious surfaces largely confined to landscaped areas. Thus, the potential for erosion hazards on site would be substantially decreased as compared to existing conditions with buildout of the Project site. As such, long-term erosion impacts on site would be less than significant.

However, due to the increase in impervious surfaces on site, runoff from the site following development has the potential to contribute to erosion hazards downstream. As demonstrated by the hydrology studies prepared for each of the Plot Plan sites (*Technical Appendices II through I4*), although the Project has the potential to result in a substantial increase in peak flows from the Project site, the bioretention basins proposed at each of the Plot Plan sites are properly sized to attenuate the difference between pre-development runoff and runoff from the site following development (PBLA, 2021a, p. 4; PBLA, 2022a, p. 5; PBLA, 2022b, p. 5; PBLA, 2021b, p. 4). As such, and as compared to the existing condition, the Project would not result in an increase in peak runoff from the site, and therefore runoff from the Project site would not cause or contribute to any increased erosion hazards downstream. Impacts would be less than significant.



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

Threshold g.: Would the Project impede or redirect flood flows?

As previously indicated, according to FEMA Firm No. 06065C1410G, the Project site is located within “Zone X (unshaded),” which includes areas determined to be outside the 0.2% annual chance floodplain (FEMA, 2008). Accordingly, the Project has no potential to impede or redirect flood flows, and no impact would occur.

As demonstrated by the hydrology studies prepared for each of the Plot Plan sites (*Technical Appendices II through I4*), although the Project has the potential to result in a substantial increase in peak flows from the Project site that could contribute to flooding downstream, the bioretention basins proposed at each of the Plot Plan sites are properly sized to attenuate the difference between pre-development runoff and runoff from the site following development (PBLA, 2021a, p. 4; PBLA, 2022a, p. 5; PBLA, 2022b, p. 5; PBLA, 2021b, p. 4). As such, 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, and impacts would be less than significant.

Threshold h.: In flood hazard, tsunami, or seiche zones, would the Project risk the release of pollutants due to Project inundation?

As previously indicated, according to FEMA Firm No. 06065C1410G, the Project site is located within “Zone X (unshaded),” which includes areas determined to be outside the 0.2% annual chance floodplain (FEMA, 2008). Accordingly, the Project has no potential result in the release of pollutants due to site inundation, and no impacts would occur.

The Project site is located approximately 37 miles from the Pacific Ocean (Google Earth, 2021). As such, the Project has no potential to risk the release of pollutants due to inundation by tsunamis, and no impact would occur.

A seiche is an underwater wave that oscillates through a body of water which may be triggered by earthquakes or landslides. In general, seiches are small (on the order of a few inches) and are present in larger lakes as a result of the depth, temperature, and contours of the body of water. Due to the lack of an on-site body of water or other bodies of water within close proximity to the site that have the potential to result in site inundation, the potential for the subject site to be impacted by seiches is considered low. Additionally, according to Figure 5 of the General Plan Safety Element, the Project site is not located within a dam inundation area, thereby further demonstrating that the Project site is not subject to inundation by seiches (Riverside County, 2021a, Safety Element Figure 5). As such, impacts due to seiches would be less than significant.

4.10.5 CUMULATIVE IMPACT ANALYSIS

The cumulative impact analysis considers construction and operation of the proposed Project in conjunction with other development projects in the vicinity of the Project site and resulting from full buildout of the Riverside County General Plan and the general plans of local jurisdictions that are located within the Santa Ana River watershed.



As discussed under the analysis of Thresholds a., b., and i., the Project would result in less-than-significant impacts to surface and groundwater quality during construction because the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Other cumulative developments within the cumulative study area also would be required to comply with the NPDES Municipal Stormwater Permit and would be required to implement BMPs during construction activities to preclude water quality impacts that could impair downstream waters or groundwater. As such, construction-related water quality impacts, as well as impacts due to a conflict with the Basin Plan and the GMP, would be less-than-cumulatively considerable. With respect to long-term impacts to water quality, runoff generated on each portion of the Project site would be conveyed to bioretention basins for water quality treatment prior to being discharged from the site into existing drainage facilities within the surrounding area. The proposed bioretention basins would be effective in removing pollutants of concern in runoff leaving the Project site, such as bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease (PBLA, 2023a, p. 19; PBLA, 2023b, p. 19; PBLA, 2023c, p. 21; PBLA, 2023d). Other cumulative developments would similarly be required to incorporate BMPs to treat water quality pollutants of concern. Accordingly, the Project's impacts would be less than significant on a cumulatively-considerable basis.

As indicated under the analysis of Thresholds c. and f., grading proposed as part of the Project generally would maintain the site's existing drainage patterns, with runoff continuing to flow in a manner generally consistent with existing conditions. As such, the Project would not substantially alter the existing drainage pattern of the Project site or surrounding areas, and impacts would be less than significant on a cumulatively-considerable basis. Additionally, although the Project has the potential to result in a substantial increase in peak flows from the Project site, the bioretention basins proposed at each of the Plot Plan sites are properly sized to attenuate the difference between pre-development runoff and runoff from the site following development (PBLA, 2021a, p. 4; PBLA, 2022a, p. 5; PBLA, 2022b, p. 5; PBLA, 2021b, p. 4) As such, implementation of the proposed Project would not result in an increase in peak runoff from the Project site and therefore would not result in the alteration of downstream receiving waters on either a direct or cumulatively-considerable basis. Additionally, because the Project would not result in an increase in peak runoff from the Project site, the Project would not contribute runoff water that could exceed the capacity of existing or planned stormwater drainage systems, and cumulatively-considerable impacts would be less than significant.

As discussed under the analysis of Threshold d., during construction the Project would be subject to compliance with the applicable NPDES permit, which requires the preparation and implementation of a SWPPP to address erosion hazards associated with construction activities. Other cumulative developments similarly would be required to prepare and implement a SWPPP. As such, erosion-related hazards during construction activities would be less-than-cumulatively considerable. With development of the Project site, large portions of the Project site would consist of impervious surfaces, with areas of pervious surfaces largely confined to landscaped areas. Thus, the potential for erosion hazards on site would be substantially decreased as compared to existing conditions with buildout of the Project site. Additionally, because peak runoff from the Project site



would not increase as compared to existing conditions, the Project has no potential to cause or cumulatively contribute to erosion hazards downstream. As such, the Project would not contribute to any cumulatively-considerable impacts due to long-term erosion.

As discussed under the analysis of Thresholds e. and g., although the Project has the potential to result in a substantial increase in peak flows from the Project site, the bioretention basins proposed at each of the Plot Plan sites are properly sized to attenuate the difference between pre-development runoff and runoff from the site following development (PBLA, 2021a, p. 4; PBLA, 2022a, p. 5; PBLA, 2022b, p. 5; PBLA, 2021b, p. 4). As such, 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. Additionally, the Project site is not subject to flood hazards, and the Project has no potential to impede or redirect flood flows. Accordingly, impacts would be less than significant on a cumulatively-considerable basis.

The Project site is not subject to inundation due to floods, tsunamis, or seiches, and the Project site would therefore not be subject to inundation that could result in the release of pollutants. Cumulatively-considerable impacts would not occur.

4.10.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Thresholds a., b., and i.: Less-than-Significant Impact. The Project would be served potable water by the EMWD, and does not include any proposed groundwater wells on site; thus, Project impacts to groundwater supplies would be less than significant. Additionally, the total amount of runoff from the site would not change with Project development, and as such Project-related runoff would be conveyed to downstream facilities where groundwater recharge would continue to occur. Additionally, water quality impacts during construction, including potential impacts due to a conflict with the Basin Plan and the West San Jacinto GMP, would be less than significant. In addition, with implementation of the proposed Project, all runoff generated on site would be appropriately treated by the Project's bioretention basins prior to ultimate discharge from the site and the Project would not adversely affect surface water or groundwater quality. Accordingly, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality; would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge; and would not conflict with the Santa Ana Region Basin Plan or the San Jacinto GMP. Impacts would be less than significant.

Thresholds c. and f.: Less-than-Significant Impact. Grading proposed as part of the Project generally would maintain the site's existing drainage patterns, with runoff continuing to flow in a manner similar to existing conditions. In addition, although the Project has the potential to result in a substantial increase in peak flows from the Project site, the bioretention basins proposed at each of the Plot Plan sites are properly sized to attenuate the difference between pre-development runoff and runoff from the site following development. As such, implementation of the proposed Project would not result in an increase in peak runoff from the Project site and therefore would not result in the alteration of any downstream receiving waters. Additionally, because existing drainage facilities downstream are adequately sized to accommodate peak runoff from the Project site and surrounding areas under existing conditions, and because peak runoff from the Project site would not increase with development of the Project site as proposed, the Project would not contribute runoff water which



would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.

Threshold d.: Less-than-Significant Impact. With mandatory adherence to the SWPPP requirements, effects associated with construction-related erosion, siltation, water quality, and flooding on downstream water sources and flood control systems would be maintained at a level below significance. With development of the Project site, large portions of the Project site would consist of impervious surfaces, with areas of pervious surfaces largely confined to landscaped areas. Thus, the potential for erosion hazards on site would be substantially decreased as compared to existing conditions with buildout of the Project site. In addition, as compared to the existing conditions of the Project site, the Project would not result in an increase in peak runoff from the site, and therefore runoff from the Project site would not cause or contribute to any increased erosion hazards downstream. As such, long-term erosion impacts would be less than significant.

Thresholds e. and g.: Less-than-Significant Impact. Although the Project has the potential to result in a substantial increase in peak flows from the Project site, the bioretention basins proposed at each of the Plot Plan sites are properly sized to attenuate the difference between pre-development runoff and runoff from the site following development. As such, 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, and impacts would be less than significant. In addition, the Project site is located within “Zone X (unshaded),” which includes areas determined to be outside the 0.2% annual chance floodplain. Accordingly, the Project has no potential to impede or redirect flood flows, and no impact would occur.

Threshold h.: Less-than-Significant Impact. The Project site is located within “Zone X (unshaded),” which includes areas determined to be outside the 0.2% annual chance floodplain. Accordingly, the Project has no potential result in the release of pollutants due to site inundation, and no impacts would occur. The Project site is located approximately 37 miles from the Pacific Ocean. As such, the Project has no potential to risk the release of pollutants due to inundation by tsunamis, and no impact would occur. Due to the lack of an on-site body of water or other bodies of water within close proximity to the site that have the potential to result in site inundation, the potential for the subject site to be impacted by seiches is considered low. Additionally, according to Figure 5 of the General Plan Safety Element, the Project site is not located within a dam inundation area, thereby further demonstrating that the Project site is not subject to inundation by seiches. As such, impacts due to seiches would be less than significant.

4.10.7 COUNTY REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA’s definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- The Project Applicant is required to comply with the provisions of the Project’s NPDES permit, and the Project’s SWPPP. Compliance with the NPDES permit and the SWPPP would identify and implement an effective combination of erosion control and sediment control measures (i.e., Best



Management Practices) to reduce or eliminate discharge to surface water from storm water and non-stormwater discharges during construction activities.

Mitigation

Impacts to hydrology and water quality would be less than significant; therefore, mitigation measures are not required.



4.11 LAND USE AND PLANNING

This Subsection 4.11 discusses consistency of the proposed Project with applicable land use and planning policies adopted by Riverside County and other governing agencies for the purpose of reducing adverse effects on the physical environment. This subsection also addresses present and future land uses, zoning, and the physical arrangement of uses on the land. Information used to support the analysis in this subsection was also obtained in part from the Riverside County General Plan (Riverside County, 2021a), the Mead Valley Area Plan (MVAP) (Riverside County, 2021b), and the Riverside County GIS database (RCIT, n.d.). Refer to EIR Subsection 7.0, *References*, for a complete list of reference sources.

4.11.1 EXISTING CONDITIONS

A. Existing On-Site and Adjacent Land Uses

1. *On-Site Land Uses*

As previously shown on EIR Figure 2-6, under existing conditions the 70.37-acre Project site is vacant and undeveloped, and is routinely disced for fire abatement purposes (Google Earth, 2021).

The Building 13 site has been undeveloped or agricultural land since at least 1938. The Buildings 14A/B site has been undeveloped or agricultural land since the early-1900s, but was graded and terraced between 1994 and 2002. (SCS Engineers, 2022a, p. 9; SCS Engineers, 2022b, p. 8; SCS Engineers, 2022c, p. 8)

The Building 17 site was undeveloped or agricultural land from the late-1800s. By 1901, a small structure, likely a rural residence, was located on the southwestern portion of the Building 17 site (18240 Seaton Avenue). By 1942, three small structures were present on the southwestern portion of the Building 17 site. Building permits for the installation of manufactured homes on the Building 17 site were issued in the late 1970s. By 1985, four buildings were located on the Building 17 site, in different locations than previous buildings, likely the manufactured homes and detached garage mentioned in building permits. Between 1980 and 1990, Atchley Trucking was listed as the occupant of the site. By 1990, some of the buildings on the Building 17 site were removed, and by 2006 no structures remained on the site. The Building 17 site has been vacant and undeveloped since 2006. (SCS Engineers, 2022d, p. 11)

The Building 18 site was undeveloped or agricultural land from the late-1800s through at least 1901. By 1938, a rural residence was located on the central-eastern portion of the Building 18 site (18131 Harvill Avenue). A detached garage was added in the early-1940s. By 1967, a new residential structure was built immediately north of the rural residence at 18131 Harvill Avenue. In the 1970s, another rural residence was developed on the southeastern portion of the Building 18 site. During the 2000s, outdoor truck parking was present on the northeastern portion of the site. In 2006, all rural residences and garages were demolished at the eastern side of the Building 18 site. The Building 18 site has been vacant and undeveloped since 2009. (SCS Engineers, n.d., p. 11)



2. *Adjacent Land Uses*

Land uses in the immediate vicinity of the Project site were previously illustrated on EIR Figure 2-3 and are described below.

Building 13 (PPT220008)

- North: To the north of the Building 13 site is Perry Street, beyond which is undeveloped and highly disturbed land that is proposed to be developed with Buildings 14A/14B as part of the Project (Google Earth, 2021).
- East: To the east of the Building 13 site is Harvill Avenue, beyond which is an existing warehouse building and undeveloped lands that appear to be routinely disced for fire abatement purposes. The Atchison, Topeka and Santa Fe (AT&SF) railroad tracks occur approximately 0.2-mile east of the Building 13 site, beyond which is Interstate 15 (I-15). (Google Earth, 2021)
- South. To the south of the Building 13 site is a light industrial development that is currently under construction, beyond which is Cajalco Expressway (Google Earth, 2021).
- West: Lands immediately west of the Building 13 site consist of several existing commercial businesses (GreenBee Concrete and White House Sanitation) and a property that appears to be under construction with a warehouse building. Further to the west is Seaton Avenue, beyond which is an existing rural residential neighborhood. (Google Earth, 2021)

Buildings 14A and 14B (PPT220015)

- North: To the north of the Building 14A/14B site is Commerce Center Drive, beyond which are several undeveloped properties that appear to be routinely disced for fire abatement purposes. An existing large warehouse building occurs approximately 780 feet north of the Building 14A/14B site. (Google Earth, 2021)
- East: To the east of the Building 14A/14B site is Harvill Avenue, beyond which is an undeveloped parcel that appears to be routinely disced for fire abatement purposes. The AT&SF railroad tracks occur approximately 0.2-mile east of the Building 14A/14B site, beyond which is I-15. (Google Earth, 2021)
- South. To the south of the Building 14A/14B site is Perry Street, beyond which are undeveloped lands (i.e., the Building 13 site) that appear to be routinely disced for fire abatement purposes and a property on which a warehouse appears to be under construction. To the south of the warehouse that is being constructed are several existing commercial businesses (GreenBee Concrete and White House Sanitation). (Google Earth, 2021)



- a. West: To the west of the Building 14A/14B site is Seaton Avenue, beyond which is a rural residential neighborhood, several warehouse buildings along the north side of Perry Street, and undeveloped lands that appear to be routinely disced for fire abatement purposes. (Google Earth, 2021)

Building 17 (PPT220009)

- North: To the north of the Building 17 site is undeveloped land that appears to be routinely disced for fire abatement purposes, beyond which are a truck trailer parking area, a fueling transfer station for tanker trucks, and an AT&SF rail spur that provides storage for several railroad cars used for the transport of petroleum products. (Google Earth, 2021)
 - East: To the east of the Building 17 site are the AT&SF railroad tracks and I-15, beyond which are lands within the City of Perris that consist of several existing light industrial developments (Google Earth, 2021)
 - South: To the south of the Building 17 site is an existing warehouse building (America's Tire), beyond which are undeveloped lands that appear to be routinely disced for fire abatement purposes (Google Earth, 2021).
- b. West: To the west of the Building 17 site is Harvill Avenue, beyond which are undeveloped lands (including the Building 18 site) that appear to be routinely disced for fire abatement purposes. (Google Earth, 2021)

Building 18 (PPT220003)

- North: To the north of the Building 18 site are an existing residential home and land used for the storage of trucks and equipment. Further to the north is Old Oleander Avenue, beyond which is an existing large warehouse building (CJ Logistics America). (Google Earth, 2021)
- East: To the east of the Building 18 site are undeveloped lands that appear to be routinely disced for fire abatement purposes (including the Building 17 site), as well as a truck trailer parking area, a fueling transfer station for tanker trucks, and an AT&SF rail spur that provides storage for several railroad cars used for the transport of petroleum products. (Google Earth, 2021)
- South: To the south of the Building 18 site are undeveloped lands that appear to be routinely disced for fire abatement purposes, beyond which is an existing rural residential neighborhood (Google Earth, 2021).
- West: To the west of the Building 18 site are undeveloped lands that appear to be routinely disced for fire abatement purposes, beyond which is a parcel that appears to be under construction with warehouse uses and an existing rural residential neighborhood (Google Earth, 2021).



B. Existing On-Site and Surrounding Land Use Designations

The prevailing planning document for the Project site and its surrounding area is the Riverside County General Plan. The Project site is located within the MVAP of the Riverside County General Plan. As previously depicted on EIR Figure 2-4, the County’s General Plan and MVAP designate the 70.37-acre Project site for “Light Industrial (LI)” land uses (RCIT, n.d.). The LI land use designations is intended to accommodate industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. (Riverside County, 2021a, Table LU-4; RCIT, n.d.). In addition, the northern and eastern portions of the Buildings 14A/14B site are located within the boundaries of the Majestic Freeway Business Center Specific Plan (MFBCSP), which designates this portion of the Project site for “Light Industrial” land uses, which is intended to provide for light manufacturing and warehouse/distribution uses that provide employment opportunities for area residents. However, it should be noted that the Riverside County Planning Department has determined that the Buildings 14A/14B Plot Plan is not subject to the requirements of the MFBCSP. (Webb, 2005, p. III-4 and Figure II-4).

EIR Figure 2-4 also depicts General Plan land use designations surrounding the Project site. As shown, under existing conditions, the entire 70.37-acre Project site is surrounded by lands designated by the General Plan for LI land uses, with exception of lands to the northwest and southwest of the Buildings 14A/14B site, which are designated for “Rural Community – Very Low Density Residential (RC-VLDR)” land uses. The RC-VLDR land use designation allows for single-family detached residences on large parcels of 1 to 2 acres, along with limited agricultural and equestrian uses. In addition, lands to the south, east, and north of the Building 13 and Buildings 14A/14B sites, as well as lands to the south and west of the Building 17 and Building 18 sites, are located within the boundaries of the MFBCSP, which designates a majority of these lands for “Light Industrial” land uses. Lands to the south of the Building 13 site are designated by the MFBCSP for “Light Industrial with Community Center Overlay,” which allows for light industrial and commercial land uses. (Riverside County, 2021a, Table LU-4; RCIT, n.d.; Webb, 2005, p. III-4 and Figure II-4)

C. Existing On-Site and Surrounding Zoning Classifications

As previously shown on EIR Figure 2-5, under existing conditions a majority of the Project site is zoned for “Manufacturing – Service Commercial (M-SC)” land uses, while the western ±200 feet of the Buildings 14A/14B site is zoned for “Industrial Park (I-P)” land uses. The M-SC zoning classification allows for most light manufacturing and industrial uses defined under the Standard Industrial Classification Code (SIC) with Plot Plan approval. The I-P zoning classification allows for planned industrial areas with approval of a plot plan. (Riverside County, 2021c; RCIT, n.d.)

As also shown on EIR Figure 2-5, lands surrounding the Building 13 site are zoned for M-SC land uses. Lands to the south, east, and north of the Buildings 14A/14B site also are zoned for M-SC land uses, with exception of lands located within ±200 feet of Seaton Avenue, which are zoned for I-P land uses. Lands to the west of the Buildings 14A/14B site are zoned M-SC. Lands to the northwest of the Buildings 14A/14B site are zoned for “Rural Residential, 0.5-Acre Lot Sizes (R-R-1/2),” which allows for one-family dwellings and limited agricultural uses on minimum 0.5-acre lot sizes. Lands to the southwest of the Buildings 14A and 14B site are zoned for “Light Agriculture, 1-Acre Minimum Lot Sizes (A-1-1),” which allows for one-family dwellings and limited agricultural uses. Lands to the west and south of the Building 17 and Building 18 sites are zoned



M-SC. Lands to the north of the Building 17 site are zoned for “Manufacturing – Heavy (M-H),” which allows for a variety of industrial and manufacturing land uses. Lands to the immediate east of the Building 17 site are zoned for M-SC. Lands to the north of the Building 18 site are zoned for I-P land uses. (Riverside County, 2021c; RCIT, n.d.)

D. Applicable Land Use and Planning Policies

1. Riverside County General Plan

The Riverside County General Plan is a policy document that reflects the Riverside County’s vision for the future. The General Plan was comprehensively revised in 2003 and most recently updated in 2021. The General Plan is organized into nine separate elements, including Land Use, Circulation, Multipurpose Open Space, Safety, Noise, Housing, Air Quality, Healthy Communities, and Administration. Each General Plan Element is instrumental to achieving the County’s long-term development goals. Each element contains a series of policies that guide the course of action the County must take to achieve the County’s vision for future development. (Riverside County, 2021a)

In addition, the General Plan divides the County into 19 Area Plans. The purpose of these Area Plans is to provide more detailed land use and policy direction regarding local issues such as land use, circulation, open space, and other topical areas. The Project site is located within the MVAP of the General Plan (Riverside County, 2021b). The MVAP was most recently updated on September 28, 2021. The following subsection provides a summary of each General Plan Element, while the MVAP is discussed below in subsection 4.11.1.D.2.

Land Use Element

The General Plan Land Use Element functions as a guide to planners, the general public, and decision makers as to the ultimate pattern of development. The Land Use Element 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. These designations are reflected on the General Plan Land Use Map, which categorizes individual parcels of land into five basic categories known as “Foundation Components”: Rural, Rural Community, Community Development, Agriculture, and Open Space. As reflected on the General Plan Land Use Map, the Land Use Element provides for a balanced mixture of land uses, including commercial, office, industrial, agriculture, and open space. For each of the various land use designations, the General Plan provides standards for residential density and non-residential intensity, and provides specific policies intended to ensure that product types, densities, and intensities respond to a multitude of market segments. The Land Use Element governs how land is to be utilized; therefore, many of the issues and policies contained in other plan elements are linked in some degree to this element. The Project site is currently located in the Community Development Foundation Component. The Project site is designated by the General Plan Land Use Plan for LI land uses. (Riverside County, 2021a, p. LU-1)



Circulation Element

The purpose of the Circulation Element is to provide for the movement of goods and people, including pedestrians, bicycles, transit, train, air, and automobile traffic flows within and through the community. Efficient traffic circulation is important to economic viability and the creation and preservation of a quality living environment (Riverside County, 2021a, p. C-1). The Circulation Element designates future road improvements and extensions; addresses non-motorized transportation alternatives; and identifies funding options. The various roadway improvements and extensions contemplated by the Circulation Element are reflected on the General Plan Circulation Plan. The various roadway classifications depicted on the Circulation Plan correspond to specific roadway cross-sections, which provide specific standards for right-of-way (ROW) widths, lane configurations, medians, and landscaping requirements. The Riverside County General Plan and MVAP classify Harvill Avenue as a "Major (118' ROW)" roadway. Seaton Avenue and Markham Street (west of Harvill Avenue) are classified as "Secondary (100' ROW)" roadways. Martin Street, Perry Street, Commerce Center Drive, America's Tire Drive, Peregrine Way, and Oleander Avenue are not classified as General Plan Circulation Element roadways.

The General Plan Circulation Element and MVAP identify numerous planned trails in the Project vicinity. As shown on MVAP Figure 9, Harvill Avenue south of Markham Street, Martin Street along the Building 13 site frontage, and Oleander Avenue along the Building 18 site frontage all are planned for "Community Trails," which are intended to be designed for trail users preferring a soft trail surface, including equestrians, pedestrians, joggers, and mountain, and typically are included within the roadway ROW at widths of up to 14 feet. (Riverside County, 2021b, Figure 9; Riverside County, 2021a, p. C-37).

Multipurpose Open Space Element

The Multipurpose Open Space Element addresses forms of open space in the County, including scenic, habitat, and recreation. This element has the purpose of addressing the protection and preservation of natural resources, agriculture, and open space areas; managing mineral resources; preserving and enhancing cultural resources; and providing recreational opportunities for the residents of Riverside County. The Multipurpose Open Space Element also contains figures that detail the locations of water resources, vegetation communities, parks, forests, recreation areas, mineral resources, and cultural resources within the County. Together with the MSHCP, the Multipurpose Open Space Element seeks to preserve and protect identified open space areas in order to maintain or improve environmental quality. (Riverside County, 2021a, p. OS-1)

Safety Element

The Safety Element has the primary objective of reducing death, injuries, property damage, and economic and social impact of potential hazards within the County. The Safety Element serves to develop a framework by which safety considerations are introduced into the land use planning process; facilitate the identification and mitigation of hazards for new development; strengthen existing codes, project review, and permitting processes; present policies directed at identifying and reducing hazards in existing development; and strengthen earthquake, flood, inundation, and wildland fire preparedness



planning and post-disaster reconstruction policies. Within the Safety Element, policies are presented which pertain to seismic hazards; slope and soil instability; flood and inundation; fire safety; hazardous waste and materials; and disaster preparedness, response, and recovery. The Safety Element was last updated in September 2021 to address California Senate Bill 379, which required the County to include climate adaptation and resiliency strategies in its Safety Element. (Riverside County, 2021a, pp. S-1 - S-2)

Noise Element

The purpose of the Noise Element is to identify sources of noise generation in the County and provide policies to ensure development does not expose people to unacceptable noise levels. The establishment of desirable maximum noise levels and implementation of noise regulations also are included as part of the Noise Element. The Noise Element provides a systematic approach to identifying and managing noise problems in the community; quantifies existing and projected noise levels; addresses excessive noise exposure; and directs community planning for regulation of noise. The Noise Element includes policies, standards, criteria, programs, diagrams, a reference to action items, and maps related to the protection of public health and welfare with respect to noise. (Riverside County, 2021a, p. N-3)

Housing Element

The 2021-2029 Housing Element identifies and establishes County policies intended to fulfill the housing needs of existing and future residents in Riverside County. It establishes policies that guide County decision-making and sets forth an action plan to implement its housing goals. The Housing Element includes a review of previous housing goals, an assessment of the effectiveness of those goals, and an assessment of housing needs. Additionally, the Housing Element includes an inventory of resources and constraints related to meeting housing needs in the County; an analysis of affordable housing developments and programs intended to preserve such housing; community goals for the maintenance, preservation, improvement, and development of housing; and a program which sets forth a five-year schedule of actions that the County is undertaking or intends to undertake in implementing the policies set forth in the Housing Element. (Riverside County, 2021d, p. H-3)

Air Quality Element

The intent 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 potentially affecting air quality. This element works in conjunction with local and regional air quality planning efforts to address ambient air quality standards set forth by the United States (U.S.) Environmental Protection Agency (EPA) and the California Air Resources Board (CARB). The Air Quality Element sets ambient air quality standards for various air pollutants based on State and federal standards. The Element also contains policies regarding sensitive receptors, mobile and stationary pollution sources, energy efficiency and conservation, jobs and housing, and transportation. (Riverside County, 2021a, pp. AQ-3 - AQ-31)



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 aimed at achieving that vision. The 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. This Element addresses overall health; land uses and community design; transportation system (with an emphasis on non-motorized transportation); arts and culture; social capital; complete communities; parks, trails, and open space; access to healthy foods and nutrition; healthcare and mental healthcare; schools, recreational centers, and daycare centers; and environmental health. The County of Riverside incorporated environmental justice policies into the General Plan Healthy Communities Element in September 2021. The environmental justice policies apply to the Environmental Justice Communities identified on Land Use Element Figure LU-4.1. A majority of the Project site, with exception of the northern and eastern portions of the Buildings 14A/14B site, are located within an Environmental Justice Community boundary. (Riverside County, 2021a, pp. HC-1 - HC-12 and Figure LU-4.1)

Administration Element

The Administration Element focuses on the administration of the General Plan, which is the sole responsibility of Riverside County under the authority of the Board of Supervisors. Administration of the General Plan policies includes establishing, maintaining, and applying tools and procedures for interpreting the intent of the General Plan and applying the interpretation to a variety of circumstances. This Element details the vision for Riverside County, General Planning Principles, Countywide Elements and Planning Policies/Area Plan, Appendices of the General Plan, and other administrative topics. (Riverside County, 2021a, pp. AQ-1 - AQ-20)

2. Mead Valley Area Plan (MVAP)

As noted above, the Project site is located within the 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 and conservation within this specific area of Riverside County. The MVAP provides a description of the location, physical characteristic, 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, 2021b)

As shown on MVAP Figure 4, *Mead Valley Area Plan Overlays and Policy Areas*, the Project site is not located within any overlays or policy areas, although as previously mentioned the northern and eastern portions of the Buildings 14A/14B site are located within the boundaries of the MFBCSP. Additionally, the Project site is located within the Airport Influence Area (AIA) for the March Air Reserve Base (MARB), while MVAP Figure 7 shows that the Project site is located within Zone “B” of the “Mt. Palomar Night Time Lighting Policy Area,” indicating that the Project site is subject to the provisions of Riverside County Ordinance No. 655. (Riverside County, 2021b, Figures 4 and 7).



3. *Riverside County Land Use Ordinance*

The Riverside County Land Use Ordinance is intended to implement the Riverside County General Plan’s Land Use Plan. Under existing conditions, a majority of the Project site is zoned for “Manufacturing – Service Commercial (M-SC)” land uses, while the western ±200 feet of the Buildings 14A/14B site is zoned for “Industrial Park (I-P)” land uses. Refer to Subsection 4.11.1.C for a more thorough discussion of the site’s existing zoning classifications.

4. *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)*

Riverside County has adopted a MSHCP, which is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP). The MSHCP promotes conservation of species and their associated habitats in Riverside County through implementation of several HCPs that affect lands within the County. The Western Riverside County MSHCP and the Coachella Valley MSHCP are the two dominant plans that impact the largest portions of the County. These plans coordinate multi-jurisdictional habitat-planning and conservation efforts in the region to promote biological and ecological diversity while accommodating the appropriate construction of new development and infrastructure projects. Riverside County catalogs acquisitions and conservation of lands with respect to the HCPs, and periodically updates the General Plan Land Use maps accordingly. (Riverside County, 2015a, p. 4.2-27)

The Project site is located within the Western Riverside County MSHCP. The Project site is not located within any MSHCP Criteria Cells or Cell Groups, indicating that the Project site is not targeted for conservation under the MSHCP. In addition to conservation criteria within areas designated to be included within the MSHCP Reserve System, the MSHCP also identifies a number of additional survey and conservation requirements that apply to the Project area. Refer to EIR Subsection 4.4, *Biological Resources*, for a more thorough discussion of the MSHCP and the Project site’s relationship thereto.

5. *Stephen’s Kangaroo Rat Habitat Conservation Plan (SKR HCP)*

The Stephens’ Kangaroo Rat Habitat Conservation Plan (SKR HCP) was prepared under the direction of the Riverside County Habitat Conservation Agency (RCHCA) Board of Directors, in consultation with U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW). Riverside County is a member agency of the RCHCA. The 30-year SKR HCP was designed to acquire and permanently conserve, maintain, and fund the conservation, preservation, restoration, and enhancement of Stephens’ kangaroo rat-occupied habitat. The SKR HCP covers approximately 534,000 acres within the member jurisdictions and includes an estimated 30,000 acres of occupied Stephens’ kangaroo rat habitat. The SKR HCP requires members to preserve and manage 15,000 acres of occupied habitat in seven core reserves encompassing over 41,000 acres. (Riverside County, 2015a, p. 4.8-52)

On May 3, 1996, the USFWS issued a permit to the Riverside County Habitat Conservation Agency to incidentally take the federally endangered Stephens’ kangaroo rat (“SKR”; *Dipodomys stephensi*). Similarly, the CDFW issued a California Endangered Species Act Management Authorization for Implementation of the SKR HCP on May 6, 1996. To date, more than \$50 million has been dedicated to the establishment and



management of a system of regional preserves designed to ensure the survival of SKR in the plan area. This effort resulted in the permanent conservation of approximately 50% of the SKR-occupied habitat remaining in the HCP area. Through direct funding and in-kind contributions, SKR habitat in the regional reserve system is managed to ensure its continuing ability to support the species. Core reserves were deemed complete in December of 2003. (Riverside County, 2015a, p. 4.8-52)

Although the Project site is not targeted for conservation as part of the SKR HCP, the Project site is located within the SKR HCP fee area. Thus, the Project Applicant would be required to contribute fee payments pursuant to Riverside County Ordinance No. 663.

6. Southern California Association of Governments (SCAG)

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

As an MPO and public agency, SCAG develops transportation and housing strategies that transcend jurisdictional boundaries that affect the quality of life for southern California as a whole. On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, known as "Connect SoCal". Connect SoCal includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Connect SoCal also provides objectives for meeting emissions reduction targets set forth by the CARB; these objectives were provided in a direct response to Senate Bill 375 (SB 375), which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning (SCAG, 2020). Connect SoCal is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods.

Connect SoCal includes a Technical Appendix titled "Goods Movement" that is applicable to the Project because the Project entails a use that is closely associated with, and relies directly on, the goods movement system (e.g., manufacturing, construction, retail trade, wholesale trade and transportation, and warehousing). In April 2018 SCAG published *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, State highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet (s.f.) of warehouse building space, and



undeveloped land that could accommodate an additional 338 million s.f. of new warehouse building space. These regions attract robust logistics activities, and are a major reason the region is a critical mode in the global supply chain. (SCAG, 2018, p. ES-1)

7. *South Coast Air Quality Management District Air Quality Management Plan (SCAQMD AQMP)*

California Health & Safety Code § 40702 et seq., the California Clean Air Act (CCAA), requires that an Air Quality Management Plan (AQMP) be developed and then updated every three years for air basins with non-attainment status. As discussed in EIR Section 4.3, *Air Quality*, the Project site is located in the South Coast Air Basin (SCAB). The SCAB is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD), the agency charged with bringing air quality in the SCAB into conformity with federal and State air quality standards. Air quality within the SCAB is regulated by the SCAQMD and standards for air quality are documented in the SCAQMD's 2022 AQMP. Although air quality in the SCAB has improved over the past several decades, according to the SCAQMD, the SCAB currently does not meet National Ambient Air Quality Standards (NAAQS) attainment status for ozone (O₃) and particulate matter less than 2.5 microns (PM_{2.5}). The SCAB currently is considered non-attainment under the California Ambient Air Quality Standards (CAAQS) due to levels of ozone (O₃), PM_{2.5}, and particulate matter less than 10 microns (PM₁₀). (SCAQMD, 2017)

The SCAQMD AQMP is a plan for the regional improvement of air quality. Projects such as the proposed Project relate to the air quality planning process through the growth forecasts that were used as inputs into the regional transportation model. If a proposed project is consistent with these growth forecasts, and if all available emissions reduction strategies are implemented as effectively as possible on a project-specific basis, then the project is consistent with the AQMP.

4.11.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations related to land use and planning.

A. Federal Regulations

1. *Clean Water Act*

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the EPA has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an



NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA, 2022e)

2. *Federal Aviation Regulations Part 77*

Federal Regulation Title 14 Part 77 establishes standards and notification requirements for objects affecting navigable airspace. This notification serves as the basis for: (FAA, 2022)

- Evaluating the effect of the construction or alteration on operating procedures;
- Determining the potential hazardous effect of the proposed construction on air navigation;
- Identifying mitigating measures to enhance safe air navigation; and
- Charting of new objects.

Notification allows the Federal Aviation Administration (FAA) to identify potential aeronautical hazards in advance to prevent or minimize the adverse impacts to the safe and efficient use of navigable airspace. Any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA: (FAA, 2022)

- Any construction or alteration exceeding 200 feet above ground level.
- Any construction or alteration:
 - within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 feet.
 - within 10,000 feet of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 feet.
 - within 5,000 feet of a public use heliport which exceeds a 25:1 surface.
- Any highway, railroad, or other traverse way whose prescribed adjusted height would exceed that above noted standards.
- When requested by the FAA.
- Any construction or alteration located on a public use airport or heliport regardless of height or location. (FAA, 2022)

Persons failing to comply with the provisions of FAR Part 77 are subject to Civil Penalty under Section 902 of the Federal Aviation Act of 1958, as amended and pursuant to 49 U.S.C. Section 46301(a). (FAA, 2022)

B. State Regulations

1. Porter-Cologne Water Control Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code § 13000 et seq.), the policy of the State is as follows: (SWRCB, 2014)



- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management. (SWRCB, 2014)

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions. (SWRCB, 2014)

The Porter-Cologne Act also implements many provisions of the Clean Water Act, such as the NPDES permitting program. The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and get updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. (SWRCB, 2014)

2. California Water Code

The California Water Code is the principal state law regulating water quality in California. Water quality provisions must be complied with as contained in numerous code sections including: 1) the Health and Safety Code (HSC) for the protection of ground and surface waters from hazardous waste and other toxic substances; 2) the Fish and Game Code for the prevention of unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life; 3) the Harbors and Navigation Code for the prevention of the unauthorized discharge of waste from vessels into surface waters; and 4) the Food and Agriculture Code for the protection of groundwater which may be used for drinking water supplies. The California Department of Fish and Wildlife (CDFW), through provisions of the Fish & Game Code (§§ 1601



- 1603) is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by CDFW. (CA Legislative Info, n.d.)

Surface water quality is the responsibility of the RWQCB, water supply and wastewater treatment agencies, and city and county governments. The principal means of enforcement by the RWQCB is through the development, adoption, and issuance of water discharge permits. RWQCB basin plans establish water quality objectives that are defined as the limits or levels of water quality constituents or characteristics for the reasonable protection of beneficial uses of water. (CA Legislative Info, n.d.)

3. *California Planning and Zoning Law*

The legal framework in which California cities and counties exercise local planning and land use functions is set forth in the California Planning and Zoning Law, §§ 65000 - 66499.58. Under State of California planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures. (OPR, n.d.)

4. *Subdivision Map Act*

The Subdivision Map Act (“Map Act”) vests in the cities and counties the power to regulate and control the design and improvement of subdivisions within its boundaries. Each city must adopt an ordinance regulating and controlling subdivisions for which the Map Act requires a tentative and final or parcel map. The authority for a city or county to regulate land use, including subdivisions, flows from the general police power. However, the Map Act sets forth certain mandates that must be followed for subdivision processing. A city can impose conditions on the subdivision process when the Map Act is silent, but it cannot regulate contrary to specific provisions contained in the Map Act. (Curtin, Jr. & Merritt, 2002, p. 1) The Map Act's primary goals are:

- To encourage orderly community development by providing for the regulation and control of the design and improvement of the subdivision, with a proper consideration of its relation to adjoining areas;
- To ensure that the areas within the subdivision that are dedicated for public purposes will be properly improved by the subdivider so that they will not become an undue burden on the community; and
- To protect the public and individual transferees from fraud and exploitation. (Curtin, Jr. & Merritt, 2002, p. 1)

The Map Act is applied in conjunction with other state land use laws such as the general plan, specific plans, zoning, CEQA, and the Permit Streamlining Act. The Map Act provides for regulation of land divisions by a city or county and is interpreted and enforced by the city or county. (Curtin, Jr. & Merritt, 2002, p. 2)



5. *Office of Planning and Research (OPR) General Plan Guidelines*

Each city and county in California must prepare a comprehensive, long term general plan to guide its future. To assist local governments in meeting this responsibility, the Governor’s Office of Planning and Research (OPR) is required to adopt and periodically revise guidelines for the preparation and content of local general plans pursuant to Government Code § 65040.2. The General Plan Guidelines are advisory, not mandatory. Nevertheless, it is the state’s only official document explaining California’s legal requirements for general plans. Planners, decision-making bodies, and the public depend upon the General Plan Guidelines for help when preparing local general plans. The courts have periodically referred to the General Plan Guidelines for assistance in determining compliance with planning law. For this reason, the General Plan Guidelines closely adheres to statute and case law. It also relies upon commonly accepted principles of contemporary planning practice. (OPR, 2017b, p. 1)

6. *State Aeronautics Act*

The State Aeronautics Commission Act of 1947 created the Division of Aeronautics (“Division”), and was later amended by statute to read the State Aeronautics Act (Aeronautics Act) in 1961. As a result of this legislation, the Division’s first priorities are those mandated by the Aeronautics Act, then Caltrans guidance, then Division guidance as expressed through its Policy Element. As directed by the Aeronautics Act, the Division is a steward and advocate of aviation in California. To that end, its efforts are focused on activities that “protect the public interest in aeronautics and aeronautical progress.” (§ 21002) (CA Legislative Info, n.d.)

The Aeronautics Act itself is divided into seven chapters, the first five of which have not received significant cleanup legislation since its enabling in 1947. The first chapter begins with general provisions and definitions and explains the Legislature’s intent for a State aviation program. Chapter two explains Caltrans’ role in administering the Division, and explains the role of the California Transportation Commission (CTC). Chapter three includes many of the safety considerations from Federal Aviation Administration (FAA) regulations that help keep airports and the surrounding communities safe and compatible with flight operations. Chapter four deals with airport and heliport permitting, air navigation facilities, noise guidelines, funding, and importantly, the formation and authority of Airport Land Use Commissions (ALUC). Chapter five covers the investigations and hearings on matters covered in the Aeronautics Act. Chapter six introduces airport planning and specifically introduces the intent of the California Aviation Systems Plan (CASP) and how it can be used to support California aviation. Finally, Chapter 7 covers skydiving or sport parachuting operations to ensure they are in compliance with federal safety laws. (CA Legislative Info, n.d.)

7. *Senate Bill 375 (SB 375)*

SB 375 contains five major components. The first is regional GHG emissions targets: California ARB’s Regional Targets Advisory Committee guides the adoption of targets to be met by 2035 for each Metropolitan Planning Organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements. (CA Legislative Info, n.d.)



Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target. (CA Legislative Info, n.d.)

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years. (CA Legislative Info, n.d.)

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they (1) are at least 50% residential, (2) meet density requirements, and (3) are within 0.5-mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences. (CA Legislative Info, n.d.)

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines. (CA Legislative Info, n.d.)

8. SCAG Connect SoCal

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

Connect SoCal, is SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). *Connect SoCal* includes a Technical Appendix titled "Goods Movement" that is applicable to the Project because the Project entails a use that is closely associated with, and relies directly on the goods movement system (e.g., manufacturing, construction, retail trade, wholesale trade and transportation, and warehousing). In April 2018 SCAG published *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, state highways and interstates. Together the



system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet of warehouse building space, and undeveloped land that could accommodate an additional 338 million square feet of new warehouse building space. These regions attract robust logistics activities, and are a major reason the region is a critical mode in the global supply chain. (SCAG, 2018, p. ES-1)

4.11.3 BASIS FOR DETERMINING SIGNIFICANCE

Section XI of Appendix G to the CEQA Guidelines, as updated in December 2018, addresses typical adverse effects on land use and planning, and includes the following threshold questions to evaluate the Project's impacts on land use and planning:

- Would the project physically divide an established community?
- Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, and have been updated to reflect the 2018 updates to Section XI of Appendix G to the CEQA Guidelines (listed above). Accordingly, the proposed Project would have a significant impact on land use and planning if construction and/or operation of the Project would:

- a. *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; or*
- b. *Disrupt or divide the physical arrangement of an established community (including a low-income or minority community).*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist, as modified/updated per the 2018 updates to the CEQA Guidelines, were used to evaluate the significance of the proposed Project's impacts on land use and planning. It should be noted that the Project's consistency with the Western Riverside County MSHCP and the SKR HCP, which are the only habitat conservation plans or natural community conservation plans applicable to the Project site, is evaluated in EIR Subsection 4.4, *Biological Resources*, under the analysis of Threshold a., and the analysis concludes that impacts due to a conflict with the MSHCP and SKR HCP would be less than significant with mitigation. Project consistency with the MSHCP and SKR HCP is not further discussed in this Subsection.



4.11.4 IMPACT ANALYSIS

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

The proposed Project has the potential to conflict with the Riverside County General Plan and MVAP, as well as Connect SoCal. Additionally, the Project's consistency with the SCAQMD AQMP is addressed under EIR Subsection 4.3, *Air Quality*. Similarly, the Project's consistency with the Western Riverside County MSHCP and the SKR HCP are addressed in EIR Subsection 4.4, *Biological Resources*. In addition, the Project's consistency with Riverside County's Climate Action Plan (CAP) is addressed in EIR Subsection 4.8, *Greenhouse Gas Emissions*. As discussed in Subsection 4.3, *Air Quality*, although the Project would conflict with the 2022 SCAQMD AQMP, mitigation measures have been identified to reduce the Project's impacts due to air quality emissions to the maximum feasible extent. In addition, this impact already is disclosed as significant and unavoidable in EIR Subsection 4.3, and there would be no additional impacts due to a conflict with the AQMP beyond what is already evaluated and disclosed in Subsection 4.3. As indicated in EIR Subsections 4.4 and 4.8, 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.

A. Project Consistency with the Riverside County General Plan and MVAP

1. General Plan and MVAP Land Use Consistency

Under existing conditions, the General Plan and MVAP designate the Project site for LI land uses. The five warehouse buildings proposed as part of the Project are fully consistent with the site's existing General Plan and MVAP land use designations. Moreover, impacts associated with the proposed land uses have been evaluated throughout this EIR. Where significant impacts are identified, mitigation measures are identified to reduce impacts to the maximum feasible extent. Accordingly, the proposed Project would not result in a significant environmental impact due to a conflict with any land use plan adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

2. General Plan and MVAP Policy Consistency

As part of its review of the proposed Project, Riverside County evaluated the Project for consistency with applicable General Plan and MVAP policies, and concluded that the Project would be consistent with or otherwise would not conflict with the General Plan or MVAP. Moreover, the Project is fully consistent with the land use designations and requirements of the General Plan and MVAP. Additionally, and because the Project site is located within a designated Environmental Justice Community, Riverside County Planning Department staff reviewed the proposed Project for compliance with the Environmental Justice policies of the General Plan Healthy Communities Element, and determined that with implementation of the mitigation measures identified throughout this EIR, the Project would not conflict with any of the General Plan's policies related to Environmental Justice communities. Thus, the Project would not conflict with any General Plan or MVAP policies that were adopted for the purpose of avoiding or mitigating an environmental effect.



B. Project Consistency with Connect SoCal

As previously noted, SCAG has published a draft 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), referred to as “Connect SoCal.” Connect SoCal seeks to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in Connect SoCal are pertinent to the proposed Project. These goals are meant to provide guidance for considering the proposed Project within the context of regional goals and policies. An analysis of the Project’s consistency with the relevant goals of Connect SoCal is presented below in Table 4.11-1, *Analysis of Consistency with Connect SoCal Goals*. As indicated, the Project would not conflict with any Connect SoCal goals, and no impact would occur.

Table 4.11-1 Analysis of Consistency with Connect SoCal Goals

GOAL	GOAL STATEMENT	PROJECT CONSISTENCY DISCUSSION
1.	Encourage regional economic prosperity and global competitiveness.	<u>Consistent.</u> This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project would support this goal by providing employment-generating land uses (i.e., five warehouse buildings) in a portion of the County that has a low jobs-to-housing ratio.
2.	Improve mobility, accessibility, reliability, and travel safety for people and goods.	<u>Consistent.</u> EIR Section 4.18, <i>Transportation</i> , evaluates Project-related traffic impacts and specifies mitigation measures to reduce the Project’s impacts to the maximum feasible extent. The Project Applicant would implement local transportation improvements that would improve mobility, accessibility, reliability, and travel safety for people and goods in the local area.
3.	Enhance the preservation, security, and resilience of the regional transportation system.	<u>Consistent.</u> This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. As disclosed in EIR Section 4.18, <i>Transportation</i> , there are no components of the proposed Project that would adversely affect the preservation, security, or resilience of the regional transportation system, and the Project Applicant would contribute fees towards regional improvements required in the Project vicinity. Furthermore, the Project would entail roadway and intersection improvements consistent with the County General Plan Circulation Element, MVAP, and the Riverside County Road Standards (Ordinance No. 461).



Table 4.11-1 Analysis of Consistency with Connect SoCal Goals

GOAL	GOAL STATEMENT	PROJECT CONSISTENCY DISCUSSION
4.	Increase person and goods movement and travel choices within the transportation system.	<u>Consistent.</u> This policy would be implemented by the cities and counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would expand facilities for goods movement in the local area, and would construct or contribute fees towards regional transportation improvements. Additionally, the intensity of the proposed Project would facilitate expanded transit service in the local area.
5.	Reduce greenhouse gas emissions and improve air quality.	<u>Consistent.</u> This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive transportation planning efforts. The Project would entail development of a five warehouse buildings in a portion of Riverside County that experiences a relatively low jobs-to-housing ratio; thus, the Project would serve to reduce worker commute times in the local area by providing jobs in close proximity to housing. Additionally, and as discussed in EIR Subsections 4.3, <i>Air Quality</i> , and 4.8, <i>Greenhouse Gas Emissions</i> , the Project would be required to implement mitigation measures to reduce air quality and greenhouse gas emissions to the maximum feasible extent.
6.	Support healthy and equitable communities.	<u>Consistent.</u> An analysis of the Project’s environmental impacts is provided throughout this EIR, and mitigation measures are specified where warranted. Air quality is addressed in EIR Subsection 4.3, <i>Air Quality</i> , which demonstrates that while the Project would result in significant and unavoidable impacts to air quality, mitigation measures have been identified to reduce these impacts to the maximum feasible extent. Additionally, the Project would implement trails and sidewalks along public roadway rights-of-way in a manner that is consistent with Riverside County General Plan. The Project study area is within the service area of the Riverside Transit Authority (RTA), a public transit agency serving various jurisdictions within Riverside County. The Project would not conflict with any existing or planned RTA routes. Additionally, as part of its review of the proposed Project, Riverside County evaluated the Project for consistency with applicable General Plan and MVAP policies, and concluded that the Project would be consistent with or otherwise would not conflict with the General Plan or MVAP, including policies and requirements included in the General Plan’s Healthy Communities Element. Thus, the Project would facilitate the establishment of healthy and equitable communities.
7.	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	<u>Consistent.</u> This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive transportation planning efforts. As indicated in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> , the Project would be conditioned to ensure full compliance with the Riverside County CAP, thereby demonstrating that the Project would assist the County in meeting



Table 4.11-1 Analysis of Consistency with Connect SoCal Goals

GOAL	GOAL STATEMENT	PROJECT CONSISTENCY DISCUSSION
		its greenhouse gas reduction targets. The Project also would be conditioned to construct transportation improvements and/or contribute fees towards improving the regional transportation network.
8.	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<u>Not Applicable.</u> This policy provides guidance to the County to leverage new transportation technologies and data-driven solutions that result in more efficient travel. There are no components of the proposed Project that would preclude the County’s ability to implement this goal.
9.	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<u>Not Applicable.</u> This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive transportation planning efforts. The Project does not include any residential uses, and therefore has no potential to conflict with this goal.
10.	Promote conservation of natural and agricultural lands and restoration of habitats.	<u>No conflict identified.</u> As indicated in EIR Subsection 4.4, <i>Biological Resources</i> , the Project site is not targeted for conservation pursuant to the MSHCP, and with the implementation of mitigation measures the Project would be fully consistent with the requirements of the MSHCP. Additionally, as discussed in EIR Subsection 4.2, <i>Agriculture and Forestry Resources</i> , although the Project would result in the conversion of 70.37 acres of “Farmland of Local Importance,” lands in the surrounding area already are developed with residential and light industrial land uses, and the Project site is designated by the Riverside County General Plan for future development with urban land uses; thus, the Project site is not suitable for conservation as agricultural land.

(SCAG, 2020d)

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.

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

Under existing conditions, residential uses in the local area largely are confined to areas west of Seaton Avenue, while the Project site is located east of Seaton Avenue. While an existing single-family home occurs immediately to the northeast of the Building 18 site, this residence is not part of any established communities and occurs in an area planned for light industrial development as part of the General Plan and MVAP. Furthermore, as part of the Project, sidewalks and a 10-foot-wide Community Trail would be provided along Harvill Avenue between the southern boundary of the Building 18 site and Oleander Avenue, and along Oleander Avenue between Harvill Avenue and the western boundary of the Building 18 site. Sidewalk



connections also would be accommodated along all public roadways that abut the remaining portions of the Project site. An 8-foot-wide Community Trail also is proposed along Seaton Avenue along the frontage of the Buildings 14A/14B site, while 8- and 10-foot-wide Community Trail segments also are proposed along the frontages of the Building 13 and Buildings 14A/B sites. Because the Project would accommodate non-vehicular access through the Project area and because existing residential communities only occur to the west of Seaton Avenue, the Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community), and impacts would be less than significant.

4.11.5 CUMULATIVE IMPACT ANALYSIS

As indicated under the analysis of Threshold a., the proposed Project would not conflict with any of the policies included in the Riverside County General Plan or MVAP, and would not conflict with Connect SoCal. Other developments within the western Riverside County region similarly would be required to demonstrate compliance with applicable General Plan and Connect SoCal policies. Thus, the Project's impacts due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be less-than-cumulatively considerable.

As indicated under the analysis of Threshold b., the Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community). As such, cumulatively-considerable impacts would not occur.

4.11.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a.: Less-than-Significant Impact. The Project would not conflict with the General Plan, MVAP, Connect SoCal, or any other land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, there are no impacts due to land use incompatibility that have not already been evaluated and mitigated to the maximum feasible extent in relevant sections of this EIR; therefore, Project impacts due to land use incompatibility would be less than significant.

Threshold b.: Less-than-Significant Impact. The Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community), and impacts would be less than significant.

4.11.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Impacts to land use and planning would be less than significant; therefore, mitigation measures are not required.



4.12 MINERAL RESOURCES

This Subsection describes the potential mineral resources that are located on the Project site and in the vicinity and evaluates the potential effects that the Project may have on these resources. The following analysis is based in part on information obtained in the County’s General Plan (Riverside County, 2021a). The analysis in this subsection also is based, in part, on information from geotechnical technical studies prepared by Southern California Geotechnical (SCG). The first report evaluates the Building 13 site (PPT220008), is entitled, “Geotechnical Investigation, Majestic Freeway Business Center Building No. 13,” is dated December 20, 2021, and is included as *Technical Appendix F1* to this EIR (SCG, 2021a). The second report evaluates the Buildings 14A/14B site (PPT220015), is entitled, “Geotechnical Investigation, Majestic Freeway Business Center-Buildings 14A &14B,” is dated January 11, 2022, and is included as *Technical Appendix F2* to this EIR (SCG, 2022). The third report evaluates the Building 17 site (PPT220009), is entitled, “Geotechnical Investigation, Majestic Freeway Business Center Building No. 17,” is dated December 17, 2021, and is included as *Technical Appendix F3* to this EIR (SCG, 2021b). The fourth report evaluates the Building 18 site (PPT220003), is entitled, “Geotechnical Investigation, Majestic Freeway Business Center – Building No. 18,” is dated December 13, 2021, and is included as *Technical Appendix F4* to this EIR (SCG, 2021c). Refer to Section 7.0, *References*, for a complete list of these and other reference sources.

4.12.1 EXISTING CONDITIONS

A. Geology

The property is located in the Peninsular Ranges geomorphic province of California. The Peninsular Ranges province extends from the Los Angeles Basin southeast to Baja California and from the Pacific Ocean eastward to the Coachella Valley and Colorado Desert. The province consists of numerous northwest to southeast-trending mountain ranges and valleys that are geologically controlled by several major active faults. The Project site is located within and near the central part of the Perris block, which is bounded on the northeast by the San Jacinto fault zone, on the north by the Sierra Madre-Cucamonga fault zone, and on the west by the Elsinore Fault zone.

SCG conducted field investigations and a review of previous studies conducted for the Project site. Provided below is a description of the geotechnical conditions for each of the four plot plan sites.

Building 13 Site (PPT220008)

- Younger Alluvium. Native younger alluvium was encountered at the ground surface of most of the boring locations conducted by SCG at the Building 13 site. The younger alluvial soils extend to depths of 3 to 10± feet before exhibiting properties of older alluvium. The alluvium consists of medium dense clayey fine to medium sands, loose silty fine to medium sands, and medium dense silty fine sands to fine sandy silts. Varying quantities of clay were occasionally encountered within the younger alluvium. One of the borings was terminated within the younger alluvium at a depth of 10± feet. (SCG, 2021a, p. 5)
- Older Alluvium. Older alluvium was encountered at the ground surface or beneath the younger alluvium at all boring locations, except for one boring location, extending to depths of 8½ to 17± feet



below existing site grades at the Building 13 site. The older alluvium consists of medium dense to very dense fine to coarse sands, clayey fine to coarse sands, silty fine to coarse sands, and fine to medium sandy silts. Varying quantities of clay and variable levels of cementation were encountered throughout the older alluvial strata. Two of the borings were terminated within the older alluvium at depths of 15 and 10± feet. (SCG, 2021a, pp. 5-6)

- Bedrock. Val Verde Tonalite bedrock was encountered beneath the older alluvium at several boring locations. The bedrock consists of very dense, gray brown fine to coarse grained tonalite. These materials are generally weathered and friable throughout the depths explored at the site. Tonalite bedrock materials extend to at least the maximum depth explored of 25± feet below the existing site grades. (SCG, 2021a, p. 6)

Buildings 14A/14B Site

- Artificial Fill. Artificial fill soils were encountered at the ground surface at several boring locations at the Buildings 14A/14B site, extending to depths of 1½ to 4½± feet below the existing site grades. The artificial fill soils generally consist of medium dense to very dense silty sands. The fill soils possess a disturbed and mottled appearance, resulting in their classification as artificial fill. (SCG, 2022, p. 6)
- Older Alluvium. Older alluvium was encountered at the ground surface or beneath the fill soils, at all of the boring locations conducted at the Buildings 14A/B sites. The older alluvium generally consists of medium dense to very dense silty sands and clayey sands with varying amounts of silt, clay, and bedrock fragments. The older alluvium also possesses calcareous veining and nodules and some of the recovered samples were observed to be weakly to moderately cemented. The older alluvium extends to depths of 5½ to 12± feet at most of the boring locations, with the exception of one boring location which was terminated in older alluvium at a depth of 10± feet. (SCG, 2022, p. 6)
- Bedrock. Val Verde Tonalite bedrock was encountered beneath the older alluvium at all of the boring locations, with the exception of one boring location which was terminated in the older alluvium at a depth of 10± feet. The bedrock consists of medium dense to very dense, gray brown fine to coarse grained tonalite. These materials are generally weathered and friable throughout the depths explored at the site. Tonalite bedrock materials extend to at least the maximum depth explored of 25± feet below the existing site grades. (SCG, 2022, p. 7)

Building 17 Site

- Artificial Fill. Artificial fill soils were encountered at the ground surface at two of the boring locations at the Building 17 site, extending to a depth of 4½± feet below the existing site grades. The fill soils generally consist of medium dense clayey sands. The fill soils possess a disturbed and mottled appearance, resulting in their classification as artificial fill. (SCG, 2021b, p. 5)
- Older Alluvium. Older alluvium was encountered at the ground surface or beneath the artificial fill soils at all boring locations at the Building 17 site, extending to at least the maximum depth explored of 25± feet below the existing site grades. The older alluvium generally consists of medium dense to



dense clayey sands and silty sands, and dense to very dense sands and silty sands to sandy silts. A stratum of stiff sandy clays was encountered at one of the boring locations at a depth of 17 to 22± feet. (SCG, 2021b, p. 5)

Building 18 Site

- Younger Alluvium. Native younger alluvium was encountered at the ground surface at several boring locations at the Building 18 site, extending to depths of 2½ to 15± feet below the existing site grades. One boring location was terminated within the younger alluvium at a depth of 15± feet. The younger alluvium generally consists of loose to medium dense silty sands, clayey sands and sandy silts. The younger alluvium possesses moderate pinhole porosity and is slightly micaceous. (SCG, 2021c, p. 5)
- Older Alluvium. With the exception of one of the boring locations at the Building 18 site, older native alluvial soils were encountered at the ground surface or beneath the younger alluvium at all of the boring locations, extending to depths of 10 to 22± feet below ground surface. The older alluvium generally consists of medium dense to dense silty sands and clayey fine sands, with some zones of hard silty clays, clayey silts and sandy clays. The older alluvium possesses some calcareous nodule and veining, is slightly porous and micaceous. One of the boring locations was terminated within the older alluvium at a depth of 10± feet. (SCG, 2021c, p. 5)
- Bedrock. Val Verde Tonalite bedrock was encountered beneath the older alluvium at several boring locations at the Building 18 site. The bedrock consists of very dense, gray fine to coarse grained tonalite. These materials are generally weathered and friable throughout the depths explored at the site. Tonalite bedrock materials extend to at least the maximum depth explored of 25± feet below the existing site grades. (SCG, 2021c, p. 6)

B. Mineral Resources Potential

The Surface Mining and Reclamation Act of 1975 (SMARA) Public Resources Code (PRC), Sections (§§) 2710-2796 provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. The SMARA requires the State Geologist to classify land according to the presence, absence, or likely occurrence of significant mineral deposits in certain areas of the State subject to urban expansion or land uses incompatible with mining. The State classification system is broken out into four general zones, as shown below in Table 4.12-1, *Mineral Resources Zones*. According to mapping information available from the California Department of Conservation (CDC), the Project site is classified as MRZ-3, which indicates that the Project site occurs in an area of undetermined mineral resource significance (CDC, n.d.). Accordingly, the Project site does not contain any areas of known mineral resources.



Table 4.12-1 Mineral Resources Zones

Zone	Significance
MRZ-1	Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.
MRZ-2a	Areas where the available geologic information indicates that there are significant mineral deposits.
MRZ-2b	Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.
MRZ-3a	Areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined.
MRZ-4	Areas where there is not enough information available to determine the presence or absence of mineral deposits.

(Riverside County, 2021a, pp. OS-37 to OS-38)

4.12.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations related to mineral resources.

A. State Regulations

1. Surface Mining and Reclamation Act of 1975

The SMARA PRC, §§ 2710-2796 provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state’s mineral resources. PRC § 2207 provides annual reporting requirements for all mines in the state, under which the State Mining and Geology Board is also granted authority and obligations. (CDC, n.d.)

SMARA, Chapter 9, Division 2 of the PRC, requires the State Mining and Geology Board to adopt State policy for the reclamation of mined lands and the conservation of mineral resources. These policies are prepared in accordance with the Administrative Procedures Act, (Government Code) and are found in California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1. (CDC, n.d.)

B. Local Regulations

1. Riverside County Ordinance No. 555, Implementing SMARA

This ordinance addresses the importance of mineral extraction to the economic well-being of Riverside County. It regulates all surface mining operations in the unincorporated portions of Riverside County, as authorized by SMARA, to ensure that:

- The production and conservation of minerals is encouraged while considering and balancing values relating to recreation, watershed, wildlife, range and forage, and aesthetic enjoyment. And, at the same time, eliminating or minimizing the residual hazards to public health and safety.



- The adverse effects of surface mining operations are prevented or minimized and that mined lands are reclaimed to a useable condition readily adaptable for alternative land use.
- The reclamation of mined lands is carried out in a way that permits the continued mining of minerals. (Riverside County, 2015a, p. 4.14-14)

4.12.3 BASIS FOR DETERMINING SIGNIFICANCE

Section XII of Appendix G to the State CEQA Guidelines addresses typical adverse effects to mineral resources, and includes the following threshold questions to evaluate the Project's impacts on mineral resources:

- *Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- *Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.*

Significance thresholds as implemented by Riverside County are set forth in Riverside County's Environmental Assessment Checklist form, which are derived from Section XII of Appendix G to the State CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact on mineral resources if construction and/or operation of the Project would:

- Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State;*
- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan;*
- Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine; or*
- Expose people or property to hazards from proposed, existing or abandoned quarries or mines.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist were used to evaluate the significance of the proposed Project's impacts on mineral resources.

4.12.4 IMPACT ANALYSIS

Threshold a: Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?

According to the CDC, the Project site is classified as Mineral Resources Zone (MRZ) 3, which includes "areas where the available geologic information indicates that mineral deposits are likely to exist, however, the



significance of the deposit is undetermined” (CDC, n.d.). Therefore, the Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, with implementation of the proposed Project there would be no impact to known mineral resources.

Threshold b: Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The Project site is not designated as a mineral resource recovery site by the County’s General Plan or the Mead Valley Area Plan (MVAP). Although the eastern and northern portions of the Buildings 14A/14B site are located within the boundaries of the Majestic Freeway Business Center Specific Plan No. 341 (SP No. 341; herein, “MFBCSP”), the MFBCSP designates these portions of the Buildings 14A/14B site for “Light Industrial” land uses, and does not identify any lands within the MFBCSP boundaries as mineral resource recovery sites (Webb, 2005, Figure II-4). No other portion of the Project site is located within the boundaries of an adopted specific plan and there are no other land use plans that identify the Project site as containing mineral resources. Accordingly, the Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and no impact would occur.

Threshold c: Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?

As mapped by the CDC, there are no areas surrounding the Project site that contain known mineral resources. No lands in the Project vicinity are classified or designated by the State as containing mineral resource deposits, and there are no known surface mines in the Project vicinity. (CDC, n.d.) Accordingly, the Project would not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and no impact would occur.

Threshold d: Expose people or property to hazards from proposed, existing, or abandoned quarries or mines?

Historical records indicate that no quarrying or mining activities ever occurred on the Project site, and there is no evidence of any proposed, existing, or abandoned quarries in the surrounding area (SCS Engineers, 2022a; SCS Engineers, 2022b; SCS Engineers, 2022c; SCS Engineers, 2022d; SCS Engineers, 2022e). Accordingly, the Project would not expose people or property to hazards from proposed, existing, or abandoned quarries or mines, and no impact would occur.

4.12.5 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects within the western Riverside County region. This cumulative study area was selected because western Riverside County encompasses large areas that include geologic conditions similar to those that occur on the Project site, and because this study area encompasses a large portion of the local market for the production and consumption of mineral resources.



As mapped by the CDC, the Project site is classified as MRZ-3 and contains no known mineral resource deposits. As such, the Project has no potential to result in cumulatively-considerable impacts due to the loss of availability of a known mineral resource that would be of value to the region or residents of the State. No cumulatively-considerable impacts would occur.

Riverside County's General Plan, the MVAP, and the MFBCSP do not designate the Project site or surrounding areas as a mineral resource recovery site, and there are no other land use plans that identify the site or surrounding areas for containing mineral resources. As such, the Project has no potential to result in cumulatively-considerable impacts due to the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No cumulatively-considerable impacts would occur.

There are no lands in the Project vicinity that include State classified or designated areas for mineral resources, and there are no existing surface mines in the Project vicinity. As such, no cumulatively-considerable impacts to State classified or designated areas or existing surface mines would occur.

There are no known proposed, existing, or abandoned quarries or mines in the Project vicinity. As such, the Project has no potential to expose people or property to hazards from proposed, existing, or abandoned quarries or mines, and no cumulatively-considerable impacts would occur.

4.12.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a.: No Impact. The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, with implementation of the proposed Project there would be no impact to known mineral resources.

Threshold b.: No Impact. The Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and no impact would occur.

Threshold c.: No Impact. The Project would not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and no impact would occur.

Threshold d.: No Impact. The Project would not expose people or property to hazards from proposed, existing, or abandoned quarries or mines, and no impact would occur.

4.12.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

No impact to mineral resources would occur with implementation of the proposed Project; thus, mitigation measures are not required.



4.13 NOISE

The information and analysis in this Subsection 4.13 are based primarily on several Noise Impact Analyses (herein, “NIAs”) prepared by Urban Crossroads, Inc. (herein, “Urban Crossroads”). The first report addresses Plot Plan No. 220008 (Building 13), is entitled, “Majestic Freeway Business Center (Building 13) (PPT220008) Noise and Vibration Analysis” (herein, “Building 13 NIA”), is dated May 3, 2023, and is included as EIR *Technical Appendix J1* (Urban Crossroads, 2023u). The second report addresses Plot Plan No. 220015, is entitled, “Majestic Freeway Business Center (Building 14A/14B) (PPT220015) Noise and Vibration Analysis” (herein, “Buildings 14A/14B NIA”), is dated May 3, 2023, and is included as EIR *Technical Appendix J2* (Urban Crossroads, 2023v). The third report addresses Plot Plan No. 220009, is entitled, “Majestic Freeway Business Center (Building 17) (PPT220009) Noise and Vibration Analysis” (herein, “Building 17 NIA”), is dated May 3, 2023, and is included as EIR *Technical Appendix J3* (Urban Crossroads, 2023w). The fourth report addresses Plot Plan No. 220003, is entitled, “Majestic Freeway Business Center (Building 18) (PPT220003) Noise and Vibration Analysis” (herein, “Building 18 NIA”), is dated May 3, 2023, and is included as EIR *Technical Appendix J4* (Urban Crossroads, 2023x). The fifth report addresses buildout of all four of the Project’s Plot Plans, is entitled, “Majestic Freeway Business Center Buildings 13, 14A/14B, 17 & 18 Noise Assessment” (herein, “Overall Project NIA”), is dated December 8, 2022, and is included as EIR *Technical Appendix J5* (Urban Crossroads, 2022a). Refer to Section 7.0, *References*, for a complete list of reference sources used in this analysis.

4.13.1 NOISE FUNDAMENTALS

A. Noise Definitions

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Because the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel (dB) scale. A sound increase of 10 dB indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum (i.e., frequencies that are not audible to the human ear). The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 1,000 feet. (Urban Crossroads, 2023u, pp. 7-8)

B. Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used metric is the equivalent continuous noise level (Leq). The Leq represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Leq values are not measured directly but are calculated from sound pressure levels typically measured in dBA. (Urban Crossroads, 2023u, p. 8)



Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of five (5) decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when noise can become more intrusive. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The County of Riverside relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources. (Urban Crossroads, 2023u, p. 8)

C. Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The way noise reduces with distance depends on the following factors. (Urban Crossroads, 2023u, p. 8)

1. Geometric Spreading

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. (Urban Crossroads, 2023u, p. 8)

2. Ground Absorption Noise

To account for the ground-effect attenuation (absorption) of noise, two types of site conditions are commonly used in noise models: soft site and hard site conditions. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., sites with an absorptive ground surface between the source and the receptor such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source. (Urban Crossroads, 2023u, pp. 8-9)

3. Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects. (Urban Crossroads, 2023u, p. 9)



4. *Shielding*

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Solid objects or barriers are most effective at attenuating noise levels. Effective noise barriers can reduce noise levels by 10 to 15 dBA. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the path of the noise source. (Urban Crossroads, 2023u, p. 9)

D. *Response to Noise*

Approximately 16% of the population has a very low tolerance for noise and will object to any noise not of their own making. Consequently, even in the quietest environment, some complaints will occur. Twenty to thirty percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. Despite this variability in behavior on an individual level, the population as a whole can be expected to exhibit the following responses to changes in noise levels: an increase of 1 dBA cannot be perceived except in carefully controlled laboratory experiments; a change of 3 dBA is considered “barely perceptible”; and changes of 5 dBA are considered “readily perceptible.” (Urban Crossroads, 2023u, p. 10)

E. *Vibration*

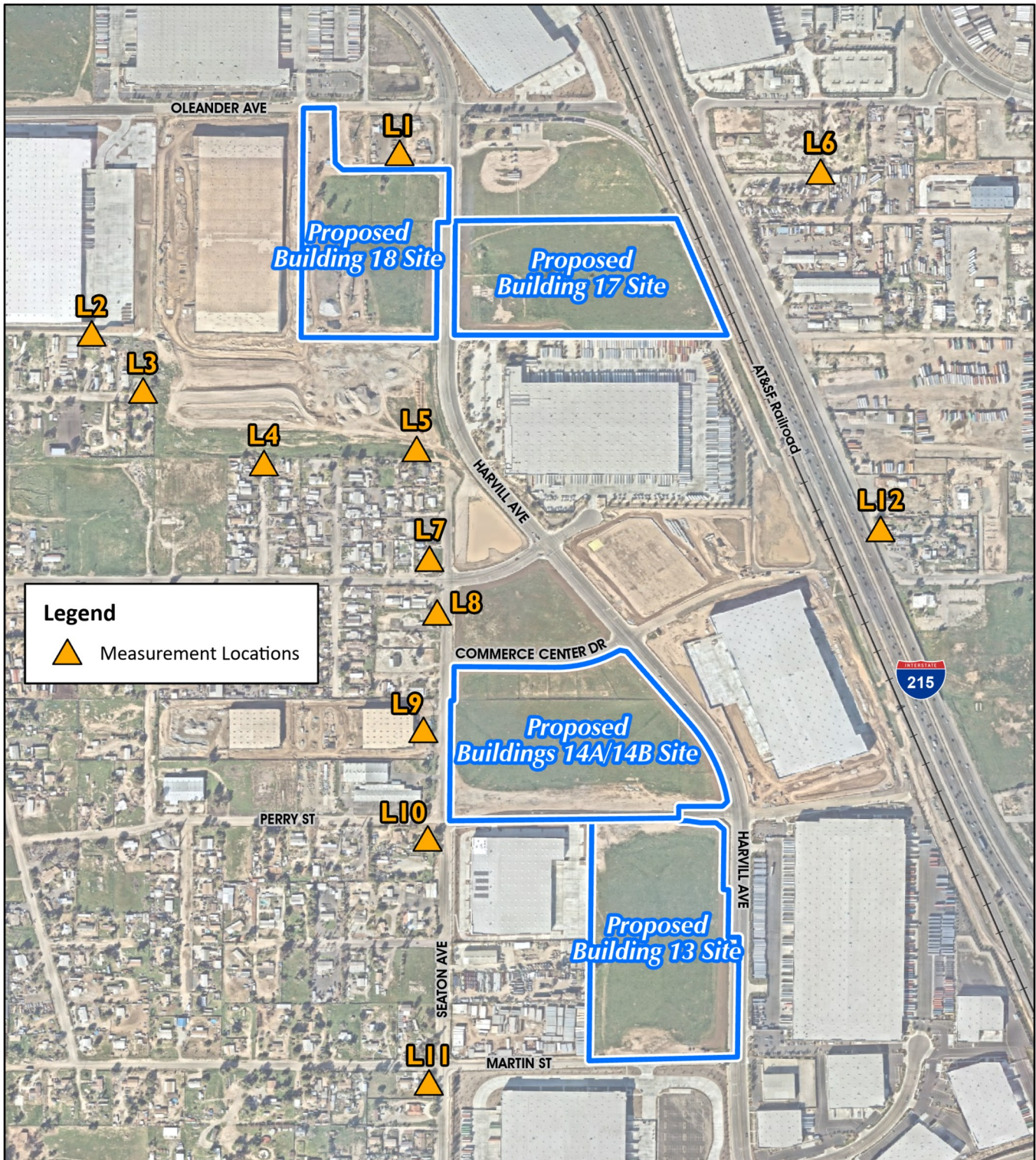
Vibration is the periodic oscillation of a medium or object. Sources of groundborne vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency. Vibration is often described in units of velocity (inches per second) and decibels (dB) and is denoted as VdB. (Urban Crossroads, 2023u, p. 11)

The background vibration-velocity level in residential areas is generally 50 VdB. Groundborne 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. (Urban Crossroads, 2023u, p. 11)

4.13.2 EXISTING CONDITIONS

A. *Existing Study Area Ambient Noise Contours*

Urban Crossroads recorded 24-hour noise level readings at 12 locations near the Project site on August 5th, 2022 and August 16th, 2022. The noise measurement locations are identified in Figure 4.13-1, *Noise Measurement Locations*. (Urban Crossroads, 2023u, p. 25; Urban Crossroads, 2023w, p. 25)



Source(s): ESRI, NearMap Imagery (May 2023), RCTLMA (2022), Urban Crossroads (Dec 2022)

Figure 4.13-1



Noise Measurement Locations



The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the Federal Transit Administration (FTA) recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. Thus, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise levels. (Urban Crossroads, 2023u, pp. 25-26)

The noise measurements shown in Table 4.13-1, *Ambient Noise Level Measurements*, focus on the equivalent or the hourly energy average sound levels (Leq). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 4.13-1 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. Table 4.13-1 provides the equivalent noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 of the Project's Noise Impact Analysis technical studies (*EIR Technical Appendices J1 through J4*) provide summary worksheets of the noise levels for each of the daytime and nighttime hours. (Urban Crossroads, 2023u, p. 26)

B. Sensitive Receiver Locations

To assess the potential for long-term operational and short-term construction noise impacts, sensitive receiver locations, as shown on Figure 4.13-2, *Sensitive Receiver Locations*, were identified as representative locations for analysis. Sensitive receivers 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 schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, outpatient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. (Urban Crossroads, 2023u, p. 39)

To describe the potential off-site Project noise levels, 14 sensitive receiver locations in the vicinity of the Project site were identified to represent the existing noise environment in the area. All distances are measured from the Project site boundary to each receiver. The selection of receiver locations is based on Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by Caltrans and the Federal Transit Administration (FTA). Due to the additional attenuation from distance and the shielding of intervening structures, other sensitive land uses in the Project study area that are located at greater distances



Table 4.13-1 Ambient Noise Level Measurements

Location	Description	Energy Average Noise Level (dBA Leq)		CNEL
		Daytime	Nighttime	
L1	Located northwest of the Building 17 site and north of the Building 18 site near the existing residence at 22980 Peregrine Way.	57.2	55.8	62.8
L2	Located southwest of the Building 18 site placed near the residence at 22710 Redwood Drive.	60.0	49.4	59.9
L3	Located southwest of the Building 18 site placed near the residence at 22721 Redwood Drive.	50.2	45.2	53.7
L4	Located southwest of the Building 18 site near the residence at 18412 Donna Lane.	58.6	50.6	59.6
L5	Located south of the Building 18 site near the residence at 18391 Seaton Avenue.	59.6	56.7	63.9
L6	Located east of the Project site near the residence at 18100 California Avenue.	55.9	52.7	60.2
L7	Located northwest of the Buildings 14A/14B site near residence at 22990 Markham St.	66.2	62.7	70.2
L8	Located northwest of the Buildings 14A/14B site east of 22971 Markham St. residence.	59.5	56.1	63.4
L9	Located west of the Buildings 14A/14B site in the vacant lot north of the Painted Rhino.	66.4	53.3	65.5
L10	Located near the southwest corner of the Buildings 14A/14B site near the residence at 22985 Martin St.	61.8	53.4	62.6
L11	Located southwest of the Building 13 site and south of the Buildings 14A/14B site near the residence at 18875 Seaton Ave.	61.5	60.6	67.4
L12	Located northeast of the Buildings 14A/14B site across the I-215 Freeway near the residence at 4439 Wade Ave.	75.8	75.5	82.3

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
(Urban Crossroads, 2023u, Table 5-1; Urban Crossroads, 2023w, Table 5-1)

than those identified in these 14 locations would experience lower noise levels than those presented. As previously noted, both Caltrans and the FTA recognize that it is not reasonable to fully represent noise levels at every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. Thus, it is not necessary to estimate noise levels at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. (Urban Crossroads, 2023u, pp. 39-41; Urban Crossroads, 2023w, pp. 39-41)

R1: Location R1 represents existing noise sensitive residence at 22980 Peregrine Way, approximately 76 feet north of the Building 18 site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment. (Urban Crossroads, 2023w, p. 39)



Source(s): ESRI, NearMap Imagery (May 2023), RCTLMA (2022), Urban Crossroads (Dec 2022)

Figure 4.13-2



Sensitive Receiver Locations



R2: Location R2 represents the existing noise sensitive residence at 22710 Redwood Drive, approximately 999 feet west of the Building 18 site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment. (Urban Crossroads, 2023w, p. 39)

R3: Location R3 represents the existing noise sensitive residence at 22721 Redwood Drive, approximately 801 feet southwest of the Building 18 site. Since there are no private outdoor living areas (backyards) 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. (Urban Crossroads, 2023w, p. 39)

R4: Location R4 represents the existing noise sensitive residence at 18412 Donna Lane, approximately 675 feet southwest of the Building 18 site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R4 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment. (Urban Crossroads, 2023w, p. 39)

R5: Location R5 represents the existing noise sensitive residence at 22948 Markham Street, approximately 741 feet south of the Building 18 site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R5 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment. (Urban Crossroads, 2023w, p. 41)

R6: Location R6 represents the existing noise sensitive residence at 18412 Donna Lane, approximately 700 feet south of the Building 18 site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R6 is placed at the building façade. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment. (Urban Crossroads, 2023w, p. 41)

R7: Location R7 represents the existing noise sensitive residence at 18100 California Avenue, approximately 613 feet east of the Building 17 site (on the east side of I-215). Since there are no private outdoor living areas (backyards) facing the Project site, receiver R7 is placed at the building façade. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment. (Urban Crossroads, 2023w, p. 41)

R8: Location R8 represents existing noise sensitive residence at 22990 Markham Street, approximately 580 feet north of the Buildings 14A/14B site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R8 is placed at the building façade. A 24-hour noise measurement was taken near this location, L7, to describe the existing ambient noise environment. (Urban Crossroads, 2023u, p. 39)



R9: Location R9 represents the existing noise sensitive residence at 22971 Markham Street, approximately 376 feet northwest of the Buildings 14A/14B site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R9 is placed at the building façade. A 24-hour noise measurement was taken near this location, L8, to describe the existing ambient noise environment. (Urban Crossroads, 2023u, p. 39)

R10: Location R10 represents the existing noise sensitive residence at 18605 Seaton Avenue, approximately 132 feet west of the Buildings 14A/14B site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R10 is placed at the building façade. A 24-hour noise measurement was taken near this location, L9, to describe the existing ambient noise environment. (Urban Crossroads, 2023u, p. 39)

R11: Location R11 represents the existing noise sensitive residence at 18875 Seaton Avenue, approximately 168 feet southwest of the Buildings 14A/14B site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R11 is placed at the building façade. A 24-hour noise measurement was taken near this location, L10, to describe the existing ambient noise environment. (Urban Crossroads, 2023u, p. 39)

R12: Location R12 represents the existing noise sensitive residence at 22970 Cougar Street, approximately 646 feet southwest of the Buildings 14A/14B site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R12 is placed at the building façade. A 24-hour noise measurement was taken near this location, L10, to describe the existing ambient noise environment. (Urban Crossroads, 2023u, p. 41)

R13: Location R13 represents the existing noise sensitive residence at 22985 Martin Street, approximately 733 feet southwest of the Building 13 site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R13 is placed at the building façade. A 24-hour noise measurement was taken near this location, L11, to describe the existing ambient noise environment. (Urban Crossroads, 2023u, p. 41)

R14: Location R14 represents the Iglesia Cristiana Templo Clavrio at 1275 W Markham Street, approximately 1,206 feet northeast of the Buildings 14A/14B site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R14 is placed at the building façade. A 24-hour noise measurement was taken near this location, L12, to describe the existing ambient noise environment. (Urban Crossroads, 2023u, p. 41)

C. Existing Airports

The closest airport to the Project site is the March Air Reserve Base/Inland Port (MARB), with the nearest runway located approximately 0.75-mile northeast of the Building 17 site. According to the MARB Airport Land Use Compatibility Plan (ALUCP), the Project site is located within Compatibility Zone C2. According to the Compatibility Zone Factors of the ALUCP, properties located within Compatibility Zone C2 and that



are within five miles of the MARB (including the Project site) are located outside of the 60 dBA CNEL noise contour for the MARB, but are regularly subject to overflights. (ALUC, 2014, Table MA-1 and Map MA-1)

4.13.3 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, state, and local environmental laws and related regulations related to noise

A. Federal Regulations

1. **Noise Control Act of 1972**

The Noise Control Act of 1972 establishes a national policy to promote an environment for all Americans free from noise that jeopardizes their health and welfare. The Act also serves to (1) establish a means for effective coordination of Federal research and activities in noise control; (2) authorize the establishment of Federal noise emission standards for products distributed in commerce; and (3) provide information to the public respecting the noise emission and noise reduction characteristics of such products. (EPA, 2020i)

While primary responsibility for control of noise rests with State and local governments, Federal action is essential to deal with major noise sources in commerce, control of which require national uniformity of treatment. The Environmental Protection Agency (EPA) is directed by Congress to coordinate the programs of all Federal agencies relating to noise research and noise control. (EPA, 2020i)

2. **Federal Transit Administration**

The Federal Transit Administration (FTA) has published a Noise and Vibration Impact Assessment (NVIA), which provides guidance for preparing and reviewing the noise and vibration sections of environmental documents. In the interest of promoting quality and uniformity in assessments, the manual is used by project sponsors and consultants in performing noise and vibration analyses for inclusion in environmental documents. The manual sets forth the methods and procedures for determining the level of noise and vibration impact resulting from most federally-funded transit projects and for determining what can be done to mitigate such impact. (FTA, 2006, p. 1-1)

The NVIA also establishes criteria for acceptable ground-borne vibration, which are expressed in terms of root mean square (rms) velocity levels in decibels and the criteria for acceptable ground-borne noise are expressed in terms of A-weighted sound levels. As shown in Table 4.13-2, *Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment*, the FTA identifies three categories of land uses and provides Ground-Based Vibration (GBV) and Ground-Based Noise (GBN) criteria for each category of land use. (FTA, 2006, pp. 8-3 and 8-4)

3. **Federal Aviation Administration**

The Federal Aviation Administration (FAA) regulates the maximum noise level that an individual civil aircraft can emit through requiring aircraft to meet certain noise certification standards. These standards designate



Table 4.13-2 Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch /sec)			GBN Impact Levels (dB re 20 micro Pascals)		
	Frequent Events ¹	Occasional Events ²	Infrequent Events ³	Frequent Events ¹	Occasional Events ²	Infrequent Events ³
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB ⁴	65 VdB ⁴	65 VdB ⁴	N/A ⁴	N/A ⁴	N/A ⁴
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Notes:

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
5. Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

(FTA, 2006, Table 8-1)

changes in maximum noise level requirements by "stage" designation. The standard requires that the aircraft meet or fall below designated noise levels. For civil jet aircraft, there are four stages identified, with Stage 1 being the loudest and Stage 4 being the quietest. For helicopters, two different stages exist, Stage 1 and Stage 2. As with civil jet aircraft, Stage 2 is quieter than Stage 1. In addition, the FAA is currently working to adopt the latest international standards for helicopters, which will be called Stage 3 and will be quieter than Stage 2. (FAA, 2020b)

The FAA has undertaken a phase out of older, noisier civil aircraft, resulting in some stages of aircraft no longer being in the fleet. Currently within the contiguous US, civil jet aircraft over 75,000 pounds maximum take-off weight must meet Stage 3 and Stage 4 to fly. In addition, aircraft at or under 75,000 pounds maximum take-off weight must meet Stage 2, 3, or 4 to operate within the U.S. In addition, by December 31, 2015, all civil jet aircraft, regardless of weight must meet Stage 3 or Stage 4 to fly within the contiguous U.S. Both Stage 1 and Stage 2 helicopters are allowed to fly within the U.S. (FAA, 2020b)

The U.S. noise standards are defined in the Code of Federal Regulations (CFR) Title 14 Part 36 – *Noise Standards: Aircraft Type and Airworthiness Certification* (14 CFR Part 36). The FAA publishes certificated



noise levels in the advisory circular, *Noise Levels for U.S Certificated and Foreign Aircraft*. This advisory circular provides noise level data for aircraft certificated under 14 CFR Part 36 and categorizes aircraft into their appropriate "stages." Any aircraft that is certified for airworthiness in the U.S. needs to also comply with noise standard requirements to receive a noise certification. The purpose of the noise certification process is to ensure that the latest available safe and airworthy noise reduction technology is incorporated into aircraft design and enables the noise reductions offered by those technologies to be reflected in reductions of noise experienced by communities. As noise reduction technology matures, the FAA works with the international community to determine if a new stringent noise standard is needed. If so, the international community through the International Civil Aviation Organization (ICAO) embarks on a comprehensive analysis to determine what that new standard will be. (FAA, 2016)

The current FAA noise standards applicable to new type certifications of jet and large turboprop aircraft is Stage 4. It is equivalent to the ICAO Annex 16, Volume 1 Chapter 4 standards. Recently, the international community has established and approved a more stringent standard within the ICAO Annex 16, Volume 1 Chapter 14, which became effective July 14, 2014. The FAA adopted this standard and promulgated the rule for Stage 5 effective for new type certificates after December 31, 2017 and December 31, 2020, depending on the weight of the aircraft. The Final Rule for Stage 5 was published in the Federal Register on October 4, 2017. (FAA, 2016)

For helicopters, the FAA has noise standards for a Stage 3 helicopter that became effective on May 5, 2014. These more stringent standards apply to new type helicopters and are consistent with ICAO Annex 16, Volume 1 Chapter 8 and Chapter 11. (FAA, 2016)

The FAA Modernization and Reform Act of 2012, in Section 513, had a prohibition on operating certain aircraft weighing 75,000 pounds or less not complying with Stage 3 noise levels, and on July 2, 2013, the FAA published a Final Rule in the Federal Register for the *Adoption of Statutory Prohibition the Operation of Jets Weighing 75,000 Pounds or Less That Are Not Stage 3 Noise Compliant*. In 1990, Congress passed the Aviation Noise and Capacity Act, which required that by the year 2000 all jet and large turboprop aircraft at civilian airports be Stage 3. (FAA, 2016)

4. Federal Highway Administration

The Federal Highway Administration (FHWA) is the agency responsible for administering the Federal-aid highway program in accordance with Federal statutes and regulations. The FHWA developed the noise regulations as required by the Federal-Aid Highway Act of 1970 (Public Law 91-605, 84 Stat. 1713). The regulation, 23 CFR 772 *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, applies to highway construction projects where a State department of transportation has requested Federal funding for participation in the project. The regulation requires the highway agency to investigate traffic noise impacts in areas adjacent to federally-aided highways for proposed construction of a highway on a new location or the reconstruction of an existing highway to either significantly change the horizontal or vertical alignment or increase the number of through-traffic lanes. If the highway agency identifies impacts, it must consider abatement. The highway agency must incorporate all feasible and reasonable noise abatement into the project design. (FHWA, 2017)



The FHWA regulations for mitigation of highway traffic noise in the planning and design of federally aided highways are contained in Title 23 of the United States Code of Federal Regulations Part 772. The regulations require the following during the planning and design of a highway project:

- Identification of traffic noise impacts;
- Examination of potential mitigation measures;
- The incorporation of reasonable and feasible noise mitigation measures into the highway project; and
- Coordination with local officials to provide helpful information on compatible land use planning and control. (FHWA, 2017)

The regulations contain noise abatement criteria, which represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require meeting the abatement criteria in every instance. Rather, they require highway agencies make every reasonable and feasible effort to provide noise mitigation when the criteria are approached or exceeded. Compliance with the noise regulations is a prerequisite for the granting of Federal-aid highway funds for construction or reconstruction of a highway. (FHWA, 2017)

5. Construction-Related Hearing Conservation

The Occupational Safety and Health Administration (OSHA) hearing conservation program is designed to protect workers with significant occupational noise exposures from hearing impairment even if they are subject to such noise exposures over their entire working lifetimes. Standard 29 CFR, Part 1910 indicates the noise levels under which a hearing conservation program is required to be provided to workers exposed to high noise levels. (OSHA, 2002) This analysis does not evaluate the noise exposure of construction workers within the Project site based on CEQA requirements, and instead, evaluates the Project-related construction noise levels at the nearby sensitive receiver locations in the Project study area. Further, periodic exposure to high noise levels in short duration, such as Project construction, is typically considered an annoyance and not impactful to human health. It would take several years of exposure to high noise levels to result in hearing impairment.

B. State Regulations

1. Building Standards Code

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Standards Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are developed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans for noise-sensitive land uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL. (BSC, n.d.)



2. California Noise Insulation Standards

The California Noise Insulation Standards (CCR Title 25 Section 1092) establish uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings. Specifically, Title 25 specifies that interior noise levels attributable to exterior sources shall not exceed 45 dBA Ldn/CNEL (i.e., the same levels that the EPA recommends for residential interiors) in any habitable room of a new dwelling. An acoustical study must be prepared for proposed multiple unit residential and hotel/motel structures where outdoor Ldn/CNEL is 60 dBA or greater. The study must demonstrate that the design of the building would reduce interior noise to 45 dBA Ldn/CNEL or lower. Because noise levels can increase over time in developing areas, Title 25 also specifies that dwellings are to be designed so that interior noise levels will meet this standard for at least ten years from the time of building permit application.

3. OPR General Plan Guidelines

Though not adopted by law, the 2017 California General Plan Guidelines, published by the California Governor’s Office of Planning and Research (OPR), provides guidance for local agencies in preparing or updating General Plans. The Guidelines provide direction on the required Noise Element portion of the General Plans. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. Local governments must “analyze and quantify” noise levels and the extent of noise exposure through actual measurement or the use of noise modeling. Technical data relating to mobile and point sources must be collected and synthesized into a set of noise control policies and programs that “minimizes the exposure of community residents to excessive noise.” Noise level contours must be mapped and the conclusions of the element used as a basis for land use decisions. The element must include implementation measures and possible solutions to existing and foreseeable noise problems. Furthermore, the policies and standards must be sufficient to serve as a guideline for compliance with sound transmission control requirements. The noise element directly correlates to the Land Use, Circulation, and Housing Elements. The Noise Element must be used to guide decisions concerning land use and the location of new roads and transit facilities since these are common sources of excessive noise levels. The noise levels from existing land uses, including mining, agricultural, and industrial activities, must be closely analyzed to ensure compatibility, especially where residential and other sensitive receptors have encroached into areas previously occupied by these uses. (OPR, 2017a, pp. 131-132)

C. Local Regulations

1. Riverside County General Plan

The Riverside County General Plan Noise Element was adopted to control and abate environmental noise, and to protect the citizens of Riverside County from excessive exposure to noise. The Noise Element specifies the maximum allowable exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies several polices to minimize the impacts of excessive noise levels throughout the community and establishes noise level requirements for all land uses. To protect Riverside County residents from excessive noise, the Noise Element contains the following policies related to the Project:



- 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.*
- N 1.2 Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as transportation corridors or within the projected noise contours of any adjacent airports.*
- 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*
- N 1.4 Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys.*
- 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.*
- N 1.7 Require proposed land uses, affected by unacceptably high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem.*
- N 2.3 Mitigate exterior and interior noises to the levels listed in Table N-2 [Table 4.13-3 below] below to the extent feasible, for stationary sources:*

Table 4.13-3 Stationary Source Land Use Noise Standards (Residential)

Time	Interior Standards	Exterior Standards
10:00 p.m. to 7:00 a.m.	40 L _{eq} (10 minute)	45 L _{eq} (10 minute)
7:00 a.m. to 10:00 p.m.	55 L _{eq} (10 minute)	65 L _{eq} (10 minute)

- N 3.3 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.*
- N 4.1 Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels:*



- a. 45 dBA 10-minute Leq between 10:00 p.m. and 7:00 a.m.;*
 - b. 65 dBA 10-minute Leq between 7:00 a.m. and 10:00 p.m.*
- N 4.2 Develop measures to control non-transportation noise impacts.*
- N 4.3 Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed and ensure that the recommended mitigation measures are implemented.*
- N 4.5 Encourage major stationary noise-generating sources throughout Riverside County to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of conditional use permits or business license or prior to the approval and/or issuance of new conditional use permits for said facilities.*
- N 4.8 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.*
- N 6.3 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.*
- N 12.1 Utilize natural barrier such as hills, berms, boulders, and dense vegetation to assist in noise reduction.*
- N 13.1 Minimize the impacts of construction noise on adjacent uses within acceptable standards.*
- 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.*
- 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.**
- N 13.4 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.*
- 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.*



- N 14.3 Incorporate acoustic site planning into the design of new development, particularly large scale, mixed-use, or master planned development, through measures which may include:*
- o Separation of noise sensitive building from noise generating sources.*
 - o Use of natural topography and intervening structures to shield noise sensitive land uses.*
 - o Adequate sound proofing within the receiving structure.*
- N 14.4 Consider and, when necessary, to lower noise to acceptable limits, require noise barriers and landscaped berms.*
- N 14.5 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.*
- N 14.8 Review all development applications for consistency with the standards and policies of the Noise Element of the General Plan.*
- N 16.2 Consider the following land uses sensitive to vibration:*
- o Hospitals*
 - o Residential areas*
 - o Concert halls*
 - o Libraries*
 - o Sensitive research operations*
 - o Schools*
 - o Offices*
- 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.*
- N 19.5 Require new developments that have the potential to generate significant noise impacts to inform impacted users on the effects of these impacts during the environmental review process.*

To ensure noise-sensitive land uses are protected from high levels of noise (N 1.1), Table N-1 of the Noise Element identifies guidelines to evaluate proposed developments based on exterior and interior noise level limits for land uses and requires a noise analysis to determine needed mitigation measures if necessary. The Noise Element identifies residential use as a noise-sensitive land use (N 1.3) and discourages new development in areas with transportation related levels of 65 dBA CNEL or greater existing ambient noise levels. To prevent and mitigate noise impacts for its residents (N 1.5), Riverside County requires noise attenuation measures for sensitive land use exposed to transportation related noise levels higher than 65 dBA CNEL. Policy N 4.1 of the Noise Element sets a stationary-source exterior noise limit to 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. To prevent high levels of construction



noise from impacting noise-sensitive land uses, policies N 13.1 through 13.3 identify construction noise mitigation requirements for new development located near existing noise-sensitive land uses. Policy N 16.3 establishes the vibration perception threshold for rail-related vibration levels, used in this analysis as a threshold for determining potential vibration impacts due to Project construction. (Urban Crossroads, 2023u, pp. 14-15)

Land Use Compatibility Guidelines

The noise criteria identified in the Riverside County General Plan Noise Element (Table N-1) are guidelines to evaluate the land use compatibility of transportation related noise. The compatibility criteria, shown on Table 4.13-4, *Land Use Compatibility for Community Noise Exposure*, provides the County with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels. (Urban Crossroads, 2023u, p. 15)

Table 4.13-4 describes categories of compatibility and not specific noise standards. Residentially-designated land uses in the Project study area are considered normally acceptable with exterior noise levels below 60 dBA CNEL, and conditionally acceptable with exterior noise levels of up to 70 dBA CNEL. For conditionally-acceptable exterior noise levels, approaching 80 dBA CNEL for Project land uses, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. (Urban Crossroads, 2023u, p. 15)

4.13.4 BASIS FOR DETERMINING SIGNIFICANCE

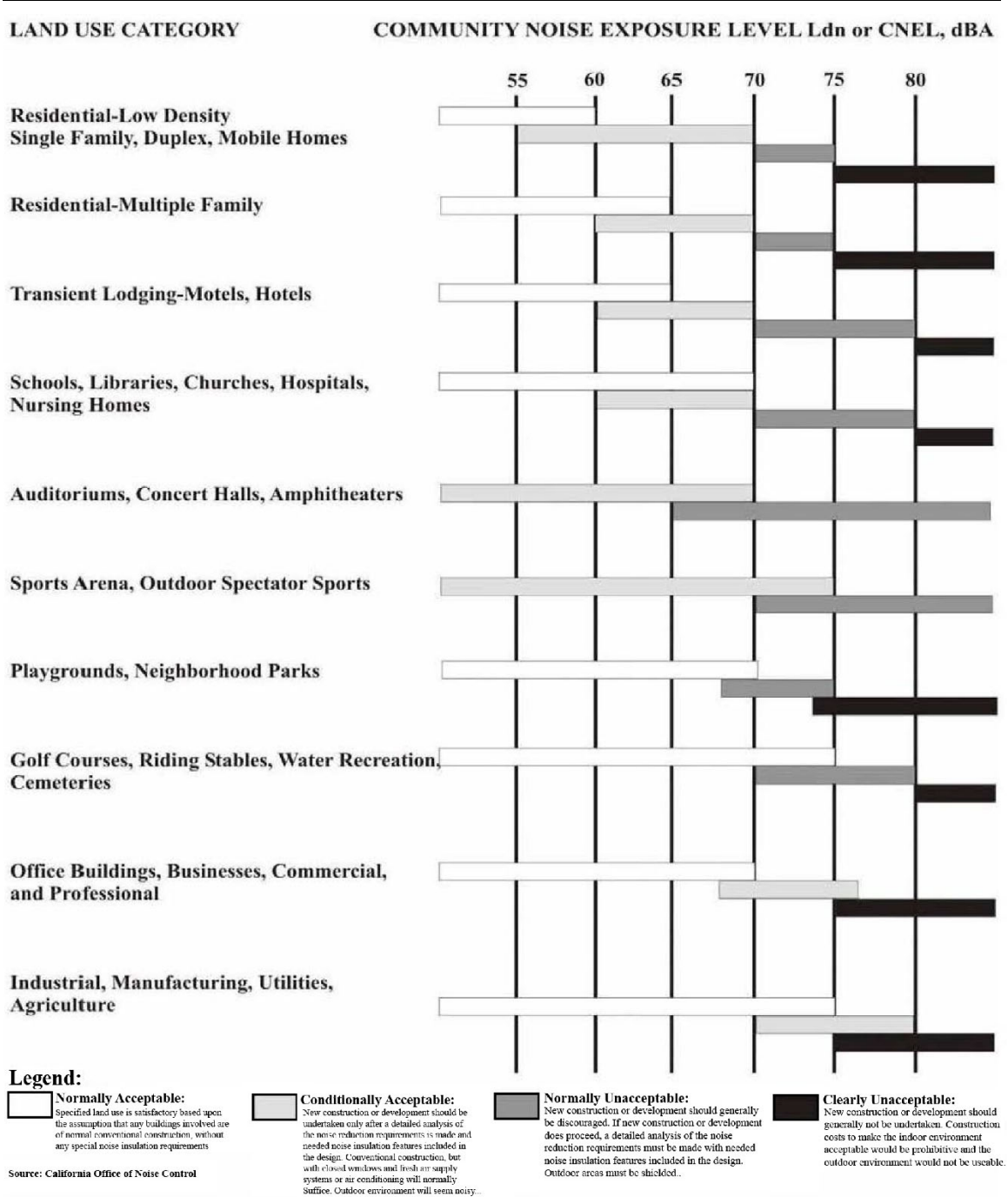
Section XIII of Appendix G to the CEQA Guidelines addresses typical adverse effects to noise, and includes the following threshold questions to evaluate a project's impacts on noise (FTA, 2006):

- Would the project result in the 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?
- Would the project result in the generation of excessive ground-borne vibration or noise levels?
- For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Additionally, the following thresholds are derived from Riverside County's Environmental Assessment Checklist and are used to evaluate the significance of the proposed Project's impacts due to noise. Thus, for purposes of analysis herein, significant impacts to noise would occur if the Project or any Project-related component would:



Table 4.13-4 Land Use Compatibility for Community Noise Exposure



Source: Riverside County General Plan Noise Element, Table N-1.



- a. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels;*
- b. *For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels;*
- c. *Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies; or*
- d. *Generate excessive ground-borne vibration or ground-borne noise levels.*

Table 4.13-5, *Significance Criteria Summary*, shows the significance criteria used to evaluate the Project’s potential impacts due to noise increases. Refer to Section 4 of the Project’s Noise Impact Analyses (EIR *Technical Appendices J1 through J4*) for a discussion of the significance criteria. The methodologies used to determine the significance criteria for noise level and ground borne vibration impacts related to the Project’s construction, long-term on-site operations, and long-term off-site traffic are explained below. (Urban Crossroads, 2023u, p. 23)

Table 4.13-5 Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive ¹	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive ²	If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive	Exterior Noise Level Standards ³	55 dBA L _{eq}	45 dBA L _{eq}
		If ambient is < 60 dBA Leq ¹	≥ 5 dBA L _{eq} Project increase	
		If ambient is 60 - 65 dBA Leq ¹	≥ 3 dBA L _{eq} Project increase	
		If ambient is > 65 dBA Leq ¹	≥ 1.5 dBA L _{eq} Project increase	
Construction	Noise-Sensitive	Noise Level Threshold ⁴	80 dBA L _{eq}	70 dBA L _{eq}
		Vibration Level Threshold ⁵	0.3 PPV (in/sec)	

¹ FICON, 1992.

² County of Riverside General Plan Noise Element, Table N-1.

³ County of Riverside Ordinance No. 847, Section 4.

⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

⁵ Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19

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

(Urban Crossroads, 2023u, Table 4-1)



1. Construction Noise Standards

To control noise impacts associated with the construction of projects, such as the proposed Project, Riverside County has established limits to the hours of operation. Section 2.i of Riverside County Ordinance No. 847 (herein, “Noise Ordinance”) indicates that noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is permissible between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. (Urban Crossroads, 2023u, p. 17)

Neither the County’s General Plan nor Municipal Code 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 the FTA *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts, as discussed below. (Urban Crossroads, 2023u, p. 17)

According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land use with a nighttime exterior construction noise level of 70 dBA Leq. (Urban Crossroads, 2023u, p. 17)

2. Construction Vibration Standards

Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. To analyze vibration impacts originating from the operation and construction of the Project, vibration-generating activities are appropriately evaluated against standards established under the Municipal Code, if such standards exist. However, the County of Riverside does not identify specific construction vibration level limits. Therefore, for analysis purposes, the Caltrans *Transportation and Construction Vibration Guidance Manual*, is used herein to assess potential temporary construction-related impacts at adjacent building locations. The nearest noise-sensitive buildings adjacent to the Project site can best be described as “older residential structures” with a maximum acceptable continuous vibration threshold of 0.3 Peak Particle Velocity (PPV) as measured in inches per second (in/sec). (Urban Crossroads, 2023u, pp. 17-18)

3. Operational Noise Standards

Riverside County has set stationary-source hourly average Leq exterior noise limits to control loading dock activity, trailer parking activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle



movements, and truck movements associated with the development of the proposed Project. 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. (Urban Crossroads, 2023u, p. 15)

Policy N 4.1 of the Riverside County 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 AM to 10:00 PM, and 45 dBA Leq during the noise-sensitive nighttime hours of 10:00 PM to 7:00 AM. (Urban Crossroads, 2023u, p. 15)

Section 4 of Riverside County Ordinance No. 847 (General Sound Level Standards) identifies lower, more restrictive exterior noise level standards, which for the purpose of analysis herein, are used to evaluate potential Project-related operational noise level limits instead of the higher the General Plan exterior noise level standards. Ordinance No. 847 identifies residential 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. Ordinance No. 847 also identifies commercial exterior noise level limits of 65 dBA Leq during the daytime hours and 55 dBA Leq during the noise-sensitive nighttime hours, and public facility exterior noise level limits of 65 dBA Leq during the daytime hours and 45 dBA Leq during the noise-sensitive nighttime hours. (Urban Crossroads, 2023u, pp. 15-16)

Based on consultation with the Riverside County Department of Environmental Health (DEH), Office of Industrial Hygiene (OIH), it is important to recognize that the Ordinance No. 847 noise level standards incorrectly identify maximum noise level (Lmax) standards that should instead reflect the average Leq noise levels. Moreover, Riverside County DEH OIH's April 15, 2015, *Requirements for Determining and Mitigating, Non-Transportation Noise Source Impacts to Residential Properties*, also identifies operational (stationary-source) noise level limits using the Leq metric, consistent with the direction of the Riverside County General Plan guidelines and standards provided in the Noise Element. Therefore, the Project's NIAs (*Technical Appendices J1 through J5*) have been prepared consistent with direction of the Riverside County DEH OIH guidelines and standards using the Municipal Code average Leq noise level metric for stationary-source (operational) noise level evaluation. (Urban Crossroads, 2023u, p. 17)

4. Traffic-Related Noise Standards

The Riverside County General Plan Noise Element, Table N-1, *Land Use Compatibility for Community Noise Exposure*, was used to establish the satisfactory noise levels of significance for non-noise-sensitive land uses in the Project study area. As previously shown on Table 4.13-4, the normally acceptable exterior noise level for noise-sensitive land uses is 65 dBA CNEL, with noise levels exceeding 65 dBA CNEL considered conditionally acceptable. The normally acceptable exterior noise level for non-noise-sensitive land uses is 70 dBA CNEL, and noise levels greater than 70 dBA CNEL are considered conditionally acceptable.

To determine if Project-related traffic noise level increases are significant at off-site uses, separate criteria are used for noise-sensitive and non-noise-sensitive uses. For noise-sensitive land uses, if the ambient noise



environment is quiet (less than 60 dBA) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria may be exceeded. Therefore, for this analysis, if the ambient noise levels are below 60 dBA CNEL, then Project-related noise impacts would be significant if the Project were to increase noise levels by a “readily perceptible” 5 dBA CNEL. If ambient noise levels at nearby sensitive uses are between 60 dBA CNEL and 65 dBA CNEL, then Project-related noise impacts would be significant if the Project were to increase noise levels by a “barely perceptible” 3 dBA CNEL. If ambient noise levels at nearby sensitive uses already exceed 65 dBA CNEL, Project-related noise impacts would be significant if the Project were to increase noise levels by 1.5 dBA CNEL. For non-noise sensitive land uses, a barely perceptible 3 dBA criteria is used. When the without Project noise levels at the non-noise-sensitive land uses are below the normally acceptable 70 dBA CNEL land use compatibility criteria, a barely perceptible 3 dBA or greater noise level increase is considered a significant impact since the noise level criteria already is exceeded. The noise level increases used to determine significant impacts is generally consistent with the FICON noise level increase thresholds, but instead relies on the normally acceptable 65 dBA CNEL exterior noise level criteria for noise-sensitive uses and the normally acceptable 70 dBA CNEL exterior noise level criteria for non-noise-sensitive uses pursuant to Table N-1 of the Riverside County General Plan Noise Element. (Urban Crossroads, 2023u, pp. 21-22)

4.13.5 IMPACT ANALYSIS

Threshold a.: For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

As previously indicated, the nearest airport to the Project site is the MARB, with the nearest runway located approximately 0.7-mile northeast of the Building 17 site. The MARB ALUCP identifies the Project site is within Compatibility Zone C2, which indicates that the Project site is located outside of the 60 dBA CNEL noise contour for the MARB. As previously shown on Table 4.13-4, industrial uses are considered “Normally Acceptable” at noise levels up to 75 dBA CNEL, while industrial uses are considered “Conditionally Acceptable” at noise levels between 70 dBA CNEL and 80 dBA CNEL. Therefore, because the Project would be exposed to airport-related noise levels below 60 dBA CNEL, the Project would not expose people residing or working in the Project area to excessive noise levels, and impacts due to airport-related noise would be less than significant. (Urban Crossroads, 2023w, p. 23)

Threshold b.: For a project located within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?

The nearest private airstrip to the Project site is the Perris Valley Airport, located approximately 5.8 miles southeast of the Building 13 site. Due to the distance between the Project site and the Perris Valley Airport, as well as the limited operations that occur at the Perris Valley Airport, the Project would not expose people residing or working in the area to excessive private airport-related noise. Accordingly, impacts would be less than significant.



Threshold c.: Would the Project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?

Provided below is an analysis of potential noise impacts associated with Project construction activities, on-site operational activities, and off-site traffic.

A. Construction Noise

At this time the Project Applicant has not identified a phasing plan for development of the Project. Thus, the analysis throughout this EIR anticipates that the Project's Plot Plans could be implemented in any order (i.e., with separate construction phases), or all four of the Project's Plot Plans could be developed concurrently. A discussion of construction-related noise impacts for each building site is provided below, followed by an analysis of construction-related noise that would result from construction of the Project's four Plot Plans concurrently. Refer to EIR subsection 3.6.1.B for a discussion of anticipated timelines for construction activities and the construction equipment fleet assumed in the analysis.

Noise generated by the Project's construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages: site preparation, grading, building construction, paving, and architectural coating (Urban Crossroads, 2023u, p. 53). See EIR Section 3.0, *Project Description*, for more detail about the Project's construction characteristics.

1. Construction Reference Noise Levels – Daytime Construction

To describe construction noise activities, the analysis herein relies on reference construction equipment noise levels from the FHWA published the *Roadway Construction Noise Model (RCNM)*, which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. Table 4.13-6, *Construction Reference Noise Levels*, depicts the reference noise levels used to estimate Project construction-related noise from construction equipment. (Urban Crossroads, 2023u, p. 53)

2. Construction Reference Noise Levels – Nighttime Concrete Pouring Activities

Nighttime concrete pouring activities likely would occur as a part of Project building construction activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours and are generally limited to the actual building pad area as shown on Exhibit 10-B of the Project's NIAs (EIR *Technical Appendices J1 through J4*). 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. Any nighttime construction noise activities are evaluated against the FTA nighttime exterior construction noise level threshold of 70 dBA Leq for noise-sensitive residential land use. (Urban Crossroads, 2023u, p. 57)



Table 4.13-6 Construction Reference Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA Leq) ¹	Combined Noise Level (dBA Leq) ²	Combined Sound Power Level (PWL) ³
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		

¹ FHWA Roadway Construction Noise Model (RCNM).

² 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.

³ 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.

(Urban Crossroads, 2023u, Table 10-1)

To estimate the noise levels due to nighttime concrete pour activities, sample reference noise level measurements were taken during a nighttime concrete pour at a construction site. Urban Crossroads collected short-term nighttime concrete pour reference noise level measurements during the noise-sensitive nighttime hours between 1:00 a.m. to 2:00 a.m. at 27334 San Bernardino Avenue in the City of Redlands. The reference noise levels describe the expected concrete pour noise sources that may include concrete mixer truck movements and pouring activities, concrete paving equipment, rear mounted concrete mixer truck backup alarms, engine idling, air brakes, generators, and workers communicating/whistling. (Urban Crossroads, 2023u, p. 57)

To describe the nighttime concrete pour noise levels associated with the construction of the Project, this analysis relies on reference sound pressure level of 67.7 dBA Leq at 50 feet representing a sound power level of 100.3 dBA Lw. While the Project noise levels would depend on the actual duration of activities and specific equipment fleet in use at the time of construction, the reference sound power level of 100.3 dBA Lw is used to describe the expected Project nighttime concrete pour noise activities. (Urban Crossroads, 2023u, p. 57)



3. Building 13 – Construction Noise Analysis

Daytime Construction Noise Analysis – Building 13

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts associated with buildout of Building 13 at the nearby sensitive receiver locations were completed. Consistent with FTA guidance for general construction noise assessment, Table 4.13-6 presents the combined noise levels for the loudest construction equipment, assuming they operate at the same time. As shown on Table 4.13-7, *Daytime Construction Equipment Noise Level Summary (Building 13)*, the construction noise levels associated with Building 13 are expected to range from 40.0 to 60.2 dBA Leq at the nearby receiver locations. Appendix 10.1 to the Building 13 NIA (*Technical Appendix JI*) includes the detailed CadnaA construction noise model inputs. (Urban Crossroads, 2023u, p. 55)

Table 4.13-7 Daytime Construction Equipment Noise Level Summary (Building 13)

Receiver Location ¹	Construction Noise Levels (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ²
R8	51.9	54.9	52.9	54.9	48.9	54.9
R9	52.6	55.6	53.6	55.6	49.6	55.6
R10	54.0	57.0	55.0	57.0	51.0	57.0
R11	43.0	46.0	44.0	46.0	40.0	46.0
R12	56.0	59.0	57.0	59.0	53.0	59.0
R13	57.2	60.2	58.2	60.2	54.2	60.2
R14	44.0	47.0	45.0	47.0	41.0	47.0

- 1 Construction noise source and receiver locations are shown on Exhibit 10-A of the Building 13 NIA (*Technical Appendix JI*).
- 2 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 10.1 to the Building 13 NIA.
(Urban Crossroads, 2023u, Table 10-2)

Daytime Construction Noise Compliance – Building 13

To evaluate whether buildout of the Building 13 site would generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations would not be exposed to noise levels exceeding the reasonable daytime 80 dBA Leq significance threshold during construction activities associated with Building 13, as shown on Table 4.13-8, *Construction Noise Level Compliance (Building 13)*. Therefore, the noise impacts due to construction noise from buildout of the Building 13 site would be less than significant at all receiver locations. (Urban Crossroads, 2023u, p. 56)



Table 4.13-8 Construction Noise Level Compliance (Building 13)

Receiver Location ¹	Construction Noise Levels (dBA Leq)		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R8	54.9	80	No
R9	55.6	80	No
R10	57.0	80	No
R11	46.0	80	No
R12	59.0	80	No
R13	60.2	80	No
R14	47.0	80	No

- 1 Construction noise source and receiver locations are shown on Exhibit 10-A of the Building 13 NIA (EIR *Technical Appendix J1*).
- 2 Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 4.13-7.
- 3 Construction noise level thresholds as shown on Table 4.13-5.
- 4 Do the estimated Project construction noise levels exceed the construction noise level threshold? (Urban Crossroads, 2023u, Table 10-3)

Nighttime Concrete Pour Activities Noise Level Compliance – Building 13

As shown on Table 4.13-9, *Nighttime Concrete Pour Noise Level Compliance (Building 13)*, the noise levels associated with the nighttime concrete pour activities at the Building 13 site are estimated to range from 28.3 to 45.9 dBA Leq. The analysis shows that the unmitigated nighttime concrete pour activities for Building 13 would not exceed the FTA 70 dBA Leq nighttime residential noise level threshold at all the nearest noise sensitive receiver locations. Therefore, the noise impacts due to Project construction nighttime concrete pour noise activity associated with Building 13 would be less than significant at all receiver locations with prior authorization for nighttime work from the County of Riverside. Appendix 10.2 to the Building 13 NIA (EIR *Technical Appendix J1*) includes the CadnaA nighttime concrete pour noise model inputs. (Urban Crossroads, 2023u, p. 57)

4. Buildings 14A/14B – Construction Noise Analysis

Daytime Construction Noise Analysis – Buildings 14A/14B

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Buildings 14A/14B construction noise level impacts at the nearby sensitive receiver locations were completed. Consistent with FTA guidance for general construction noise assessment, Table 4.13-10, *Daytime Construction Equipment Noise Level Summary (Buildings 14A/14B)*, presents the combined noise levels for the loudest construction equipment, assuming they operate at the same time. As shown on Table 4.13-10, the construction noise levels are expected to range from 40.5 to 71.1 dBA Leq at the nearby receiver locations. Appendix 10.1 to the Buildings 14A/14B NIA (EIR *Technical Appendix J2*) includes the detailed CadnaA construction noise model inputs. (Urban Crossroads, 2023v, p. 55)



Table 4.13-9 Nighttime Concrete Pour Noise Level Compliance (Building 13)

Receiver Location ¹	Concrete Pour Construction Noise Levels (dBA L _{eq})		
	Exterior Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R8	39.9	70	No
R9	40.6	70	No
R10	40.4	70	No
R11	28.3	70	No
R12	45.0	70	No
R13	45.9	70	No
R14	32.6	70	No

- 1 Construction noise source and receiver locations are shown on Exhibit 10-A of the Building 13 NIA (EIR *Technical Appendix J1*).
- 2 Nighttime Concrete Pour noise model inputs are included in Appendix 10.2 to the Building 13 NIA.
- 3 Construction noise level thresholds as shown on Table 4.13-5.
- 4 Do the estimated Project construction noise levels exceed the construction noise level threshold? (Urban Crossroads, 2023u, Table 10-4)

Table 4.13-10 Daytime Construction Equipment Noise Level Summary (Buildings 14A/14B)

Receiver Location ¹	Construction Noise Levels (dBA L _{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ²
R8	60.1	63.1	61.1	63.1	57.1	63.1
R9	62.3	65.3	63.3	65.3	59.3	65.3
R10	68.1	71.1	69.1	71.1	65.1	71.1
R11	65.4	68.4	66.4	68.4	62.4	68.4
R12	56.5	59.5	57.5	59.5	53.5	59.5
R13	51.4	54.4	52.4	54.4	48.4	54.4
R14	43.5	46.5	44.5	46.5	40.5	46.5

- 1 Construction noise source and receiver locations are shown on Exhibit 10-A of the Buildings 14A/14B NIA (*Technical Appendix J2*).
- 2 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 10.1 to the Buildings 14A/14B NIA. (Urban Crossroads, 2023v, Table 10-2)

Daytime Construction Noise Compliance – Buildings 14A/14B

To evaluate whether Buildout of the Buildings 14A/14B site would generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations would not be exposed to noise levels exceeding the



reasonable daytime 80 dBA Leq significance threshold during construction activities associated with Buildings 14A/14B, as shown on Table 4.13-11, *Construction Noise Level Compliance (Buildings 14A/14B)*. Therefore, the noise impacts due to construction noise from buildout of the Buildings 14A/14B site would be less than significant at all receiver locations. (Urban Crossroads, 2023v, p. 56)

Table 4.13-11 Construction Noise Level Compliance (Buildings 14A/14B)

Receiver Location ¹	Construction Noise Levels (dBA Leq)		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R8	63.1	80	No
R9	65.3	80	No
R10	71.1	80	No
R11	68.4	80	No
R12	59.5	80	No
R13	54.4	80	No
R14	46.5	80	No

- 1 Construction noise source and receiver locations are shown on Exhibit 10-A of the Buildings 14A/14B NIA (*Technical Appendix J2*).
- 2 Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 4.13-10.
- 3 Construction noise level thresholds as shown on Table 4.13-5.
- 4 Do the estimated Project construction noise levels exceed the construction noise level threshold?
(Urban Crossroads, 2023v, Table 10-3)

Nighttime Concrete Pour Activities Noise Level Compliance – Buildings 14A/14B

As shown on Table 4.13-12, *Nighttime Concrete Pour Noise Level Compliance (Buildings 14A/14B)*, the noise levels associated with the nighttime concrete pour activities at the Buildings 14A/14B site are estimated to range from 31.8 to 54.5 dBA Leq. The analysis shows that the unmitigated nighttime concrete pour activities would not exceed the FTA 70 dBA Leq nighttime residential noise level threshold at all the nearest noise sensitive receiver locations for nighttime concrete pouring activities associated with Buildings 14A/14B. Therefore, the noise impacts due to nighttime concrete pour noise activity associated with buildout of the Buildings 14A/14B site would be less than significant at all receiver locations with prior authorization for nighttime work from the County of Riverside. Appendix 10.2 to the Buildings 14A/14B NIA (*Technical Appendix J2*) includes the CadnaA nighttime concrete pour noise model inputs. (Urban Crossroads, 2023v, p. 57)

5. Building 17 – Construction Noise Analysis

Daytime Construction Noise Analysis – Building 17

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were completed. Consistent with FTA guidance for general construction noise assessment, Table 4.13-13, *Daytime Construction*



Equipment Noise Level Summary (Building 17), presents the combined noise levels for the loudest construction equipment, assuming they operate at the same time. As shown on Table 4.13-13, the construction noise levels are expected to range from 49.3 to 64.7 dBA Leq at the nearby receiver locations. Appendix 10.1 includes the detailed CadnaA construction noise model inputs. (Urban Crossroads, 2023w, p. 53)

Table 4.13-12 Nighttime Concrete Pour Noise Level Compliance (Buildings 14A/14B)

Receiver Location ¹	Concrete Pour Construction Noise Levels (dBA Leq)		
	Exterior Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R8	47.8	70	No
R9	49.7	70	No
R10	54.5	70	No
R11	51.7	70	No
R12	44.0	70	No
R13	37.5	70	No
R14	31.8	70	No

- 1 Construction noise source and receiver locations are shown on Exhibit 10-A of the Buildings 14A/14B NIA (EIR *Technical Appendix J2*).
- 2 Nighttime Concrete Pour noise model inputs are included in Appendix 10.2 to the Buildings 14A/14B NIA.
- 3 Construction noise level thresholds as shown on Table 4.13-5.
- 4 Do the estimated Project construction noise levels exceed the construction noise level threshold? (Urban Crossroads, 2023v, Table 10-4)

Table 4.13-13 Daytime Construction Equipment Noise Level Summary (Building 17)

Receiver Location ¹	Construction Noise Levels (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ²
R1	61.7	64.7	62.7	64.7	58.7	64.7
R2	52.3	55.3	53.3	55.3	49.3	55.3
R3	53.2	56.2	54.2	56.2	50.2	56.2
R4	55.6	58.6	56.6	58.6	52.6	58.6
R5	56.8	59.8	57.8	59.8	53.8	59.8
R6	58.0	61.0	59.0	61.0	55.0	61.0
R7	59.3	62.3	60.3	62.3	56.3	62.3

- 1 Construction noise source and receiver locations are shown on Exhibit 10-A of the Building 17 NIA (*Technical Appendix J3*).
- 2 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 10.1 to the Building 17 NIA. (Urban Crossroads, 2023w, Table 10-2)



Daytime Construction Noise Compliance – Building 17

To evaluate whether buildout of the Building 17 site would generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations would not be exposed to noise levels exceeding the reasonable daytime 80 dBA Leq significance threshold during construction activities at the Building 17 site, as shown on Table 4.13-14, *Construction Noise Level Compliance (Building 17)*. Therefore, the noise impacts due to construction noise associated with buildout of the Building 17 site would be less than significant at all receiver locations. (Urban Crossroads, 2023w, p. 54)

Table 4.13-14 Construction Noise Level Compliance (Building 17)

Receiver Location ¹	Construction Noise Levels (dBA Leq)		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	64.7	80	No
R2	55.3	80	No
R3	56.2	80	No
R4	58.6	80	No
R5	59.8	80	No
R6	61.0	80	No
R7	62.3	80	No

- 1 Construction noise source and receiver locations are shown on Figure 4.13-2.
- 2 Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 4.13-14.
- 3 Construction noise level thresholds as shown on Table 4.13-5.
- 4 Do the estimated Project construction noise levels exceed the construction noise level threshold?
(Urban Crossroads, 2023w, Table 10-3)

Nighttime Concrete Pour Activities Noise Level Compliance – Building 17

As shown on Table 4.13-15, *Nighttime Concrete Pour Noise Level Compliance (Building 17)*, the noise levels associated with the nighttime concrete pour activities for Building 17 are estimated to range from 40.5 to 49.5 dBA Leq. The analysis shows that the unmitigated nighttime concrete pour activities would not exceed the FTA 70 dBA Leq nighttime residential noise level threshold at all the nearest noise sensitive receiver locations. Therefore, the noise impacts due to Building 17 construction nighttime concrete pour noise activity would be less than significant at all receiver locations with prior authorization for nighttime work from the County of Riverside. Appendix 10.2 to the Building 17 NIA (EIR *Technical Appendix J3*) includes the CadnaA nighttime concrete pour noise model inputs. (Urban Crossroads, 2023w, p. 55)



Table 4.13-15 Nighttime Concrete Pour Noise Level Compliance (Building 17)

Receiver Location ¹	Concrete Pour Construction Noise Levels (dBA L _{eq})		
	Exterior Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	49.5	70	No
R2	40.5	70	No
R3	41.3	70	No
R4	43.7	70	No
R5	44.8	70	No
R6	46.1	70	No
R7	46.8	70	No

- 1 Construction noise source and receiver locations are shown on Exhibit 10-A of the Building 17 NIA (EIR *Technical Appendix J3*).
- 2 Nighttime Concrete Pour noise model inputs are included in Appendix 10.2 to the Building 17 NIA.
- 3 Construction noise level thresholds as shown on Table 4.13-5.
- 4 Do the estimated Project construction noise levels exceed the construction noise level threshold? (Urban Crossroads, 2023w, Table 10-4)

6. Building 18 – Construction Noise Analysis

Daytime Construction Noise Analysis – Building 18

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Building 18 construction noise level impacts at the nearby sensitive receiver locations were completed. Consistent with FTA guidance for general construction noise assessment, Table 4.13-16, *Daytime Construction Equipment Noise Level Summary (Building 18)*, presents the combined noise levels for the loudest construction equipment, assuming they operate at the same time. As shown on Table 4.13-16, the construction noise levels associated with construction of Building 18 are expected to range from 50.4 to 73.7 dBA Leq at the nearby receiver locations. Appendix 10.1 to the Building 18 NIA (EIR *Technical Appendix J4*) includes the detailed CadnaA construction noise model inputs. (Urban Crossroads, 2023x, p. 55)

Daytime Construction Noise Compliance – Building 18

To evaluate whether construction activities at the Building 18 site would generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations to the Building 18 site would not be exposed to noise levels exceeding the reasonable daytime 80 dBA Leq significance threshold during construction activities as shown on Table 4.13-17, *Construction Noise Level Compliance (Building 18)*. Therefore, the noise impacts due to construction noise from buildout of the Building 18 site would be less than significant at all receiver locations. (Urban Crossroads, 2023x, p. 56)



Table 4.13-16 Daytime Construction Equipment Noise Level Summary (Building 18)

Receiver Location ¹	Construction Noise Levels (dBA L _{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ²
R1	70.7	73.7	71.7	73.7	67.7	73.7
R2	57.0	60.0	58.0	60.0	54.0	60.0
R3	58.0	61.0	59.0	61.0	55.0	61.0
R4	59.6	62.6	60.6	62.6	56.6	62.6
R5	59.5	62.5	60.5	62.5	56.5	62.5
R6	59.6	62.6	60.6	62.6	56.6	62.6
R7	53.4	56.4	54.4	56.4	50.4	56.4

- 1 Construction noise source and receiver locations are shown on Exhibit 10-A of the Building 18 NIA (*Technical Appendix J4*).
- 2 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 10.1 to the Building 18 NIA.
(Urban Crossroads, 2023x, Table 10-2)

Table 4.13-17 Construction Noise Level Compliance (Building 18)

Receiver Location ¹	Construction Noise Levels (dBA L _{eq})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	73.7	80	No
R2	60.0	80	No
R3	61.0	80	No
R4	62.6	80	No
R5	62.5	80	No
R6	62.6	80	No
R7	56.4	80	No

- 1 Construction noise source and receiver locations are shown on Exhibit 10-A of the Building 18 NIA (*EIR Technical Appendix J4*).
- 2 Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 4.13-16.
- 3 Construction noise level thresholds as shown on Table 4.13-5.
- 4 Do the estimated Project construction noise levels exceed the construction noise level threshold?
(Urban Crossroads, 2023x, Table 10-3)

Nighttime Concrete Pour Activities Noise Level Compliance – Building 18

As shown on Table 4.13-18, *Nighttime Concrete Pour Noise Level Compliance – Building 18*, the noise levels associated with the nighttime concrete pour activities at the Building 18 site are estimated to range from 39.3 to 49.1 dBA Leq. The analysis shows that the unmitigated nighttime concrete pour activities at the Building



18 site would not exceed the FTA 70 dBA Leq nighttime residential noise level threshold at all the nearest noise sensitive receiver locations. Therefore, the noise impacts due to Building 18 construction nighttime concrete pour noise activity would be less than significant at all receiver locations with prior authorization for nighttime work from the County of Riverside. Appendix 10.2 to the Building 18 NIA (*Technical Appendix J4*) includes the CadnaA nighttime concrete pour noise model inputs. (Urban Crossroads, 2023x, p. 59)

Table 4.13-18 Nighttime Concrete Pour Noise Level Compliance – Building 18

Receiver Location ¹	Concrete Pour Construction Noise Levels (dBA Leq)		
	Exterior Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	49.1	70	No
R2	42.5	70	No
R3	43.1	70	No
R4	44.5	70	No
R5	44.4	70	No
R6	44.6	70	No
R7	39.3	70	No

- 1 Construction noise source and receiver locations are shown on Exhibit 10-A of the Building 18 NIA (EIR *Technical Appendix J4*).
- 2 Nighttime Concrete Pour noise model inputs are included in Appendix 10.2 to the Building 18 NIA.
- 3 Construction noise level thresholds as shown on Table 4.13-5.
- 4 Do the estimated Project construction noise levels exceed the construction noise level threshold? (Urban Crossroads, 2023x, Table 10-4)

7. Project Buildout – Construction Noise Analysis

As previously indicated, it is currently unknown the order in which the Project’s four Plot Plans would be constructed and occupied. Accordingly, this subsection includes an analysis of potential construction-related noise impacts that could result from simultaneous construction activities associated with Buildings 13, 14A/14B, 17, and 18.

Daytime Construction Noise Compliance – Project Buildout

To evaluate whether the Overall Project would generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts. As shown on Table 4.13-19, *Construction Noise Level Compliance – Overall Project Buildout*, the construction noise levels are expected to range from 55.3 to 74.2 dBA Leq at the nearby receiver locations. Appendix C to the Overall Project NIA (EIR *Technical Appendix J5*) includes the detailed CadnaA construction noise model inputs. The construction noise analysis shows that the nearest receiver locations would not be exposed to Project-related construction noise levels exceeding the reasonable daytime 80 dBA Leq significance threshold during Project construction activities, as shown on Table 4.13-19. Therefore, the noise impacts due to construction noise from buildout of



all four of the Project’s Plot Plans simultaneously would be less than significant at all receiver locations. (Urban Crossroads, 2022a, p. 17)

Table 4.13-19 Construction Noise Level Compliance – Overall Project Buildout

Receiver Location ¹	Construction Noise Levels (dBA L _{eq})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	74.2	80	No
R2	62.0	80	No
R3	63.1	80	No
R4	65.1	80	No
R5	65.5	80	No
R6	65.8	80	No
R7	63.6	80	No
R8	65.4	80	No
R9	66.6	80	No
R10	72.6	80	No
R11	68.6	80	No
R12	62.7	80	No
R13	61.5	80	No
R14	55.3	80	No

- 1 Construction noise source and receiver locations are shown on Exhibit C to the Overall Project NIA (EIR *Technical Appendix J5*).
- 2 Construction noise level calculations are included in Appendix C to the Overall Project NIA.
- 3 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
- 4 Do the estimated Project construction noise levels exceed the construction noise level threshold? (Urban Crossroads, 2022a, Table 17)

Nighttime Concrete Pour Activities Noise Level Compliance – Project Buildout

As shown on Table 4.13-20, *Nighttime Concrete Pour Noise Level Compliance – Overall Project Buildout*, the noise levels associated with the concurrent nighttime concrete pour activities associated with all four Plot Plans are estimated to range from 40.5 to 55.5 dBA Leq. The analysis shows that the unmitigated nighttime concrete pour activities would not exceed the FTA 70 dBA Leq nighttime residential noise level threshold at any of the nearest noise sensitive receiver locations. Therefore, the noise impacts due to concurrent nighttime concrete pour noise activities associated with all four of the Project’s Plot Plans would be less than significant at all receiver locations with prior authorization for nighttime work from the County of Riverside. Appendix D to the Overall Project NIA (EIR *Technical Appendix J5*) includes the CadnaA nighttime concrete pour noise model inputs. (Urban Crossroads, 2022a, p. 21)



Table 4.13-20 Nighttime Concrete Pour Noise Level Compliance – Overall Project Buildout

Receiver Location ¹	Concrete Pour Construction Noise Levels (dBA L _{eq})		
	Exterior Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	53.3	70	No
R2	47.1	70	No
R3	47.9	70	No
R4	49.7	70	No
R5	50.2	70	No
R6	50.5	70	No
R7	48.3	70	No
R8	50.1	70	No
R9	51.2	70	No
R10	55.5	70	No
R11	52.0	70	No
R12	47.9	70	No
R13	46.8	70	No
R14	40.5	70	No

- 1 Construction noise source and receiver locations are shown on Exhibit C to the Overall Project NIA (EIR *Technical Appendix J5*).
- 2 Nighttime Concrete Pour noise model inputs are included in Appendix D to the Overall Project NIA.
- 3 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
- 4 Do the estimated Project construction noise levels exceed the construction noise level threshold? (Urban Crossroads, 2022a, Table 18)

B. On-Site Operational Noise

Provided in the following subsections is an analysis of the potential stationary-source operational noise impacts for each of the Project’s Plot Plans and for full buildout of the Overall Project at the nearest receiver locations, as previously identified in subsection 4.13.2.B and as previously depicted on Figure 4.13-2. Consistent with similar warehouse uses, the business operations associated with each of the Project’s proposed buildings primarily would be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements. The operational noise analysis includes the planned 12-foot-high screen walls near the loading dock entrances for each of the Project’s proposed buildings. The screen walls are designed for screening, privacy, noise control, and security. (Urban Crossroads, 2023u, p. 43)

1. Reference Noise Levels

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the Project’s proposed buildings. The reference noise level measurements are shown on Table 4.13-21, *Reference Noise Level Measurements (Project Operations)*, and were used to estimate the Project’s operational noise impacts. It is important to note that the projected noise levels assume the worst-case noise environment with the loading



dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements all operating at the same time (refer to Subsection 9.2 of the Building 13 NIA for a description of these activities). These sources of noise activity likely would vary throughout the day and not all at the same time, so the analysis provided herein likely overstates the expected noise levels. (Urban Crossroads, 2023u, p. 43)

Table 4.13-21 Reference Noise Level Measurements (Project Operations)

Noise Source ¹	Noise Source Height (Feet)	Min./Hour ²		Reference Noise Level (dBA L _{eq}) @ 50 Feet	Sound Power Level (dBA) ³
		Day	Night		
Loading Dock Activity	8'	60	60	62.8	103.4
Roof-Top Air Conditioning Units	5'	39	28	57.2	88.9
Trash Enclosure Activity	5'	60	30	57.3	89.0
Parking Lot Vehicle Movements	5'	60	60	52.6	81.1
Truck Movements	8'	60	60	59.8	93.2

¹ As measured by Urban Crossroads, Inc.

² Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

³ 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 calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.

(Urban Crossroads, 2023u, Table 9-1)

The reference noise level measurements presented herein were collected using a Larson Davis LxT Type 1 precision sound level meter (serial number 01146). The LxT sound level meter was calibrated using a Larson-Davis calibrator, Model CAL 200, was programmed in "slow" mode to record noise levels in "A" weighted form and was located at approximately five feet above the ground elevation for each measurement. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (Urban Crossroads, 2023u, p. 43)

2. CadnaA Noise Prediction Model

To fully describe the exterior operational noise levels from the Project, Urban Crossroads developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. Using the ISO 9613-2 protocol, CadnaA will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by noise source. The operational noise level calculations provided in the Project's NIAs (EIR *Technical Appendices J1 through J5*) account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the CadnaA noise analysis to account for mixed ground representing a combination of hard and soft surfaces. Appendix 9.1 to the NIAs for each of the Project's Plot Plans (EIR *Technical Appendices J1 through*



J4) and Appendix D to the Overall Project NIA (EIR *Technical Appendix J5*) include the detailed noise model inputs including the planned screen walls used to estimate the Project operational noise levels. (Urban Crossroads, 2023u, pp. 46-47)

3. Building 13 – Operational Noise Analysis

Stationary Operational Noise Levels – Building 13

Using the reference noise levels to represent the proposed Building 13 operations that include loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Building 13 site and the noise level increases that would be experienced at each of the sensitive receiver locations. Table 4.13-22, *Daytime Operational Noise Levels (Building 13)*, shows the Building 13 operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 26.2 to 42.0 dBA Leq. (Urban Crossroads, 2023u, p. 47)

Table 4.13-22 Daytime Operational Noise Levels (Building 13)

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)						
	R8	R9	R10	R11	R12	R13	R14
Loading Dock Activity	32.9	33.0	31.7	22.4	40.7	40.6	16.8
Roof-Top Air Conditioning Units	25.1	25.7	27.3	21.6	25.6	27.6	23.9
Trash Enclosure Activity	20.5	23.3	25.7	13.7	31.0	31.5	8.4
Parking Lot Vehicle Movements	22.2	22.8	24.0	13.2	18.0	25.0	18.8
Truck Movements	27.1	28.0	30.1	21.8	31.5	33.3	16.1
Total (All Noise Sources)	34.9	35.3	35.6	27.1	41.7	42.0	26.2

¹ See Exhibit 9-A of the Building 13 NIA (*Technical Appendix J1*) for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 to the Building 13 NIA. (Urban Crossroads, 2023u, Table 9-2)

Table 4.13-23, *Nighttime Operational Noise Levels (Building 13)*, shows the Building 13 operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations for Building 13 are expected to range from 24.9 to 41.7 dBA Leq. The differences between the daytime and nighttime noise levels are largely related to the estimated duration of noise activity as outlined in Table 4.13-21 and Appendix 9.1 to the Building 13 NIA (EIR *Technical Appendix J1*). (Urban Crossroads, 2023u, p. 47)

Stationary Operational Noise Level Compliance – Building 13

To demonstrate compliance with local noise regulations, the Building 13-only operational noise levels are evaluated against exterior noise level thresholds based on the County of Riverside exterior noise level standards at nearby noise-sensitive receiver locations. Table 4.13-24, *Operational Noise Level Compliance (Building 13)*, shows the operational noise levels associated with Building 13 would not exceed the County of Riverside daytime and nighttime exterior noise level standards. Therefore, the operational noise impacts associated with



the operations of Building 13 would be less than significant at the nearby noise-sensitive receiver locations. (Urban Crossroads, 2023u, p. 48)

Table 4.13-23 Nighttime Operational Noise Levels (Building 13)

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)						
	R8	R9	R10	R11	R12	R13	R14
Loading Dock Activity	32.9	33.0	31.7	22.4	40.7	40.6	16.8
Roof-Top Air Conditioning Units	22.7	23.3	24.8	19.1	23.2	25.2	21.5
Trash Enclosure Activity	16.5	19.3	21.7	9.7	27.0	27.6	4.4
Parking Lot Vehicle Movements	22.2	22.8	24.0	13.2	18.0	25.0	18.8
Truck Movements	27.1	28.0	30.1	21.8	31.5	33.3	16.1
Total (All Noise Sources)	34.6	34.9	35.1	26.4	41.4	41.7	24.9

1 See Exhibit 9-A of the Building 13 NIA (*Technical Appendix J1*) for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 to the Building 13 NIA. (Urban Crossroads, 2023u, Table 9-3)

Table 4.13-24 Operational Noise Level Compliance (Building 13)

Receiver Location ¹	Project Operational Noise Levels (dBA Leq) ²		Noise Level Standards (dBA Leq) ³		Noise Level Standards Exceeded? ⁴	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R8	34.9	34.6	55	45	No	No
R9	35.3	34.9	55	45	No	No
R10	35.6	35.1	55	45	No	No
R11	27.1	26.4	55	45	No	No
R12	41.7	41.4	55	45	No	No
R13	42.0	41.7	55	45	No	No
R14	26.2	24.9	55	45	No	No

1 See Figure 4.13-2 for the receiver locations.
 2 Proposed Project operational noise levels as shown on Table 4.13-22 and Table 4.13-23.
 3 Exterior noise level standards, as shown on Table 4.13-5.
 4 Do the estimated Building 18 operational noise source activities exceed the noise level standards? "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m. (Urban Crossroads, 2023u, Table 9-4)

Stationary Operational Noise Increases – Building 13

To describe the operational noise level increases associated with Building 13, the Building 13 operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Building 13 operational noise sources. The difference between the combined Building 13 and ambient noise levels describes the noise level increases to the existing ambient noise environment that would result from operation of Building 13. Noise levels that would be experienced at receiver locations when noise from Building 13 operations is added to the daytime and nighttime ambient conditions are presented on



Table 4.13-25, *Daytime Operational Noise Level Increases (Building 13)*, and Table 4.13-26, *Nighttime Operational Noise Level Increases (Building 13)*, respectively. (Urban Crossroads, 2023u, p. 49)

Table 4.13-25 Daytime Operational Noise Level Increases (Building 13)

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R8	34.9	L7	66.2	66.2	0.0	1.5	No
R9	35.3	L8	59.5	59.5	0.0	5.0	No
R10	35.6	L9	66.4	66.4	0.0	1.5	No
R11	27.1	L10	61.8	61.8	0.0	5.0	No
R12	41.7	L10	61.8	61.8	0.0	5.0	No
R13	42.0	L11	61.5	61.5	0.0	5.0	No
R14	42.0	L12	75.8	75.8	0.0	1.5	No

- 1 See Figure 4.13-2 for the receiver locations.
- 2 Total Building 13 daytime operational noise levels as shown on Table 4.13-22.
- 3 Reference noise level measurement locations as shown on Figure 4.13-1.
- 4 Observed daytime ambient noise levels as shown on Table 4.13-1.
- 5 Represents the combined ambient conditions plus the Building 13 activities.
- 6 The noise level increase expected with the addition of the proposed Building 13 activities.
- 7 Significance increase criteria as shown on Table 4.13-5.
(Urban Crossroads, 2023u, Table 9-5)

Table 4.13-26 Nighttime Operational Noise Level Increases (Building 13)

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R8	34.6	L7	62.7	62.7	0.0	5.0	No
R9	34.9	L8	56.1	56.1	0.0	5.0	No
R10	35.1	L9	53.3	53.4	0.1	5.0	No
R11	26.4	L10	53.4	53.4	0.0	5.0	No
R12	41.4	L10	53.4	53.7	0.3	5.0	No
R13	41.7	L11	60.6	60.7	0.1	5.0	No
R14	24.9	L12	75.5	75.5	0.0	1.5	No

- 1 See Figure 4.13-2 for the receiver locations.
- 2 Total Building 13 nighttime operational noise levels as shown on Table 4.13-23.
- 3 Reference noise level measurement locations as shown on Figure 4.13-1.
- 4 Observed nighttime ambient noise levels as shown on Table 4.13-1.
- 5 Represents the combined ambient conditions plus the Building 13 activities.
- 6 The noise level increase expected with the addition of the proposed Building 13 activities.
- 7 Significance increase criteria as shown on Table 4.13-5.
(Urban Crossroads, 2023u, Table 9-6)



As indicated on Table 4.13-25, operations at the Building 13 site would generate a daytime operational noise level increase of 0.0 dBA Leq at the nearest receiver locations. Table 4.13-26 shows that operations at the Building 13 site would generate a nighttime operational noise level increases ranging from 0.0 to 0.3 dBA Leq at the nearest receiver locations. Project-related operational noise level increases would not exceed the operational noise level increase significance criteria presented in Table 4.13-5, and, therefore, the operational noise level increases at the sensitive receiver locations associated with operation of Building 13 would be less than significant. (Urban Crossroads, 2023u, p. 49)

4. Buildings 14A/14B – Operational Noise Analysis

Stationary Operational Noise Levels – Buildings 14A/14B

Using the reference noise levels to represent the proposed Buildings 14A/14B operations that include loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Buildings 14A/14B site and the related noise level increases that would be experienced at each of the sensitive receiver locations. Table 4.13-27, *Daytime Operational Noise Levels (Buildings 14A/14B)*, shows the operational noise levels for the Buildings 14A/14B site during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 30.1 to 45.5 dBA Leq. (Urban Crossroads, 2023v, p. 47)

Table 4.13-27 Daytime Operational Noise Levels (Buildings 14A/14B)

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)						
	R8	R9	R10	R11	R12	R13	R14
Loading Dock Activity	29.9	24.9	23.6	25.7	21.6	27.3	23.9
Roof-Top Air Conditioning Units	35.4	37.7	42.0	38.7	32.7	27.8	28.0
Trash Enclosure Activity	22.2	19.2	14.2	24.7	11.7	15.8	9.2
Parking Lot Vehicle Movements	35.1	37.1	42.9	38.3	31.4	26.5	15.0
Truck Movements	35.5	35.6	19.0	35.3	16.6	26.0	20.0
Total (All Noise Sources)	40.6	41.8	45.5	42.6	35.4	33.1	30.1

¹ See Exhibit 9-A of the Buildings 14A/14B NIA (*Technical Appendix J2*) for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 to the Buildings 14A/14B NIA. (Urban Crossroads, 2023v, Table 9-2)

Table 4.13-28, *Nighttime Operational Noise Levels (Buildings 14A/14B)*, shows the operational noise levels associated with operations of Buildings 14A/14B during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 28.7 to 44.6 dBA Leq. The differences between the daytime and nighttime noise levels are largely related to the estimated duration of noise activity as outlined in Table 4.13-21 and Appendix 9.1 to the Buildings 14A/14B NIA (*EIR Technical Appendix J2*). (Urban Crossroads, 2023v, p. 47)



Table 4.13-28 Nighttime Operational Noise Levels (Buildings 14A/14B)

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)						
	R8	R9	R10	R11	R12	R13	R14
Loading Dock Activity	29.9	24.9	23.6	25.7	21.6	27.3	23.9
Roof-Top Air Conditioning Units	33.0	35.3	39.6	36.3	30.3	25.4	25.6
Trash Enclosure Activity	18.2	15.2	10.2	20.8	7.7	11.9	5.3
Parking Lot Vehicle Movements	35.1	37.1	42.9	38.3	31.4	26.5	15.0
Truck Movements	35.5	35.6	19.0	35.3	16.6	26.0	20.0
Total (All Noise Sources)	39.9	41.0	44.6	41.7	34.2	32.4	28.7

¹ See Exhibit 9-A of the Buildings 14A/14B NIA (*Technical Appendix J2*) for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 to the Buildings 14A/14B NIA. (Urban Crossroads, 2023v, Table 9-3)

Stationary Operational Noise Level Compliance – Buildings 14A/14B

To demonstrate compliance with local noise regulations, the operational noise levels associated with operations of Buildings 14A/14B are evaluated against exterior noise level thresholds based on the County of Riverside exterior noise level standards at nearby noise-sensitive receiver locations. Table 4.13-29, *Operational Noise Level Compliance (Buildings 14A/14B)*, shows the operational noise levels associated with operation of Buildings 14A/14B would not exceed the County of Riverside daytime and nighttime exterior noise level standards. Therefore, the operational noise impacts associated with Buildings 14A/14B would be less than significant at the nearby noise-sensitive receiver locations. (Urban Crossroads, 2023v, p. 48)

Table 4.13-29 Operational Noise Level Compliance (Buildings 14A/14B)

Receiver Location ¹	Project Operational Noise Levels (dBA Leq) ²		Noise Level Standards (dBA Leq) ³		Noise Level Standards Exceeded? ⁴	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R8	40.6	39.9	55	45	No	No
R9	41.8	41.0	55	45	No	No
R10	45.5	44.6	55	45	No	No
R11	42.6	41.7	55	45	No	No
R12	35.4	34.2	55	45	No	No
R13	33.1	32.4	55	45	No	No
R14	30.1	28.7	55	45	No	No

¹ See Figure 4.13-2 for the receiver locations.

² Proposed Project operational noise levels as shown on Table 4.13-27 and Table 4.13-28.

³ Exterior noise level standards, as shown on Table 4.13-5.

⁴ Do the estimated Buildings 14A/14B operational noise source activities exceed the noise level standards? "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

(Urban Crossroads, 2023v, Table 9-4)



Stationary Operational Noise Increases – Buildings 14A/14B

To describe the operational noise level increases associated with Buildings 14A/14B, the operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by operational noise sources from Buildings 14A/14B. The difference between the combined and ambient noise levels describes the noise level increases to the existing ambient noise environment associated with Buildings 14A/14B. Noise levels that would be experienced at receiver locations when noise from Buildings 14A/14B is added to the daytime and nighttime ambient conditions are presented on Table 4.13-30, *Daytime Operational Noise Level Increases (Buildings 14A/14B)*, and Table 4.13-31, *Nighttime Operational Noise Level Increases (Buildings 14A/14B)*, respectively. (Urban Crossroads, 2023v, p. 49)

As indicated on Table 4.13-30, operations at the Buildings 14A/14B site would generate a daytime operational noise level increases ranging from 0.0 to 0.1 dBA Leq at the nearest receiver locations. Table 4.13-31 shows that operations at the Buildings 14A/14B site would generate nighttime operational noise level increases ranging from 0.0 to 0.6 dBA Leq at the nearest receiver locations. Operational noise level increases associated with Buildings 14A/14B would not exceed the operational noise level increase significance criteria presented in Table 4.13-5, and, therefore, the increases at the sensitive receiver locations associated with operation of Buildings 14A/14B would be less than significant. (Urban Crossroads, 2023v, p. 49)

Table 4.13-30 Daytime Operational Noise Level Increases (Buildings 14A/14B)

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R8	40.6	L7	66.2	66.2	0.0	1.5	No
R9	41.8	L8	59.5	59.6	0.1	5.0	No
R10	45.5	L9	66.4	66.4	0.0	1.5	No
R11	42.6	L10	61.8	61.9	0.1	5.0	No
R12	35.4	L10	61.8	61.8	0.0	5.0	No
R13	33.1	L11	61.5	61.5	0.0	5.0	No
R14	33.1	L12	75.8	75.8	0.0	1.5	No

1 See Figure 4.13-2 for the receiver locations.

2 Total Building daytime operational noise levels as shown on Table 4.13-27.

3 Reference noise level measurement locations as shown on Figure 4.13-1.

4 Observed daytime ambient noise levels as shown on Table 4.13-1.

5 Represents the combined ambient conditions plus the Buildings 14A/14B activities.

6 The noise level increase expected with the addition of the proposed Buildings 14A/14B activities.

7 Significance increase criteria as shown on Table 4.13-5.

(Urban Crossroads, 2023v, Table 9-5)



Table 4.13-31 Nighttime Operational Noise Level Increases (Buildings 14A/14B)

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R8	39.9	L7	62.7	62.7	0.0	5.0	No
R9	41.0	L8	56.1	56.2	0.1	5.0	No
R10	44.6	L9	53.3	53.9	0.6	5.0	No
R11	41.7	L10	53.4	53.7	0.3	5.0	No
R12	34.2	L10	53.4	53.5	0.1	5.0	No
R13	32.4	L11	60.6	60.6	0.0	5.0	No
R14	28.7	L12	75.5	75.5	0.0	1.5	No

1 See Figure 4.13-2 for the receiver locations.

2 Total Building nighttime operational noise levels as shown on Table 4.13-24.

3 Reference noise level measurement locations as shown on Figure 4.13-1.

4 Observed nighttime ambient noise levels as shown on Table 4.13-1.

5 Represents the combined ambient conditions plus the Buildings 14A/14B activities.

6 The noise level increase expected with the addition of the proposed Buildings 14A/14B activities.

7 Significance increase criteria as shown on Table 4.13-5.

(Urban Crossroads, 2023v, Table 9-6)

5. Building 17 – Operational Noise Analysis

Stationary Operational Noise Levels – Building 17

Using the reference noise levels to represent the proposed Building 17 operations that include loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Building 17 site and the Building 17-related noise level increases that would be experienced at each of the sensitive receiver locations. Table 4.13-32, *Daytime Operational Noise Levels (Building 17)*, shows the Building 17 operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 33.2 to 42.5 dBA Leq. (Urban Crossroads, 2023w, pp. 46-47)

Table 4.13-33, *Nighttime Operational Noise Levels (Building 17)*, shows the Building 17 operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 32.7 to 42.2 dBA Leq. The differences between the daytime and nighttime noise levels are largely related to the estimated duration of noise activity as outlined in Table 4.13-21 and Appendix 9.1 to the Building 17 NIA (EIR *Technical Appendix J3*).

Stationary Operational Noise Level Compliance – Building 17

To demonstrate compliance with local noise regulations, the operational noise levels associated with Building 17 operations are evaluated against exterior noise level thresholds based on the County of Riverside exterior



Table 4.13-32 Daytime Operational Noise Levels (Building 17)

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)						
	R1	R2	R3	R4	R5	R6	R7
Loading Dock Activity	20.8	28.9	32.7	36.8	38.6	40.4	35.1
Roof-Top Air Conditioning Units	30.8	26.4	28.1	30.9	32.1	33.0	32.3
Trash Enclosure Activity	10.6	19.1	21.8	24.2	25.6	27.0	31.3
Parking Lot Vehicle Movements	37.2	26.0	26.8	29.2	30.2	31.3	35.2
Truck Movements	15.7	26.1	28.7	31.6	33.2	34.9	19.8
Total (All Noise Sources)	38.2	33.2	35.9	39.3	40.9	42.5	39.9

¹ See Exhibit 9-A of the Building 17 NIA (*Technical Appendix J3*) for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 to the Building 17 NIA. (Urban Crossroads, 2023w, Table 9-2)

Table 4.13-33 Nighttime Operational Noise Levels (Building 17)

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)						
	R1	R2	R3	R4	R5	R6	R7
Loading Dock Activity	20.8	28.9	32.7	36.8	38.6	40.4	35.1
Roof-Top Air Conditioning Units	28.4	24.0	25.7	28.5	29.7	30.6	29.9
Trash Enclosure Activity	6.7	15.1	17.8	20.2	21.6	23.0	27.3
Parking Lot Vehicle Movements	37.2	26.0	26.8	29.2	30.2	31.3	35.2
Truck Movements	15.7	26.1	28.7	31.6	33.2	34.9	19.8
Total (All Noise Sources)	37.9	32.7	35.5	39.0	40.6	42.2	39.1

¹ See Exhibit 9-A of the Building 17 NIA (*Technical Appendix J3*) for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 to the Building 17 NIA. (Urban Crossroads, 2023w, Table 9-3)

noise level standards at nearby noise-sensitive receiver locations. Table 4.13-34, *Operational Noise Level Compliance (Building 17)*, shows the operational noise levels associated with operations of Building 17 would not exceed the County of Riverside daytime and nighttime exterior noise level standards. Therefore, the operational noise impacts associated with Building 17 would be less than significant at the nearby noise-sensitive receiver locations. (Urban Crossroads, 2023w, p. 47)

Stationary Operational Noise Increases – Building 17

To describe the Project operational noise level increases associated with Building 17, the Building 17 operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Building 17 operational noise sources. The difference between the combined Building 17 and ambient noise levels describes the noise level increases to the existing ambient noise environment that would result from operations of Building 17. Noise levels that would be experienced at receiver locations when Building 17-source noise is added to the daytime and nighttime ambient conditions are presented on Table 4.13-35, *Daytime Operational Noise Level Increases (Building 17)*, and Table 4.13-36, *Nighttime Operational Noise Level Increases (Building 17)*, respectively. (Urban Crossroads, 2023w, p. 49)



Table 4.13-34 Operational Noise Level Compliance (Building 17)

Receiver Location ¹	Project Operational Noise Levels (dBA Leq) ²		Noise Level Standards (dBA Leq) ³		Noise Level Standards Exceeded? ⁴	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	38.2	37.9	55	45	No	No
R2	33.2	32.7	55	45	No	No
R3	35.9	35.5	55	45	No	No
R4	39.3	39.0	55	45	No	No
R5	40.9	40.6	55	45	No	No
R6	42.5	42.2	55	45	No	No
R7	39.9	39.1	55	45	No	No

- 1 See Figure 4.13-2 for the receiver locations.
- 2 Proposed Project operational noise levels as shown on Table 4.13-32 and Table 4.13-33.
- 3 Exterior noise level standards, as shown on Table 4.13-5.
- 4 Do the estimated Building 17 operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
(Urban Crossroads, 2023w, Table 9-4)

Table 4.13-35 Daytime Operational Noise Level Increases (Building 17)

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	38.2	L1	57.2	57.3	0.1	5.0	No
R2	33.2	L2	60.0	60.0	0.0	5.0	No
R3	35.9	L3	50.2	50.4	0.2	5.0	No
R4	39.3	L4	58.6	58.7	0.1	5.0	No
R5	40.9	L4	58.6	58.7	0.1	5.0	No
R6	42.5	L5	59.6	59.7	0.1	5.0	No
R7	42.5	L6	55.9	56.1	0.2	5.0	No

- 1 See Figure 4.13-2 for the receiver locations.
- 2 Total Building 17 daytime operational noise levels as shown on Table 4.13-32.
- 3 Reference noise level measurement locations as shown on Figure 4.13-1.
- 4 Observed daytime ambient noise levels as shown on Table 4.13-1.
- 5 Represents the combined ambient conditions plus the Building 17 activities.
- 6 The noise level increase expected with the addition of the proposed Building 17 activities.
- 7 Significance increase criteria as shown on Table 4.13-5.
(Urban Crossroads, 2023w, Table 9-5)



Table 4.13-36 Nighttime Operational Noise Level Increases (Building 17)

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	37.9	L1	55.8	55.9	0.1	5.0	No
R2	32.7	L2	49.4	49.5	0.1	5.0	No
R3	35.5	L3	45.2	45.6	0.4	5.0	No
R4	39.0	L4	50.6	50.9	0.3	5.0	No
R5	40.6	L4	50.6	51.0	0.4	5.0	No
R6	42.2	L5	56.7	56.9	0.2	5.0	No
R7	39.1	L6	52.7	52.9	0.2	5.0	No

- 1 See Figure 4.13-2 for the receiver locations.
- 2 Total Building 17 nighttime operational noise levels as shown on Table 4.13-33.
- 3 Reference noise level measurement locations as shown on Figure 4.13-1.
- 4 Observed nighttime ambient noise levels as shown on Table 4.13-1.
- 5 Represents the combined ambient conditions plus the Building 17 activities.
- 6 The noise level increase expected with the addition of the proposed Building 17 activities.
- 7 Significance increase criteria as shown on Table 4.13-5.
(Urban Crossroads, 2023w, Table 9-6)

As indicated on Table 4.13-35, operation of Building 17 would generate daytime operational noise level increases ranging from 0.0 to 0.2 dBA Leq at the nearest receiver locations. Table 4.13-36 shows that operation of Building 17 would generate nighttime operational noise level increases ranging from 0.1 to 0.4 dBA Leq at the nearest receiver locations. Operational noise level increases associated with operation of Building 17 would not exceed the operational noise level increase significance criteria presented in Table 4.13-5, and, therefore, the increases at the sensitive receiver locations associated with operation of Building 17 would be less than significant. (Urban Crossroads, 2023w, p. 49)

6. Building 18 – Operational Noise Analysis

Stationary Operational Noise Levels – Building 18

Using the reference noise levels to represent the Building 18 operations that include loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Building 18 site and the noise level increases associated with Building 18 operations that would be experienced at each of the sensitive receiver locations. Table 4.13-37, *Daytime Operational Noise Levels (Building 18)*, shows the Building 18 operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 32.8 to 45.4 dBA Leq. (Urban Crossroads, 2023x, p. 47)



Table 4.13-37 Daytime Operational Noise Levels (Building 18)

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)						
	R1	R2	R3	R4	R5	R6	R7
Loading Dock Activity	22.3	40.0	40.0	38.9	36.6	32.8	15.9
Roof-Top Air Conditioning Units	39.1	26.5	28.5	31.3	32.0	32.7	28.0
Trash Enclosure Activity	19.2	31.3	31.7	27.4	24.7	21.2	10.2
Parking Lot Vehicle Movements	44.0	20.9	19.7	22.1	26.5	31.0	28.2
Truck Movements	30.7	33.6	34.6	36.4	36.3	36.4	27.4
Total (All Noise Sources)	45.4	41.5	41.8	41.5	40.5	39.8	32.8

¹ See Exhibit 9-A of the Building 18 NIA (*Technical Appendix J4*) for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 to the Building 18 NIA. (Urban Crossroads, 2023x, Table 9-2)

Table 4.13-38, *Nighttime Operational Noise Levels (Building 18)*, shows the Building 18 operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 32.1 to 44.9 dBA Leq. The differences between the daytime and nighttime noise levels are largely related to the estimated duration of noise activity as outlined in Table 4.13-21 and Appendix 9.1 to the Building 18 NIA (*EIR Technical Appendix J4*). (Urban Crossroads, 2023x, p. 47)

Table 4.13-38 Nighttime Operational Noise Levels (Building 18)

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)						
	R1	R2	R3	R4	R5	R6	R7
Loading Dock Activity	22.3	40.0	40.0	38.9	36.6	32.8	15.9
Roof-Top Air Conditioning Units	36.7	24.1	26.1	28.9	29.5	30.3	25.6
Trash Enclosure Activity	15.2	27.3	27.8	23.4	20.8	17.2	6.3
Parking Lot Vehicle Movements	44.0	20.9	19.7	22.1	26.5	31.0	28.2
Truck Movements	30.7	33.6	34.6	36.4	36.3	36.4	27.4
Total (All Noise Sources)	44.9	41.2	41.5	41.2	40.1	39.4	32.1

¹ See Exhibit 9-A of the Building 18 NIA (*Technical Appendix J4*) for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 to the Building 18 NIA. (Urban Crossroads, 2023x, Table 9-3)

Stationary Operational Noise Level Compliance – Building 18

To demonstrate compliance with local noise regulations, the operational noise levels associated with operations of Building 18 are evaluated against exterior noise level thresholds based on the County of Riverside exterior noise level standards at nearby noise-sensitive receiver locations. Table 4.13-39, *Operational Noise Level Compliance (Building 18)*, shows the operational noise levels associated with Building 18 operations would not exceed the County of Riverside daytime and nighttime exterior noise level standards. Therefore, the operational noise impacts associated with Building 18 would be less than significant at the nearby noise-sensitive receiver locations. (Urban Crossroads, 2023x, p. 48)



Table 4.13-39 Operational Noise Level Compliance (Building 18)

Receiver Location ¹	Project Operational Noise Levels (dBA Leq) ²		Noise Level Standards (dBA Leq) ³		Noise Level Standards Exceeded? ⁴	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	45.4	44.9	55	45	No	No
R2	41.5	41.2	55	45	No	No
R3	41.8	41.5	55	45	No	No
R4	41.5	41.2	55	45	No	No
R5	40.5	40.1	55	45	No	No
R6	39.8	39.4	55	45	No	No
R7	32.8	32.1	55	45	No	No

- 1 See Figure 4.13-2 for the receiver locations.
- 2 Proposed Project operational noise levels as shown on Table 4.13-37 and Table 4.13-38.
- 3 Exterior noise level standards, as shown on Table 4.13-5.
- 4 Do the estimated Building 18 operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
(Urban Crossroads, 2023x, Table 9-4)

Stationary Operational Noise Increases – Building 18

To describe the operational noise level increases associated with Building 18, the Building 18 operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by operational noise sources from Building 18. The difference between the combined Building 18 and ambient noise levels describes the Building 18 noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when Building 18-source noise is added to the daytime and nighttime ambient conditions are presented on Table 4.13-40, *Daytime Operational Noise Level Increases (Building 18)*, and Table 4.13-41, *Nighttime Operational Noise Level Increases (Building 18)*, respectively. (Urban Crossroads, 2023x, p. 49)

As indicated on Table 4.13-40, operation of Building 18 would generate a daytime operational noise level increases ranging from 0.0 to 0.6 dBA Leq at the nearest receiver locations. Table 4.13-41 shows that operation of Building 18 would generate a nighttime operational noise level increases ranging from 0.0 to 1.5 dBA Leq at the nearest receiver locations. Building 18-related operational noise level increases would not exceed the operational noise level increase significance criteria presented in Table 4.13-5, and, therefore, the increases at the sensitive receiver locations associated with operation of Building 18 would be less than significant. (Urban Crossroads, 2023x, p. 49)

7. Overall Project – Operational Noise Analysis

This subsection analyzes the potential stationary-source operational noise impacts at the nearby receiver locations resulting from operations associated with the Overall Project, including operations of Buildings 13, 14A/B, 17, and 18. The operational noise analysis is intended to describe noise level impacts associated with



Table 4.13-40 Daytime Operational Noise Level Increases (Building 18)

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	45.4	L1	57.2	57.5	0.3	5.0	No
R2	41.5	L2	60.0	60.1	0.1	5.0	No
R3	41.8	L3	50.2	50.8	0.6	5.0	No
R4	41.5	L4	58.6	58.7	0.1	5.0	No
R5	40.5	L4	58.6	58.7	0.1	5.0	No
R6	39.8	L5	59.6	59.6	0.0	5.0	No
R7	39.8	L6	55.9	56.0	0.1	5.0	No

- 1 See Figure 4.13-2 for the receiver locations.
- 2 Total Building 18 daytime operational noise levels as shown on Table 4.13-37.
- 3 Reference noise level measurement locations as shown on Figure 4.13-1.
- 4 Observed daytime ambient noise levels as shown on Table 4.13-1.
- 5 Represents the combined ambient conditions plus the Building 18 activities.
- 6 The noise level increase expected with the addition of the proposed Building 18 activities.
- 7 Significance increase criteria as shown on Table 4.13-5.
(Urban Crossroads, 2023x, Table 9-5)

Table 4.13-41 Nighttime Operational Noise Level Increases (Building 18)

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	44.9	L1	55.8	56.1	0.3	5.0	No
R2	41.2	L2	49.4	50.0	0.6	5.0	No
R3	41.5	L3	45.2	46.7	1.5	5.0	No
R4	41.2	L4	50.6	51.1	0.5	5.0	No
R5	40.1	L4	50.6	51.0	0.4	5.0	No
R6	39.4	L5	56.7	56.8	0.1	5.0	No
R7	32.1	L6	52.7	52.7	0.0	5.0	No

- 1 See Figure 4.13-2 for the receiver locations.
- 2 Total Building 13 nighttime operational noise levels as shown on Table 4.13-38.
- 3 Reference noise level measurement locations as shown on Figure 4.13-1.
- 4 Observed nighttime ambient noise levels as shown on Table 4.13-1.
- 5 Represents the combined ambient conditions plus the Building 18 activities.
- 6 The noise level increase expected with the addition of the proposed Building 18 activities.
- 7 Significance increase criteria as shown on Table 4.13-5.
(Urban Crossroads, 2023x, Table 9-6)



the expected typical of daytime and nighttime activities from the combined operations of Buildings 13, 14A/B, 17, and 18. The Overall Project-related noise sources are expected to include loading dock activity, roof-top, air-conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements. Exhibit B to the Overall Project NIA (EIR *Technical Appendix J5*) identifies the noise source locations used to assess the operational noise levels. (Urban Crossroads, 2022a, p. 13)

Operational Noise Level Compliance – Overall Project

To demonstrate compliance with the County’s noise regulations, the operational noise levels associated with buildout of the Overall Project are evaluated against exterior noise level thresholds at nearby noise-sensitive receiver locations. Table 4.13-42, *Operational Noise Levels – Overall Project*, shows that the operational noise levels associated with the Overall Project would satisfy the County of Riverside daytime and nighttime hourly exterior noise level standards at all nearby receiver locations. Therefore, the operational noise impacts associated with the Overall Project would be less than significant at the nearby noise-sensitive receiver locations. Appendix B to the Overall Project NIA (EIR *Technical Appendix J5*) includes the detailed noise model inputs and calculations used to estimate the Overall Project operational noise levels presented herein. (Urban Crossroads, 2022a, p. 13)

Table 4.13-42 Operational Noise Levels – Overall Project

Receiver Location	Project Operational Noise Levels (dBA Leq) ¹		Noise Level Standards (dBA Leq) ²		Noise Level Standards Exceeded? ³	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	45.5	45.0	55	45	No	No
R2	42.3	42.0	55	45	No	No
R3	43.1	42.7	55	45	No	No
R4	44.0	43.7	55	45	No	No
R5	43.9	43.5	55	45	No	No
R6	43.9	43.4	55	45	No	No
R7	41.2	40.5	55	45	No	No
R8	42.5	42.0	55	45	No	No
R9	42.6	42.1	55	45	No	No
R10	45.4	45.0	55	45	No	No
R11	43.2	42.3	55	45	No	No
R12	42.9	42.5	55	45	No	No
R13	42.7	42.4	55	45	No	No
R14	36.5	35.7	55	45	No	No

1 Proposed Project operational noise level calculations are included in Appendix B to the Overall Project NIA (EIR *Technical Appendix J5*).

2 County of Riverside Ordinance No. 847, Section 4.

3 Do the estimated Overall Project operational noise source activities exceed the noise level standards?

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

(Urban Crossroads, 2022a, Table 14)



Stationary Operational Noise Increases – Overall Project

To describe the Overall Project operational noise level increases, the Overall Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by operational noise sources from buildout of the Overall Project. The difference between the combined Overall Project and ambient noise levels describes the Overall Project noise level increases to the existing ambient noise environment. As indicated on Table 4.13-43, *Daytime Operational Noise Level Increases – Overall Project*, the Overall Project would generate a daytime noise operational level increase ranging from 0.0 to 0.7 dBA Leq at the nearest receiver locations. Table 4.13-44, *Nighttime Operational Noise Level Increases – Overall Project*, shows that the Overall Project would generate a nighttime operational noise level increase ranging from 0.0 to 1.7 dBA Leq at the nearest receiver locations. A review of the operational noise level increases shows that the nighttime increases are somewhat higher than the daytime increases. This is largely due to the lower nighttime ambient conditions that when combined with the Overall Project produce a higher relative increase. As shown in Table 4.13-43, the Overall Project-related operational noise level increases would satisfy the operational noise level increase significance criteria. Therefore, the incremental Overall Project operational noise level increase would be less than significant at all receiver locations. (Urban Crossroads, 2023x, p. 15)

Table 4.13-43 Daytime Operational Noise Level Increases – Overall Project

Receiver Location	Total Project Operational Noise Level ¹	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient ²	Project Increase ³	Increase Criteria	Increase Criteria Exceeded?
R1	42.5	L1	57.2	57.3	0.1	5.0	No
R2	42.6	L2	60.0	60.1	0.1	5.0	No
R3	42.3	L3	50.2	50.9	0.7	5.0	No
R4	43.1	L4	58.6	58.7	0.1	5.0	No
R5	44.0	L4	58.6	58.7	0.1	5.0	No
R6	43.9	L5	59.6	59.7	0.1	5.0	No
R7	43.9	L6	55.9	56.2	0.3	5.0	No
R8	41.2	L7	66.2	66.2	0.0	1.5	No
R9	42.5	L8	59.5	59.6	0.1	5.0	No
R10	42.6	L9	66.4	66.4	0.0	1.5	No
R11	45.4	L10	61.8	61.9	0.1	5.0	No
R12	43.2	L10	61.8	61.9	0.1	5.0	No
R13	42.9	L11	61.5	61.6	0.1	5.0	No
R14	42.7	L12	75.8	75.8	0.0	1.5	No

- 1 Total Overall Project daytime operational noise levels as shown on Table 4.13-42.
 - 2 Observed daytime ambient noise levels.
 - 3 Represents the combined ambient conditions plus the Overall Project activities.
 - 4 The noise level increase expected with the addition of the Overall Project activities.
- (Urban Crossroads, 2023x, Table 15)



Table 4.13-44 Nighttime Operational Noise Level Increases – Overall Project

Receiver Location	Total Project Operational Noise Level ¹	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient ²	Project Increase ³	Increase Criteria	Increase Criteria Exceeded?
R1	42.0	L1	55.8	56.0	0.2	5.0	No
R2	42.1	L2	49.4	50.1	0.7	5.0	No
R3	42.0	L3	45.2	46.9	1.7	5.0	No
R4	42.7	L4	50.6	51.3	0.7	5.0	No
R5	43.7	L4	50.6	51.4	0.8	5.0	No
R6	43.5	L5	56.7	56.9	0.2	5.0	No
R7	43.4	L6	52.7	53.2	0.5	5.0	No
R8	40.5	L7	62.7	62.7	0.0	5.0	No
R9	42.0	L8	56.1	56.3	0.2	5.0	No
R10	42.1	L9	53.3	53.6	0.3	5.0	No
R11	45.0	L10	53.4	54.0	0.6	5.0	No
R12	42.3	L10	53.4	53.7	0.3	5.0	No
R13	42.5	L11	60.6	60.7	0.1	5.0	No
R14	42.4	L12	75.5	75.5	0.0	1.5	No

- 1 Total Overall Project nighttime operational noise levels as shown on Table 4.13-42.
 - 2 Observed nighttime ambient noise levels.
 - 3 Represents the combined ambient conditions plus the Overall Project activities.
 - 4 The noise level increase expected with the addition of the Overall Project activities.
- (Urban Crossroads, 2023x, Table 16)

C. Off-Site Traffic Noise Analysis

1. FHWA Traffic Noise Prediction Model

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads using a computer program that replicates the FHWA Traffic Noise Prediction Model- FHWA-RD-77-108. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis. (Urban Crossroads, 2023u, p. 29)

2. Traffic Noise Contours

To assess the off-site traffic CNEL noise level impacts associated with the Project, noise contours were developed based on an estimate of without and with Project traffic volumes. Noise contours were used to assess the incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying



Project traffic. Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. Tables 8 through 11 of the Overall Project NIA (*Technical Appendix J5*) present a summary of the exterior dBA CNEL traffic noise levels without barrier attenuation. (Urban Crossroads, 2022a, p. 6)

3. Building 13 Traffic-Related Noise Increases

Existing Plus Building 13 Traffic Noise Level Increases

An analysis of existing traffic noise levels plus traffic noise generated by Building 13 has been included for informational purposes and to fully analyze all the existing traffic scenarios identified in the Building 13 Traffic Study (EIR *Technical Appendix L6*). However, the analysis of existing off-site traffic noise levels plus traffic noise generated by the proposed Building 13 scenario would not actually occur since Building 13 would not be fully constructed and operational until Year 2025 conditions. Table 7-1 of the Building 13 NIA (EIR *Technical Appendix J1*) shows the Existing without Building 13 conditions CNEL noise levels. The Existing without Building 13 exterior noise levels range from 54.5 to 74.0 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 of the Building 13 NIA shows the Existing with Building 13 conditions would range from 60.2 to 74.1 dBA CNEL. Table 4.13-45, *Existing with Building 13 Traffic Noise Level Increases*, shows that the Building 13 off-site traffic noise level increases would range from 0.0 to 5.7 dBA CNEL on the study area roadway segments. (Urban Crossroads, 2023u, p. 35)

Existing Plus Ambient Plus Cumulative (EAC) Plus Building 13 Traffic Noise Level Increases

Table 7-3 of the Building 13 NIA (EIR *Technical Appendix J1*) presents the Existing plus Ambient Growth Plus Cumulative (EAC) without Building 13 conditions CNEL noise levels. The EAC without Building 13 exterior noise levels are projected to range from 63.2 to 77.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 of the Building 13 NIA shows that the EAC with Building 13 conditions would range from 64.6 to 77.1 dBA CNEL. Table 4.13-46, *EAC With Building 13 Traffic Noise Level Increases*, shows that the Project off-site traffic noise level increases would range from 0.0 to 1.4 dBA CNEL. Based on the significance criteria previously presented in Table 4.13-5, because traffic from Building 13 would not result in a noise level increase exceeding the applicable noise thresholds along any study area segment, traffic-related noise impacts associated with Building 13 would be less than significant under EAC conditions. (Urban Crossroads, 2023u, p. 35)



Table 4.13-45 Existing with Building 13 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²			Incremental Noise Level Increase Threshold ³	
				No Project	With Project	Project Increment	Limit	Exceeded?
2	Harvill Av.	n/o Commerce Ctr. Dr.	Non-Sensitive	71.1	71.4	0.3	3.0	No
3	Harvill Av.	n/o Cajalco Expy	Non-Sensitive	72.6	72.7	0.1	3.0	No
4	Harvill Av.	s/o Cajalco Expy	Non-Sensitive	73.2	73.2	0.0	3.0	No
7	Cajalco Expy	w/o Harvill Av.	Non-Sensitive	73.6	73.6	0.0	3.0	No
8	Cajalco Expy	e/o Harvill Av.	Non-Sensitive	74.0	74.1	0.1	3.0	No
11	Perry St.	w/o Harvill Av.	Non-Sensitive	54.5	60.2	5.7	n/a	No

- 1 Based on a review of existing aerial imagery. Noise sensitive uses are limited to existing residential land uses.
- 2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
- 3 Does traffic from Building 13 create an incremental noise level increase exceeding the significance criteria (Table 4.13-5)? "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.
(Urban Crossroads, 2023u, Table 7-5)

Table 4.13-46 EAC With Building 13 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²			Incremental Noise Level Increase Threshold ³	
				No Project	With Project	Project Increment	Limit	Exceeded?
2	Harvill Av.	n/o Commerce Ctr. Dr.	Non-Sensitive	75.9	76.0	0.1	3.0	No
3	Harvill Av.	n/o Cajalco Expy	Non-Sensitive	76.6	76.6	0.0	3.0	No
4	Harvill Av.	s/o Cajalco Expy	Non-Sensitive	76.6	76.7	0.1	3.0	No
7	Cajalco Expy	w/o Harvill Av.	Non-Sensitive	75.3	75.3	0.0	3.0	No
8	Cajalco Expy	e/o Harvill Av.	Non-Sensitive	77.1	77.1	0.0	3.0	No
11	Perry St.	w/o Harvill Av.	Non-Sensitive	63.2	64.6	1.4	n/a	No

- 1 Based on a review of existing aerial imagery. Noise sensitive uses are limited to existing residential land uses.
- 2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
- 3 Does traffic from Building 13 create an incremental noise level increase exceeding the significance criteria (Table 4.13-5)? "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.
(Urban Crossroads, 2023u, Table 7-6)



4. Buildings 14A/14B Traffic-Related Noise Increases

Existing Plus Buildings 14A/14B Traffic Noise Level Increases

An analysis of existing traffic noise levels plus traffic noise generated by operations associated with Buildings 14A/14B has been included for informational purposes and to fully analyze all the existing traffic scenarios identified in the Buildings 14A/14B Traffic Study (EIR *Technical Appendix L7*). However, the analysis of existing off-site traffic noise levels plus traffic noise generated by Buildings 14A/14B scenario would not actually occur since Buildings 14A/14B would not be fully constructed and operational until Year 2025 conditions. Table 7-1 of the Buildings 14A/14B NIA (EIR *Technical Appendix J2*) shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior noise levels range from 54.5 to 74.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 of the Buildings 14A/14B NIA shows the Existing with Project conditions would range from 59.3 to 74.3 dBA CNEL. Table 4.13-47, *Existing With Buildings 14A/14B Traffic Noise Level Increases*, shows that the off-site traffic noise level increases from Buildings 14A/14B traffic would range from 0.0 to 4.8 dBA CNEL on the study area roadway segments. (Urban Crossroads, 2023v, p. 35)

Table 4.13-47 Existing With Buildings 14A/14B Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²			Incremental Noise Level Increase Threshold ³	
				No Project	With Project	Project Increment	Limit	Exceeded?
2	Harvill Av.	n/o Commerce Ctr. Dr.	Non-Sensitive	72.0	72.2	0.2	3.0	No
3	Harvill Av.	n/o Cajalco Expy	Non-Sensitive	72.6	72.7	0.1	3.0	No
4	Harvill Av.	s/o Cajalco Expy	Non-Sensitive	73.4	73.5	0.1	3.0	No
7	Cajalco Expy	w/o Harvill Av.	Non-Sensitive	73.8	73.8	0.0	3.0	No
8	Cajalco Expy	e/o Harvill Av.	Non-Sensitive	74.3	74.3	0.0	3.0	No
9	Commerce Ctr. Dr.	w/o Harvill Av.	Non-Sensitive	59.6	62.1	2.5	n/a	No
10	Perry St.	w/o Harvill Av.	Non-Sensitive	54.5	59.3	4.8	n/a	No

- 1 Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
 - 2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
 - 3 Does traffic from Buildings 14A/14B create an incremental noise level increase exceeding the significance criteria (Table 4.13-5)?
- "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.
(Urban Crossroads, 2023v, Table 7-5)

Existing Plus Ambient Plus Cumulative (EAC) Plus Buildings 14A/14B Traffic Noise Level Increases

Table 7-3 of the Buildings 14A/14B NIA (EIR *Technical Appendix J2*) presents the EAC without Buildings 14A/14B conditions CNEL noise levels. The EAC without Buildings 14A/14B exterior noise levels range from 61.0 to 77.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 of the Buildings 14A/14B NIA shows that the EAC with Project conditions would range



from 62.9 to 77.3 dBA CNEL. Table 4.13-48, *EAC with Buildings 14A/14B Traffic Noise Level Increases*, shows that the Project off-site traffic noise level increases would range from 0.0 to 1.9 dBA CNEL. Based on the significance criteria previously presented in Table 4.13-5, because traffic from Buildings 14A/14B would not result in a noise level increase exceeding the applicable noise thresholds along any study area segment, traffic-related noise impacts associated with Buildings 14A/14B would be less than significant under EAC conditions. (Urban Crossroads, 2023v, p. 35)

Table 4.13-48 EAC with Buildings 14A/14B Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²			Incremental Noise Level Increase Threshold ³	
				No Project	With Project	Project Increment	Limit	Exceeded?
2	Harvill Av.	n/o Commerce Ctr. Dr.	Non-Sensitive	76.3	76.3	0.0	3.0	No
3	Harvill Av.	n/o Cajalco Expy	Non-Sensitive	76.6	76.6	0.0	3.0	No
4	Harvill Av.	s/o Cajalco Expy	Non-Sensitive	76.8	76.8	0.0	3.0	No
7	Cajalco Expy	w/o Harvill Av.	Non-Sensitive	75.5	75.5	0.0	3.0	No
8	Cajalco Expy	e/o Harvill Av.	Non-Sensitive	77.2	77.3	0.1	3.0	No
9	Commerce Ctr. Dr.	w/o Harvill Av.	Non-Sensitive	61.0	62.9	1.9	n/a	No
10	Perry St.	w/o Harvill Av.	Non-Sensitive	62.4	63.6	1.2	n/a	No

- 1 Based on a review of existing aerial imagery. Noise sensitive uses are limited to existing residential land uses.
- 2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
- 3 Does traffic from Buildings 14A/14B create an incremental noise level increase exceeding the significance criteria (Table 4.13-5)?

"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.

(Urban Crossroads, 2023v, Table 7-6)

5. Building 17 Traffic-Related Noise Increases

Existing Plus Building 17 Traffic Noise Level Increases

An analysis of existing traffic noise levels plus traffic noise generated by Building 17 has been included for informational purposes and to fully analyze all the existing traffic scenarios identified in the Building 17 Traffic Study (EIR *Technical Appendix L8*). However, the analysis of existing off-site traffic noise levels plus traffic noise generated by Building 17 would not actually occur since Building 17 would not be fully constructed and operational until Year 2025 conditions. Table 7-1 of the Building 17 NIA (*Technical Appendix J3*) shows the Existing without Building 17 conditions CNEL noise levels. The Existing without Building 17 exterior noise levels range from 71.5 to 74.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 of the Building 17 NIA shows the Existing with Project conditions would range from 71.8 to 74.3 dBA CNEL. Table 4.13-49, *Existing with Building 17 Traffic Noise Level Increases*, shows that the Project off-site traffic noise level increases would range from 0.0 to 0.3 dBA CNEL on the study area roadway segments. (Urban Crossroads, 2023w, p. 35)



Table 4.13-49 Existing with Building 17 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²			Incremental Noise Level Increase Threshold ³	
				No Project	With Project	Project Increment	Limit	Exceeded?
1	Harvill Av.	n/o Old Oleander	Non-Sensitive	71.5	71.8	0.3	3.0	No
2	Harvill Av.	n/o Commerce Ctr. Dr.	Non-Sensitive	72.0	72.1	0.1	3.0	No
3	Harvill Av.	n/o Cajalco Expy	Non-Sensitive	72.6	72.7	0.1	3.0	No
4	Harvill Av.	s/o Cajalco Expy	Non-Sensitive	73.4	73.4	0.0	3.0	No
7	Cajalco Expy	w/o Harvill Av.	Non-Sensitive	73.8	73.8	0.0	3.0	No
8	Cajalco Expy	e/o Harvill Av.	Non-Sensitive	74.3	74.3	0.0	3.0	No

- 1 Based on a review of existing aerial imagery. Noise sensitive uses are limited to existing residential land uses.
- 2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
- 3 Does traffic from Building 17 create an incremental noise level increase exceeding the significance criteria (Table 4.13-5)? "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. (Urban Crossroads, 2023w, Table 7-5)

Existing Plus Ambient Plus Cumulative (EAC) Plus Building 17 Traffic Noise Level Increases

Table 7-3 of the Building 17 NIA (EIR *Technical Appendix J3*) presents the EAC without Building 17 conditions CNEL noise levels. The EAC without Building 17 exterior noise levels would range from 75.5 to 77.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 of the Building 17 NIA shows that the EAC with Building 17 conditions would range from 75.5 to 77.3 dBA CNEL. Table 4.13-50, *EAC With Building 17 Traffic Noise Level Increases*, shows that the Building 17 off-site traffic noise level increases would range from 0.0 to 0.1 dBA CNEL. Based on the significance criteria previously presented in Table 4.13-5, because traffic from Building 17 would not result in a noise level increase exceeding the applicable noise thresholds along any study area segment, traffic-related noise impacts associated with Building 17 would be less than significant under EAC conditions. (Urban Crossroads, 2023w, p. 35)

6. Building 18 Traffic-Related Noise Increases

Existing Plus Building 18 Traffic Noise Level Increases

An analysis of existing traffic noise levels plus traffic noise generated by Building 18 has been included for informational purposes and to fully analyze all the existing traffic scenarios identified in the Building 18 Traffic Study (EIR *Technical Appendix L9*). However, the analysis of existing off-site traffic noise levels plus traffic noise generated by the proposed Project scenario will not actually occur since the Project would not be fully constructed and operational until Year 2025 conditions. Table 7-1 of the Building 18 NIA (*Technical Appendix J4*) shows the Existing without Building 18 conditions CNEL noise levels. The Existing without Building



Table 4.13-50 EAC With Building 17 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²			Incremental Noise Level Increase Threshold ³	
				No Project	With Project	Project Increment	Limit	Exceeded?
1	Harvill Av.	n/o Old Oleander	Non-Sensitive	76.2	76.3	0.1	3.0	No
2	Harvill Av.	n/o Commerce Ctr. Dr.	Non-Sensitive	76.3	76.4	0.1	3.0	No
3	Harvill Av.	n/o Cajalco Expy	Non-Sensitive	76.6	76.7	0.1	3.0	No
4	Harvill Av.	s/o Cajalco Expy	Non-Sensitive	76.8	76.8	0.0	3.0	No
7	Cajalco Expy	w/o Harvill Av.	Non-Sensitive	75.5	75.5	0.0	3.0	No
8	Cajalco Expy	e/o Harvill Av.	Non-Sensitive	77.3	77.3	0.0	3.0	No

- 1 Based on a review of existing aerial imagery. Noise sensitive uses are limited to existing residential land uses.
- 2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
- 3 Does traffic from Building 17 create an incremental noise level increase exceeding the significance criteria (Table 4.13-5)? "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. (Urban Crossroads, 2023w, Table 7-6)

18 exterior noise levels would range from 42.5 to 74.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 of the Building 18 NIA shows the Existing with Building 18 conditions would range from 42.5 to 74.3 dBA CNEL. Table 4.13-51, *Existing with Building 18 Traffic Noise Level Increases*, shows that the Building 18 off-site traffic noise level increases would range from 0.0 to 1.3 dBA CNEL on the study area roadway segments. (Urban Crossroads, 2023x, p. 35)

Existing Plus Ambient Plus Cumulative (EAC) Plus Building 18 Traffic Noise Level Increases

Table 7-3 of the Building 18 NIA (EIR *Technical Appendix J4*) presents the Existing plus Ambient Growth Plus Cumulative (EAC) without Building 18 conditions CNEL noise levels. The EAC without Building 18 exterior noise levels would range from 47.6 to 77.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 of the Building 18 NIA shows that the EAC with Project conditions would range from 47.6 to 77.3 dBA CNEL. Table 4.13-52, *EAC With Building 18 Traffic Noise Level Increases*, shows that the Building 18 off-site traffic noise level increases would range from 0.0 to 0.4 dBA CNEL. Based on the significance criteria previously presented in Table 4.13-5, because traffic from Building 18 would not result in a noise level increase exceeding the applicable noise thresholds along any study area segment, traffic-related noise impacts associated with Building 18 would be less than significant under EAC conditions. (Urban Crossroads, 2023x, p. 35)

7. Overall Project Traffic-Related Noise Increases

This subsection evaluates traffic-related noise impacts that would result from full buildout of the Overall Project (i.e., buildout and operation of Buildings 13, 14A/14B, 17, and 18).



Table 4.13-51 Existing with Building 18 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²			Incremental Noise Level Increase Threshold ³	
				No Project	With Project	Project Increment	Limit	Exceeded?
1	Harvill Av.	n/o Old Oleander	Non-Sensitive	72.1	72.3	0.2	3.0	No
2	Harvill Av.	n/o Commerce Ctr. Dr.	Non-Sensitive	72.0	72.1	0.1	3.0	No
3	Harvill Av.	n/o Cajalco Expy	Non-Sensitive	72.6	72.7	0.1	3.0	No
4	Harvill Av.	s/o Cajalco Expy	Non-Sensitive	73.4	73.4	0.0	3.0	No
5	Harley Knox Blvd	w/o I-215 SB Ramps	Non-Sensitive	72.2	72.4	0.2	3.0	No
6	Old Oleander Av.	w/o Harvill Av.	Non-Sensitive	62.7	64.0	1.3	n/a	No
7	Cajalco Expy	w/o Harvill Av.	Non-Sensitive	73.8	73.8	0.0	3.0	No
8	Cajalco Expy	e/o Harvill Av.	Non-Sensitive	74.3	74.3	0.0	3.0	No
12	Peregrine Way	w/o Harvill Av.	Sensitive	52.3	52.8	0.5	5.0	No

- 1 Based on a review of existing aerial imagery. Noise sensitive uses are limited to existing residential land uses.
- 2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
- 3 Does traffic from Building 18 create an incremental noise level increase exceeding the significance criteria (Table 4.13-5)?

"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.

(Urban Crossroads, 2023x, Table 7-5)

Table 4.13-52 EAC With Building 18 Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²			Incremental Noise Level Increase Threshold ³	
				No Project	With Project	Project Increment	Limit	Exceeded?
1	Harvill Av.	n/o Old Oleander	Non-Sensitive	74.7	74.8	0.1	3.0	No
2	Harvill Av.	n/o Commerce Ctr. Dr.	Non-Sensitive	73.5	73.6	0.1	3.0	No
3	Harvill Av.	n/o Cajalco Expy	Non-Sensitive	76.6	76.7	0.1	3.0	No
4	Harvill Av.	s/o Cajalco Expy	Non-Sensitive	76.8	76.8	0.0	3.0	No
5	Harley Knox Blvd	w/o I-215 SB Ramps	Non-Sensitive	74.9	75.0	0.1	3.0	No
6	Old Oleander Av.	w/o Harvill Av.	Non-Sensitive	70.3	70.6	0.3	3.0	No
7	Cajalco Expy	w/o Harvill Av.	Non-Sensitive	75.5	75.5	0.0	3.0	No
8	Cajalco Expy	e/o Harvill Av.	Non-Sensitive	77.3	77.3	0.0	3.0	No
12	Peregrine Way	w/o Harvill Av.	Sensitive	52.6	53.0	0.4	5.0	No

- 1 Based on a review of existing aerial imagery. Noise sensitive uses are limited to existing residential land uses.
- 2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
- 3 Does traffic from Building 18 create an incremental noise level increase exceeding the significance criteria (Table 4.13-5)?

"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.

(Urban Crossroads, 2023x, Table 7-6)



Existing Plus Overall Project Traffic Noise Level Increases

An analysis of existing traffic noise levels plus traffic noise generated by the Overall Project has been included for informational purposes and to fully analyze all the existing traffic scenarios identified in Project’s Traffic Studies (EIR *Technical Appendices L6 through L9*). However, the analysis of existing off-site traffic noise levels plus traffic noise generated by the Overall Project scenario would not actually occur since the Project would not be fully constructed and operational until 2025 conditions. Table 8 of the Overall Project NIA (EIR *Technical Appendix J5*) shows the Existing without Overall Project conditions CNEL noise levels. The Existing without Overall Project exterior noise levels range from 52.3 to 74.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 9 of the Overall Project NIA shows the Existing with Overall Project conditions would range from 52.8 to 74.4 dBA CNEL. Table 4.13-53, *Existing with Overall Project Traffic Noise Level Increases*, shows that the Overall Project off-site traffic noise level increases would range from 0.0 to 7.6 dBA CNEL on the study area roadway segments.

Table 4.13-53 Existing with Overall Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²			Incremental Noise Level Increase Threshold ³	
				No Project	With Project	Project Increment	Limit	Exceeded?
1	Harvill Av.	n/o Old Oleander	Non-Sensitive	72.1	72.5	0.4	3.0	No
2	Harvill Av.	n/o Commerce Ctr. Dr.	Non-Sensitive	72.0	72.5	0.5	3.0	No
3	Harvill Av.	n/o Cajalco Expy	Non-Sensitive	72.6	73.0	0.4	3.0	No
4	Harvill Av.	s/o Cajalco Expy	Non-Sensitive	73.4	73.5	0.1	3.0	No
5	Harley Knox Blvd	w/o I-215 SB Ramps	Non-Sensitive	72.2	72.4	0.2	3.0	No
6	Old Oleander Av.	w/o Harvill Av.	Non-Sensitive	62.7	64.0	1.3	n/a	No
7	Cajalco Expy	w/o Harvill Av.	Non-Sensitive	73.8	73.8	0.0	3.0	No
8	Cajalco Expy	e/o Harvill Av.	Non-Sensitive	74.3	74.4	0.1	3.0	No
9	Commerce Ctr. Dr.	w/o Harvill Av.	Non-Sensitive	59.6	62.1	2.5	n/a	No
10	Perry St.	w/o Harvill Av.	Non-Sensitive	54.5	62.1	7.6	n/a	No
11	Martin St.	w/o Harvill Av.	Non-Sensitive	65.3	66.0	0.7	n/a	No
12	Peregrine Way	w/o Harvill Av.	Sensitive	52.3	52.8	0.5	5.0	No

- 1 Based on a review of existing aerial imagery. Noise sensitive uses are limited to existing residential land uses.
- 2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
- 3 Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4.13-5)?
"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.
(Urban Crossroads, 2022a, Table 12)

Existing Plus Ambient Plus Cumulative (EAC) Plus Overall Project Traffic Noise Level Increases

Table 10 of the Overall Project NIA (EIR *Technical Appendix J5*) presents the EA 2025 without Overall Project conditions CNEL noise levels. The EA without Overall Project exterior noise levels range from 52.6 to 77.3



dBa CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 11 of the Overall Project NIA shows that the EA with Overall Project conditions would range from 53.0 to 77.3 dBA CNEL. Table 4.13-54, *EAC With Overall Project Traffic Noise Level Increases*, shows that the Overall Project off-site traffic noise level increases would range from 0.0 to 2.5 dBA CNEL on the study area roadway segments. Based on the significance criteria for off-site traffic noise (Table 4.13-5), land uses adjacent to the study area roadway segments would experience less-than-significant noise level impacts due to unmitigated traffic noise levels associated with buildout of the Overall Project. (Urban Crossroads, 2022a, p. 10)

Table 4.13-54 EAC With Overall Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²			Incremental Noise Level Increase Threshold ³	
				No Project	With Project	Project Increment	Limit	Exceeded?
1	Harvill Av.	n/o Old Oleander	Non-Sensitive	74.7	74.9	0.2	3.0	No
2	Harvill Av.	n/o Commerce Ctr. Dr.	Non-Sensitive	73.5	73.9	0.4	3.0	No
3	Harvill Av.	n/o Cajalco Expy	Non-Sensitive	76.6	76.8	0.2	3.0	No
4	Harvill Av.	s/o Cajalco Expy	Non-Sensitive	76.8	76.8	0.0	3.0	No
5	Harley Knox Blvd	w/o I-215 SB Ramps	Non-Sensitive	74.9	75.0	0.1	3.0	No
6	Old Oleander Av.	w/o Harvill Av.	Non-Sensitive	70.3	70.6	0.3	3.0	No
7	Cajalco Expy	w/o Harvill Av.	Non-Sensitive	75.5	75.5	0.0	3.0	No
8	Cajalco Expy	e/o Harvill Av.	Non-Sensitive	77.3	77.3	0.0	3.0	No
9	Commerce Ctr. Dr.	w/o Harvill Av.	Non-Sensitive	61.0	62.9	1.9	n/a	No
10	Perry St.	w/o Harvill Av.	Non-Sensitive	62.4	64.9	2.5	n/a	No
11	Martin St.	w/o Harvill Av.	Non-Sensitive	65.6	66.3	0.7	n/a	No
12	Peregrine Way	w/o Harvill Av.	Sensitive	52.6	53.0	0.4	5.0	No

- 1 Based on a review of existing aerial imagery. Noise sensitive uses are limited to existing residential land uses.
- 2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
- 3 Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4.13-5)?
"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.
(Urban Crossroads, 2022a, Table 13)

Threshold d.: Would the Project result in the generation of excessive ground-borne vibration or ground-borne noise levels?

A. Construction Vibration Analysis

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibration levels associated with various types of construction equipment are summarized on Table 4.13-55, *Vibration Source Levels for Construction*



Equipment. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for human response (annoyance) and building damage using the following vibration assessment methods defined by the FTA. (Urban Crossroads, 2023u, p. 59)

Table 4.13-55 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
Vibratory Roller	0.210

(Urban Crossroads, 2023u, Table 10-5)

2. Construction Vibration Analysis – Building 13

Table 4.13-56, *Building 13 Construction Vibration Levels*, presents the expected Project-related vibration levels at the nearby receiver locations. At distances ranging from 692 to 1,568 feet from Building 13 construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.001 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Building 13 construction vibration levels would fall below the building damage thresholds at all the noise sensitive receiver locations. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. Therefore, vibration impacts would be less than significant during typical construction activities at the Building 13 site. (Urban Crossroads, 2023u, p. 60)

3. Construction Vibration Analysis – Buildings 14A/14B

Table 4.13-57, *Buildings 14A/14B Construction Vibration Levels*, presents the expected vibration levels at the nearby receiver locations associated with construction of Buildings 14A/14B. At distances ranging from 132 to 1,452 feet from construction activities at the Buildings 14A/14B site, construction vibration velocity levels are estimated to range from 0.000 to 0.017 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical construction vibration levels associated with Buildings 14A/14B would fall below the building damage thresholds at all the noise sensitive receiver locations. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Buildings 14A/14B site perimeter. Therefore, the vibration impacts associated with construction of Buildings 14A/14B would be less than significant during typical construction activities at the Buildings 14A/14B site. (Urban Crossroads, 2023v, p. 60)



Table 4.13-56 Building 13 Construction Vibration Levels

Location ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³						Thresholds PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R8	1,568'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R9	1,390'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R10	1,016'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R11	726'	0.000	0.000	0.000	0.001	0.001	0.001	0.3	No
R12	692'	0.000	0.000	0.001	0.001	0.001	0.001	0.3	No
R13	733'	0.000	0.000	0.000	0.001	0.001	0.001	0.3	No
R14	1,448'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No

- 1 Construction noise source and receiver locations are shown on Figure 4.13-2.
 - 2 Distance from receiver building facade to Building 13 construction boundary (Building 13 site boundary).
 - 3 Based on the Vibration Source Levels of Construction Equipment (Table 4.13-55).
 - 4 Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.
 - 5 Does the peak vibration exceed the acceptable vibration thresholds?
- "PPV" = Peak Particle Velocity
(Urban Crossroads, 2023u, Table 10-6)

Table 4.13-57 Buildings 14A/14B Construction Vibration Levels

Location ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³						Thresholds PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R8	580'	0.000	0.000	0.001	0.001	0.002	0.002	0.3	No
R9	376'	0.000	0.001	0.001	0.002	0.004	0.004	0.3	No
R10	132'	0.000	0.003	0.006	0.007	0.017	0.017	0.3	No
R11	168'	0.000	0.002	0.004	0.005	0.012	0.012	0.3	No
R12	646'	0.000	0.000	0.001	0.001	0.002	0.002	0.3	No
R13	1,452'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R14	1,206'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No

- 1 Construction noise source and receiver locations are shown on Figure 4.13-2.
 - 2 Distance from receiver building facade to Buildings 14A/14B construction boundary (Buildings 14A/14B site boundary).
 - 3 Based on the Vibration Source Levels of Construction Equipment (Table 4.13-55).
 - 4 Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.
 - 5 Does the peak vibration exceed the acceptable vibration thresholds?
- "PPV" = Peak Particle Velocity
(Urban Crossroads, 2023v, Table 10-6)



4. Construction Vibration Analysis – Building 17

Table 4.13-58, *Building 17 Construction Vibration Levels*, presents the expected vibration levels at the nearby receiver locations during construction of Building 17. At distances ranging from 372 to 1,721 feet from Building 17 construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.004 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Building 17 construction vibration levels would fall below the building damage thresholds at all the noise sensitive receiver locations. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Building 17 site perimeter. Therefore, the Building 17-related vibration impacts would be less than significant during typical construction activities at the Building 17 site. (Urban Crossroads, 2023w, p. 58)

Table 4.13-58 Building 17 Construction Vibration Levels

Location ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³						Thresholds PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	372'	0.000	0.001	0.001	0.002	0.004	0.004	0.3	No
R2	1,721'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R3	1,473'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R4	1,014'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R5	856'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R6	718'	0.000	0.000	0.000	0.001	0.001	0.001	0.3	No
R7	613'	0.000	0.000	0.001	0.001	0.002	0.002	0.3	No

1 Construction noise source and receiver locations are shown on Figure 4.13-2.

2 Distance from receiver building facade to Building 17 construction boundary (Building 17 site boundary).

3 Based on the Vibration Source Levels of Construction Equipment (Table 4.13-55).

4 Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.

5 Does the peak vibration exceed the acceptable vibration thresholds?

"PPV" = Peak Particle Velocity

(Urban Crossroads, 2023w, Table 10-6)

5. Construction Vibration Analysis – Building 18

Table 4.13-59, *Building 18 Construction Vibration Levels*, presents the expected Project-related vibration levels at the nearby receiver locations during construction of Building 18. At distances ranging from 76 to 1,691 feet from Building 18 construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.040 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Building 18 construction vibration levels would fall below the building damage thresholds at all the noise sensitive receiver locations. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Building 18 site perimeter. Therefore,



the Building 18-related vibration impacts would be less than significant during typical construction activities at the Building 18 site. (Urban Crossroads, 2023x, p. 60)

Table 4.13-59 Building 18 Construction Vibration Levels

Location ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³						Thresholds PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	76'	0.001	0.007	0.014	0.017	0.040	0.040	0.3	No
R2	999'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R3	801'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R4	675'	0.000	0.000	0.001	0.001	0.001	0.001	0.3	No
R5	741'	0.000	0.000	0.000	0.001	0.001	0.001	0.3	No
R6	700'	0.000	0.000	0.001	0.001	0.001	0.001	0.3	No
R7	1,691'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No

1 Construction noise source and receiver locations are shown on Figure 4.13-2.

2 Distance from receiver building facade to Building 18 construction boundary (Building 18 site boundary).

3 Based on the Vibration Source Levels of Construction Equipment (Table 4.13-55).

4 Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.

5 Does the peak vibration exceed the acceptable vibration thresholds?

"PPV" = Peak Particle Velocity

(Urban Crossroads, 2023x, Table 10-6)

6. Construction Vibration Analysis – Overall Project

Table 4.13-60, *Overall Project Construction Vibration Levels*, presents the expected Project related vibration levels at the nearby receiver locations assuming simultaneous construction activities on all four Plot Plan sites. At distances ranging from 132 to 1,206 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.001 to 0.017 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Project construction vibration levels would fall below the building damage thresholds at all the noise sensitive receiver locations. Therefore, the Project-related vibration impacts would be less than significant during typical construction activities at the Project site.

B. Operational Vibration Analysis

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. Based on the Project's Traffic Studies (EIR *Technical Appendices L1 through L4*), buildout of Building 13 would generate up to 72 truck trips per day, including 7 trucks in the a.m. peak hour and 2 trucks in the p.m. peak hour; buildout of Buildings 14A and 14B would generate up to 214 truck trips per day, including 7 trucks in the a.m. peak hour and 11 trucks in the p.m. peak hour; buildout of Building 17 would generate 318 truck trips per day, including 7 trucks in the a.m. peak hour and 2 trucks in the p.m. peak hour; and buildout of Building 18 would generate 74 truck trips per day, including 7 trucks in the a.m. peak hour and



Table 4.13-60 Overall Project Construction Vibration Levels

Location ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³						Thresholds PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	76'	0.001	0.007	0.014	0.017	0.040	0.040	0.3	No
R2	999'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R3	801'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R4	675'	0.000	0.000	0.001	0.001	0.001	0.001	0.3	No
R5	741'	0.000	0.000	0.000	0.001	0.001	0.001	0.3	No
R6	700'	0.000	0.000	0.001	0.001	0.001	0.001	0.3	No
R7	613'	0.000	0.000	0.001	0.001	0.002	0.002	0.3	No
R8	580'	0.000	0.000	0.001	0.001	0.002	0.002	0.3	No
R9	376'	0.000	0.001	0.001	0.002	0.004	0.004	0.3	No
R10	132'	0.000	0.003	0.006	0.007	0.017	0.017	0.3	No
R11	168'	0.000	0.002	0.004	0.005	0.012	0.012	0.3	No
R12	646'	0.000	0.000	0.001	0.001	0.002	0.002	0.3	No
R13	733'	0.000	0.000	0.000	0.001	0.001	0.001	0.3	No
R14	1,206'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No

1 Construction noise source and receiver locations are shown on Exhibit C to the Overall Project NIA (EIR *Technical Appendix J5*).

2 Distance from receiver to Project construction boundary (Project site boundary).

3 Based on the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual Source Levels.

4 Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.

5 Does the peak vibration exceed the acceptable vibration thresholds?

"PPV" = Peak Particle Velocity

(Urban Crossroads, 2022a, Table 19)

2 trucks in the p.m. peak hour. Overall, buildout of Buildings 13, 14A/14B, 17, and 18 would generate 420 truck trips per day, including 28 trucks in the a.m. peak hour and 17 trucks in the p.m. peak hour. (Urban Crossroads, 2022Y1; Urban Crossroads, 2022Y2; Urban Crossroads, 2022Y3; Urban Crossroads, 2022Y4) Caltrans has issued a publication entitled, "Transportation Construction Vibration Guidance Manual," dated April 2020 (Caltrans, 2020). As noted by Caltrans:

"Because vehicles traveling on highway are supported on flexible suspension systems and pneumatic tires, these vehicles are not an efficient source of ground vibration. They can, however, impart vibration into the ground when they roll over pavement that is not smooth. Continuous traffic traveling on a smooth highway creates a fairly continuous but relatively low level of vibration. Where discontinuities exist in the pavement, heavy truck passages can be the primary source of localized, intermittent vibration peaks. These peaks typically last no more than a few seconds and often for only a fraction of a second. Because vibration drops off rapidly with distance, there is rarely a cumulative increase in ground vibration from the presence of multiple trucks." (Caltrans, 2020, p. 10)



All trucks generated by the Project would travel along County roadways that are regularly maintained to prevent discontinuous pavement (e.g., potholes). As such, and based on guidance from Caltrans, the Project's operational traffic-related vibration impacts would be less than significant.

4.13.6 CUMULATIVE IMPACT ANALYSIS

The cumulative study area for the issue of noise includes the Project vicinity as well as areas adjacent to roadways evaluated by the Project's Traffic Studies (EIR *Technical Appendices L6 through L9*). Areas outside of the cumulative study area are too far away to be adversely impacted by noise and ground-borne vibration generated as a result of the proposed Project.

As indicated under the analysis of Thresholds a. and b., the Project site is located outside of areas that would be subject to airport-related noise in excess of 60 dBA. There are no components of the proposed Project that would cause or contribute to increased airport-related noise in the area. As such, impacts would be less-than-cumulatively considerable.

As discussed under the analysis of Threshold c., and as previously shown in Table 4.13-19, construction activities associated with buildout of the Overall Project would not expose any sensitive receptors to construction-related noise exceeding the identified threshold of significance. Although it is possible that construction activities from cumulative developments could occur simultaneously with Project construction, construction-related noise dissipates rapidly with distance. Furthermore, the data shown in Table 4.13-19 demonstrates that even if construction activities were to occur on two adjacent sites (e.g., Buildings 13 and 14A/B), the resulting combined noise levels would not expose nearby sensitive receptors to noise levels exceeding the identified threshold of significance. Accordingly, impacts due to construction-related noise would be less than significant on a cumulatively-considerable basis.

As also discussed under the analysis of Threshold c., noise generated during long-term operation of the Overall Project is not expected to expose any nearby sensitive receptors to noise levels exceeding the identified thresholds of significance, as previously presented in Table 4.13-43 and Table 4.13-44. Although Project-related operational noise would combine with other noise sources in the local area, including nearby warehouse uses, the data presented in Table 4.13-43 and Table 4.13-44 demonstrates that even when combined with noise from cumulative developments, the Project's operational noise levels at the nearby sensitive receptor locations would be below the identified thresholds of significance. Accordingly, noise impacts under long-term operation of the proposed Project would be less than significant on a cumulatively-considerable basis.

Threshold c. also includes an analysis of potential traffic-related noise impacts that could result from development of the Project. The data previously presented in Table 4.13-54 shows that, even when combined with traffic from cumulative developments, the Overall Project would not expose any nearby sensitive receptors to noise levels exceeding the County's thresholds of significance. Accordingly, cumulatively-considerable impacts associated with traffic-related noise from buildout of the Overall Project would be less than significant.



As discussed under the analysis of Threshold d., construction activities associated with the Project, including during simultaneous construction at all four of the Project's Plot Plan sites, would not expose any nearby sensitive receptors or buildings to vibration levels exceeding the maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec). As also discussed in the analysis of Threshold d., traffic produced by the Project during long-term operation would have no potential to result in operational vibration impacts, indicating that cumulatively-considerable impacts would not occur.

4.13.7 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less-than-Significant Impact. The nearest airport to the Project site is the MARB, with the nearest runway located approximately 0.75-mile northeast of the Building 17 site. The MARB ALUCP identifies the Project site is within Compatibility Zone C2, which indicates that the Project site is located outside of the 60 dBA CNEL noise contour for the MARB. Industrial uses are considered "Normally Acceptable" at noise levels up to 75 dBA CNEL. Therefore, because the Project would be exposed to airport-related noise levels below 60 dBA CNEL, the Project would not expose people residing or working in the Project area to excessive noise levels, and impacts due to airport-related noise would be less than significant.

Threshold b: Less-than-Significant Impact. The nearest private airstrip to the Project site is the Perris Valley Airport, located approximately 5.8 miles southeast of the Building 13 site. Due to the distance between the Project site and the Perris Valley Airport, as well as the limited operations that occur at the Perris Valley Airport, the Project would not expose people residing or working in the area to excessive private airport-related noise. Accordingly, impacts would be less than significant.

Threshold c: Less-than-Significant Impact. Construction activities associated with the Project's Plot Plans (including construction of all four of the Project's Plot Plans simultaneously) would not expose nearby sensitive receptors to daytime construction-related noise levels exceeding the 80 dBA Leq residential noise level threshold and would not expose nearby sensitive receptors to nighttime construction-related noise levels exceeding the 70 dBA Leq residential noise level threshold; thus, construction-related noise associated with the Project would be less than significant. Additionally, stationary noise generated on site during long-term operation of the Project (including full buildout of Buildings 13, 14A/14B, 17, and 18) would not expose nearby sensitive receptors to noise levels exceeding the County's daytime or nighttime operational thresholds of significance; thus, stationary noise generated during long-term operational activities associated with the Project would be less than significant. Additionally, noise generated by Project-related traffic under long-term operating conditions (including traffic from full buildout of Buildings 13, 14A/14B, 17, and 18) would not expose any nearby sensitive receptors to noise levels exceeding the County's thresholds of significance. Therefore, the Project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of the County's threshold of significance or applicable thresholds of significance of other agencies, and impacts would be less than significant.

Threshold d: Less-than-Significant Impact. Construction activities associated with the Project would not expose any nearby sensitive receptors or buildings to groundborne vibration noise levels exceeding the identified threshold of significance of 0.3 PPV (in/sec), even if all four of the Project's Plot Plans were to be constructed simultaneously. Project operations would not include the use of any stationary equipment that



would result in excessive vibration levels. Additionally, because all roadways that would carry Project-related truck traffic are regularly maintained by Riverside County so as to prevent discontinuous pavement (e.g., potholes), truck traffic associated with the Project's long-term operations would not generate substantial amounts of groundborne vibration. Therefore, construction and long-term operation of the proposed Project would not result in the generation of excessive ground-borne vibration or ground-borne noise levels, and impacts would be less than significant.

4.13.8 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- All construction activities and haul truck deliveries shall adhere to Section 2.i of Riverside County Ordinance No. 847, which prohibits construction activities that make loud noise from occurring between 6:00 p.m. and 6:00 a.m. during the months of June through September, and between 6:00 p.m. and 7:00 a.m. during the months of October through May, and on Sundays and federal holidays. Exceptions to these time restrictions may be granted pursuant to Section 7 of Ordinance No. 847 (e.g., if needed to accommodate nighttime concrete pouring activities).

Mitigation

Impacts would be less than significant; therefore, mitigation measures are not required.



4.14 PALEONTOLOGICAL RESOURCES

The analysis in this Subsection is based in part on a Project-specific technical study entitled, “Paleontological Resources Assessment Report, Majestic Freeway Business Center (Phase 2)” (herein, “PRA”), prepared by CRM Tech, dated July 11, 2022, and included as *Technical Appendix K* to this EIR (CRM Tech, 2022b). Refer to Section 7.0, *References*, for a complete list of reference sources.

4.14.1 EXISTING CONDITIONS

A. Paleontological Resources Definition

Paleontological resources represent the remains of prehistoric life, exclusive of any human remains, and include the localities where fossils were collected as well as the sedimentary rock formations in which they were found. The defining character of fossils or fossil deposits is their geologic age, typically older than recorded human history and/or older than the middle Holocene Epoch, which dates to circa 5,000 radiocarbon years. (CRM Tech, 2022b, p. 4)

Common fossil remains include marine and freshwater mollusk shells; the bones and teeth of fish, amphibians, reptiles, and mammals; leaf imprint assemblages; and petrified wood. Fossil traces, another type of paleontological resource, include internal and external molds (impressions) and casts created by these organisms. These items can serve as important guides to the age of the rocks and sediments in which they are contained, and may prove useful in determining the temporal relationships between rock deposits from one area and those from another as well as the timing of geologic events. They can also provide information regarding evolutionary relationships, development trends, and environmental conditions. (CRM Tech, 2022b, p. 4)

Fossil resources generally occur only in areas of sedimentary rock (e.g., sandstone, siltstone, mudstone, claystone, or shale). Because of the infrequency of fossil preservation, fossils, particularly vertebrate fossils, are considered nonrenewable paleontological resources. Occasionally fossils may be exposed at the surface through the process of natural erosion or because of human disturbances; however, they generally lay buried beneath the surficial soils. Thus, the absence of fossils on the surface does not preclude the possibility of their being present within subsurface deposits, while the presence of fossils at the surface is often a good indication that more remains may be found in the subsurface. (CRM Tech, 2022b, p. 4)

B. Paleontological Sensitivity

The fossil record is unpredictable, and the preservation of organic remains is rare, requiring a particular sequence of events involving physical and biological factors. Skeletal tissue with a high percentage of mineral matter is the most readily preserved within the fossil record; soft tissues not intimately connected with the skeletal parts, however, are the least likely to be preserved. For this reason, the fossil record contains a biased selection not only of the types of organisms preserved but also of certain parts of the organisms themselves. As a consequence, paleontologists are unable to know with certainty the quantity of fossils or the quality of their preservation that might be present within any given geologic unit. (CRM Tech, 2022b, p. 5)



Sedimentary units that are paleontologically sensitive are those geologic units (mappable rock formations) with a high potential to contain significant nonrenewable paleontological resources. More specifically, these are geologic units within which vertebrate fossils or significant invertebrate fossils have been determined by previous studies to be present or are likely to be present. These units include, but are not limited to, sedimentary formations that contain significant paleontological resources anywhere within their geographical extent as well as sedimentary rock units temporally or lithologically amenable to the preservation of fossils. (CRM Tech, 2022b, p. 5)

A geologic formation is defined as a stratigraphic unit identified by its lithic characteristics (e.g., grain size, texture, color, and mineral content) and stratigraphic position. There is a direct relationship between fossils and the geologic formations within which they are enclosed and, with sufficient knowledge of the geology and stratigraphy of a particular area, it is possible for paleontologists to reasonably determine the formation's potential to contain significant nonrenewable vertebrate, invertebrate, marine, or plant fossil remains. (CRM Tech, 2022b, p. 5)

The paleontological sensitivity for a geologic formation is determined by the potential for that formation to produce significant nonrenewable fossils. This determination is based on what fossil resources the particular geologic formation has produced in the past at other nearby locations. Determinations of paleontologic sensitivity must consider not only the potential to yield a large collection of fossil remains but also the potential to yield a few fossils that can provide new and significant taxonomic, phylogenetic, and/or stratigraphic data. (CRM Tech, 2022b, p. 5)

The Society of Vertebrate Paleontology issued a set of standard guidelines intended to assist paleontologists to assess and mitigate any adverse effects/impacts to nonrenewable paleontological resources. The guidelines defined four categories of paleontological sensitivity for geologic units that might be impacted by a proposed project, as listed below: (CRM Tech, 2022b, p. 5)

- High Potential: Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered.
- Undetermined Potential: Rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment.
- Low Potential: Rock units that are poorly represented by fossil specimens in institutional collections, or based on general scientific consensus only preserve fossils in rare circumstances.
- No Potential: Rock units that have no potential to contain significant paleontological resources, such as high-grade metamorphic rocks and plutonic igneous rocks.

According to Riverside County GIS, a majority of the Project site is classified as having a “High” potential for containing paleontological resources, while the southwest corner of the Building 18 site and the western +/- 1/3 of the Buildings 14A/14B site are mapped as having a “Low” potential for containing paleontological resources (RCIT, n.d.).



C. Paleontological Setting

The Mead Valley area is situated on the northwestern edge of the Perris Valley, a semi-arid inland alluvial valley in western Riverside County that extends generally in a northwest-southeast direction. A number of isolated granitic mountains, such as the Lakeview Mountains and the Bernasconi Hills, separate the Perris Valley from the nearby Moreno, San Jacinto, and Menifee Valleys. These valleys are sub-basins of the San Jacinto watershed, one of the three major geographical subdivisions of the Santa Ana Basin. This valley complex is bounded on the northeast by the San Jacinto Mountains and on the southwest by the Santa Ana Mountains. The climate and environment of the region are typical of southern California's inland valleys, with temperatures reaching over 100 degrees Fahrenheit in summer and dipping to near freezing in winter. The average annual precipitation is approximately 12 inches, most of which occurs between December and March. (CRM Tech, 2022b, p. 6)

Geologically, the Perris Valley lies in the northern portion of the Peninsular Ranges geomorphic province, close to the boundary with the adjacent Transverse Ranges province. The Peninsular Ranges province is made up of a series of northwest-southeast trending structural blocks consisting of uplifted mountains that are separated by valley basins developed along the intervening fault zones. The mountains are made up mainly of igneous intrusive rocks, metasedimentary rocks, and some metavolcanic rocks. The non-crystalline rocks in the eastern portion of the mountains contain mainly metasedimentary rocks of Paleozoic and older age, while the crystalline basement rocks consist mainly of Mesozoic-age granitic rocks with some scattered gabbroic intrusions. (CRM Tech, 2022b, p. 6)

The Perris Valley is a part of the Perris Block, one of the structural blocks in the Peninsular Ranges province. Situated between the San Jacinto and Elsinore-Chino fault zones, the Perris Block includes many tectonically controlled valley-and-ridge systems. It is bounded on the north by the Cucamonga (San Gabriel) Fault and on the south by a vaguely delineated boundary near the southern end of the Temecula Valley. This structural block has been active since Pliocene time. Colluvial/alluvial sediments of varying thickness derived from the erosion of the elevated portions of the region fill the low-lying areas of the Perris Block. (CRM Tech, 2022b, p. 6)

More specifically, the Project area is located on an expansive tract of former agricultural land along the west side of the Atchison, Topeka and Santa Fe (AT&SF) rail line and Interstate 215 that has been undergoing a gradual transformation to commercial/industrial use in recent decades. All four portions of the Project site are currently undeveloped, but portions of the land were once occupied by buildings, as demonstrated by maps and aerial/satellite photographs from the historic era and foundations remaining extant today. Elevations in the project area range approximately from 1,516 feet to 1,549 feet above mean sea level (amsl), and the terrain is generally level with a gradual incline to the southwest. (CRM Tech, 2022b, p. 6)

The ground surface in the Project vicinity has been extensively disturbed in the past by agricultural operations, construction and demolition of buildings, and earth-moving activities associated with road construction and nearby development. The existing vegetation is indicative of past land use and features eucalyptus trees, various landscaping plants, and introduced weeds such as wild mustard, foxtail, tumbleweed, and other small grasses and brush. The surface soil is made up of loamy sands of fine to medium-sized grain mixed with gravels featuring fine-to-coarse pebbles and small cobbles. (CRM Tech, 2022b, p. 6)



D. Methods and Procedures

1. *Records Search*

The paleontological records search service for this study was provided by the Western Science Center (WSC) in Hemet. The WSC maintains files of regional paleontological localities as well as supporting maps and documents. The records search results were used to identify previously performed paleontological resource assessments and known paleontological localities within a one-mile radius of the project location. A copy of the records search results is attached as Appendix 2 to the Project's PRA (*Technical Appendix K*). (CRM Tech, 2022b, p. 7)

2. *Literature Review*

In conjunction with the records search, CRM Tech reviewed geological literature pertaining to the Project vicinity. Sources consulted during the review include primarily published literature on regional geology, topographic, geologic, and soil maps of the Mead Valley area, the Riverside County GIS database on paleontological sensitivity, satellite and aerial images available at the Nationwide Environmental Title Research (NETR) Online website, and other materials in the CRM Tech library, including unpublished reports produced during similar surveys in the vicinity. (CRM Tech, 2022b, pp. 7-8)

3. *Field Survey*

On April 19, 2022, CRM Tech carried out a field survey of the Project area. The survey was completed by walking a series of parallel north-south and east-west transects spaced 15 meters (approximately 50 feet) apart. In this way, the ground surface in the entire project area was systematically and carefully examined to determine soil types, verify the geological formations, and search for indications of paleontological remains. Ground visibility was fair (70%) over most of the project area but was poor (0-10%) where pockets of dense vegetation were present. (CRM Tech, 2022b, p. 8)

E. Results and Findings

1. *Records Search*

According to the WSC, the Project area consists primarily of alluvial sand and gravel dating to the Holocene and Pleistocene Epochs. The WSC did not identify any known paleontological localities within the Project area or within a one-mile radius, but noted that Pleistocene alluvial fan units are considered to be of high paleontological sensitivity. Therefore, the WSC concluded that any fossil specimen recovered from the Project area would be scientifically significant and recommended that a paleontological resource mitigation program be implemented to monitor ground-disturbing activities and salvage such specimens, if discovered. (CRM Tech, 2022b, p. 8)

2. *Literature Review*

The surface geology in the Project area is mapped as either "very old fan deposits (early Pleistocene)," which is described as mostly well-dissected, well-indurated, reddish-brown sand deposits, or as Holocene alluvium (CRM Tech, 2022b, p. 8).



According to the County's general plan regarding paleontological sensitivity (CRM Tech, 2022b, p. 8):

High A is based on geologic formations or mapped rock units that are known to contain or have the correct age and depositional conditions to contain significant paleontological resources. These include rocks of Silurian or Devonian age and younger that have potential to contain remains of fossil fish, and Mesozoic and Cenozoic rocks that contain fossilized body elements and trace fossils such as tracks, nests and eggs. (Riverside County, 2015a, p. 4.9-11)

The Riverside County paleontological sensitivity map classifies a majority of the Project site as High Sensitivity ("High B"), with small portions of the Buildings 14A/14B and Building 18 site mapped as having a "Low" sensitivity for paleontological resources. This assessment indicates that the geologic formations or rock units at a majority of the Project site are known to contain or have the correct age and depositional conditions to contain significant paleontological resources, but that the fossil remains are likely to be encountered at or below four feet of depth. Aerial and satellite images show much of the Project area to have been used for agricultural and residential purposes at least by the mid-1960s and impacted by development activities in the surrounding area since the 1990s, further reducing the paleontological sensitivity of the surface and near-surface sediments. (RCIT, n.d.; Riverside County, 2015a, p. 4.9-11; CRM Tech, 2022b, pp. 8, 10)

3. *Field Survey*

Throughout the course of the field survey, no surface manifestation of any paleontological remains was observed within the project area. Field observations confirmed that the ground surface in much of the Project area, had been disturbed as a result of past residential and agricultural use of the property, as well as by construction of adjacent roads in the most recent decades. (CRM Tech, 2022b, p. 10)

4.14.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, state, and local environmental laws and related regulations governing issues related to paleontological resources.

A. *Federal Regulations*

1. *Paleontological Resources Preservation Act*

The Paleontological Resources Preservation Act (PRPA) was signed into law on March 30, 2009 (Public Law 111-11, Title VI, Subtitle D; 16 U.S.C. §§ 470aaa - 470aaa-11). PRPA directs the Department of Agriculture (U.S. Forest Service) and the Department of the Interior (National Park Service, Bureau of Land Management, Bureau of Reclamation, and Fish and Wildlife Service) to implement comprehensive paleontological resource management programs. Section 6310 of PRPA specifically states, "As soon as practical after the date of enactment of this Act, the Secretary shall issue such regulations as are appropriate to carry out this subtitle, providing opportunities for public notice and comment." (NPS, 2022b)



B. State Regulations

1. *California Administrative Code, Title 14, Section 4308*

Section 4308, *Archaeological Features*, of Title 14 of the California Administrative Code provides that: “No person shall remove, injure, disfigure, deface, or destroy any object of archaeological, or historical interest or value.” (CCR, n.d.)

2. *California Public Resources Code*

Public Resources Code § 5097.5 states that “A person shall not 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, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.” (CCR, n.d.)

Public Resources Code § 30244 states that, “Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.” (CCR, n.d.)

C. Local Regulations

1. *Riverside County Planning Department Procedures*

In order to ensure the review and protection of paleontological resources for projects subject to CEQA and not otherwise categorically exempt, the Riverside County Geologist performs an initial review of the County of Riverside’s database and mapped information for the subject site. When existing information indicates that a site proposed for development has high paleontological sensitivity, a paleontological resource impact mitigation program (PRIMP) is required for the project. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources. If the site warrants protection, then an “Environmental Constraint” is placed on the approved map for the project, stating that: (Riverside County, 2015a, pp. 4.9-26 and -27)

“This site, as delineated on this [Environmental Constraint Sheet] map and as indicated in the county’s General Plan, has been mapped as having a high potential for containing significant nonrenewable fossil material. The proposed project’s potential to impact paleontological resources has been determined to be possible. Therefore, mitigation of this potential impact in the form of monitoring of all site earth-moving activities and collection/curation of all significant fossils unearthed is required unless proven unnecessary through comprehensive literature research and site inspection.”

When existing information indicates that a site proposed for development has low paleontological sensitivity, no direct mitigation is required unless a fossil is encountered during site development. Should a fossil be encountered, the Riverside County Geologist must be notified and a paleontologist must be retained by the project proponent. The paleontologist documents the extent and potential significance of the paleontological



resources on the site and establishes appropriate mitigation measures for further site development. (Riverside County, 2015a, p. 4.9-27)

When existing information indicates that a site proposed for development has undetermined paleontological sensitivity, a report is filed with the Riverside 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. (Riverside County, 2015a, p. 4.9-27)

4.14.3 BASIS FOR DETERMINING SIGNIFICANCE

Section VII of Appendix G to the State CEQA Guidelines addresses typical adverse effects paleontological resources, and includes the following threshold question to evaluate the Project's impacts to paleontological resources:

- Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, as modified based on the 2018 updates to Section VII of Appendix G to the State CEQA Guidelines (listed above), and indicate significant impacts would occur if the Project or any Project-related component would:

- a. Directly or indirectly destroy a unique paleontological resources, site, or unique geologic feature.*

The significance threshold set forth in Riverside County's Environmental Assessment Checklist, as modified by the 2018 updates to the State CEQA Guidelines, was used to evaluate the significance of the proposed Project's impacts on paleontological resources.

4.14.4 IMPACT ANALYSIS

Threshold a.: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Under existing conditions, the Project site exhibits little topographic variation, has been disturbed by past agricultural and residential development, and does not contain any unique geologic features. As such, no impacts to unique geologic features would occur with Project implementation. (Google Earth, n.d.)

As previously discussed, and based on the records search and literature review, the Project area is situated upon alluvial sands and gravel of Holocene and/or Pleistocene age, which are conducive to the preservation of fossil remains. The Pleistocene sediments, in particular, have a high potential to contain significant, nonrenewable fossil remains. While no fossil localities were previously identified in or near the Project area, the WSC noted that fossil discoveries from similar geologic formations were well-documented throughout southern California. (CRM Tech, 2022b, p. 10)



It was observed during the field survey that the ground surface in much of the Project area has been disturbed in the past. However, a majority of the Project site has been assigned a “High B” sensitivity rating for paleontological resources by the County of Riverside, indicating that fossil remains may be present at depths of four feet or more. Any earth-moving activities beyond the disturbed topsoil may disrupt or adversely affect paleontological resources. Therefore, while surface grading impacting previously disturbed soils would not likely reach any fossiliferous sediments, excavations into the native soils have a strong potential to encounter paleontological resources. This is evaluated as a potentially significant impact for which mitigation would be required. (CRM Tech, 2022b, p. 10)

4.14.5 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development in the vicinity of the Project site, including buildout of the Riverside County General Plan Land Use Plan and the general plans of cities throughout western Riverside County. This cumulative study area was selected for analysis because it encompasses a region in which geological conditions, and thus paleontological sensitivity, are similar to what occurs in the immediate vicinity of the Project site.

As indicated under the analysis of Threshold a., while surface grading impacting previously disturbed soils would not likely reach any fossiliferous sediments, excavations into the native soils (i.e., at depths exceeding 4 feet) have a strong potential to encounter paleontological resources. As such, the Project has the potential to directly impact paleontological resources that may be present on the Project site or off-site improvement areas. Other developments within the region occurring on soils/geologic units with a “High” potential for containing paleontological resources also have the potential to impact subsurface unique paleontological resources during grading and excavation. Therefore, the Project’s potential impacts to paleontological resources on site would be cumulatively considerable.

4.14.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a.: Significant Direct and Cumulatively-Considerable Impact. The Project would not impact any known paleontological resources or unique geological features. However, the Pleistocene sediments in the Project area have a high potential to contain significant, nonrenewable fossil remains, and Riverside County classifies a majority of the Project area as having a “High B” sensitivity rating for paleontological resources. Any earth-moving activities beyond the disturbed topsoil may disrupt or adversely affect paleontological resources. Therefore, while surface grading impacting previously disturbed soils would not likely reach any fossiliferous sediments, excavations into the native soils have a strong potential to encounter paleontological resources. This is evaluated as a potentially significant impact on both a direct and cumulatively-considerable basis.

4.14.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Mitigation

MM 4.14-1 Prior to the issuance of grading permits, the Project Applicant shall retain a qualified paleontologist approved by the County to create and implement a Project-specific plan for



monitoring site grading/earth-moving activities (Project Paleontologist). The Project Paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the Project Paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a grading permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, is as follows:

- Prior to issuance of grading permits, a qualified vertebrate paleontologist (“Project Paleontologist”) shall review the Project grading plans and geotechnical report data, with particular regard to location and depth of earth moving and the rock unit(s) being encountered. The review is for the purpose of assessing potential for fossil remains being encountered by earth moving. If previously undisturbed strata with potential for containing fossil remains will be encountered by earth moving, the following measures shall be implemented.
 - Museum Storage Agreement. The Western Science Center (WSC), Natural History Museum of Los Angeles County (LACM), San Diego Natural History Museum (SDNHM), San Bernardino County Museum (SBCM), or Riverside Municipal Museum (RMM) shall be the designated museum repository for any vertebrate, invertebrate, and plant fossil remains and associated specimen data and corresponding geologic and geographic site data that might be recovered from the site as a result of the PRIMP. Prior to any earth moving at the Project site, the Project Paleontologist shall develop a formal agreement with the museum regarding final disposition and permanent storage and maintenance of the fossil collection and associated data. The agreement shall cover, but not necessarily be limited to, museum requirements regarding: 1) level of treatment of the collection; 2) storage and maintenance fees, if any; 3) purchase of specimen storage cabinets and drawers, as well as specimen trays, vials, specimen data cards, and other curatorial supplies, if required.
 - Discovery Clause/Treatment Plan. As part of the PRIMP, the Project Paleontologist shall develop a discovery clause/treatment plan (DC/TP) to allow for the additional tasks (recovery, geologic mapping, fossiliferous rock sample processing, specimen preparation, identification, curation, cataloging, data entry, specimen storage, and maintenance by museum) and manpower required to treat a large or productive fossil occurrence that cannot be treated without diverting the monitor from routine monitoring. The DC/TP shall also include approved procedures and lines of communication to be followed by specific individuals if fossil remains are uncovered by earth moving, particularly when a paleontologic monitor is not present at the site. Names and telephone numbers of contact personnel shall be included in the lines of communication. The preparation of the required PRIMPs for future grading permits would ensure compliance with these requirements.



- Pre-Construction Meeting. The Project Paleontologist or field supervisor, as well as a paleontologic construction monitor, shall attend a preconstruction meeting to explain the PRIMP to construction contractor and the developer's construction workers. The presentation shall summarize mitigation procedures to be employed by PRIMP personnel and shall detail procedures and lines of communication to be followed by specific Project personnel when fossil remains are found at the site.

The Project Paleontologist or field supervisor shall inform the construction contractor and the developer's construction workers of the following items:

- 1) Routine mitigation measures (primarily monitoring and test screening) to be employed by a monitor during earth moving.
- 2) The potential for fossil remains being uncovered by earth moving in particular areas of the site and the need to implement specific actions and additional mitigation measures when a fossil occurrence is uncovered by earth moving.
- 3) Functions and responsibilities of the monitor when fossil remains are uncovered by earth moving and can be recovered without diverting the monitor from monitoring (temporarily divert earth moving around fossil site until remains evaluated, recovered, and earth moving allowed to proceed through site by monitor; if approved by construction contractor, enlist assistance of earth-moving equipment and operator to expedite recovery of remains, obviate need for additional personnel, and reduce any potential construction delay).
- 4) Functions and responsibilities of the monitor when a fossil occurrence is uncovered by earth moving and is sufficiently large or productive that it cannot be recovered without diverting the monitor from monitoring.
 - 4a) Flag the site.
 - 4b) Advise construction contractor to avoid fossil site until further notice.
 - 4c) Call the Project Paleontologist or field supervisor to site.
- 5) Functions and responsibilities of the Project Paleontologist or field supervisor when notified by the monitor that a large or productive fossil occurrence has been uncovered by earth moving and cannot be recovered without diverting the monitor from monitoring. Evaluate occurrence to determine if recovery is warranted.
 - 5a) If recovery is warranted, notify construction contractor and the Project developer of necessity for implementing additional mitigation measures specified in DC/TP initiating increased level of monitoring, if not already in effect, in immediate vicinity of fossil site and assigning additional personnel to PRIMP.



- 5b) Within 24 hours, mobilize recovery crew to recover occurrence; supervise recovery of occurrence and its transport to laboratory facility or to location elsewhere at site approved by construction contractor for initial/field processing of a fossiliferous rock sample or to laboratory facility for preparation of a fossil specimen.
- 5c) If warranted and approved by construction contractor, enlist assistance of the earth-moving equipment and operator to expedite recovery of occurrence.
- 5d) To obviate need for additional personnel and reduce any potential construction delay, after recovery of occurrence, have construction contractor allow earth moving to proceed through fossil site.
- 5e) Notify Project developer of recovery (or of decision not to recover fossil occurrence, if appropriate) and of authorization for earth moving to proceed through fossil site.
- 6) Responsibilities of the construction contractor and earth-moving equipment operators if fossil remains are uncovered by earth moving, particularly if a monitor is not present at the site when the remains are encountered.
 - 6a) Avoid disturbance of fossil site by earth moving.
 - 6b) Notify monitor, the Project Paleontologist or the field supervisor and Project developer of the fossil occurrence.
 - 6c) Avoidance of fossil site by earth-moving activities.
 - 6d) Assist with equipment and operator to expedite recovery of occurrence.

If warranted, the Project Paleontologist or field supervisor and a monitor shall give a similar presentation to the earth-moving equipment operators at one of their earliest safety meetings. The operators shall be instructed on recognizing fossil remains in the field, informed of their responsibilities if they observe fossil remains when the monitor is not present at the site (avoid disturbance of occurrence by earth moving; have construction contractor call monitor to fossil site; expedite recovery of occurrence, if requested), and advised that unauthorized collecting of fossil remains is illegal.

- Monitoring Earth Moving. Earth moving shall be monitored by a paleontologic monitor only in those areas of the site where earth moving will disturb soils greater than 4 feet deep (monitoring will not be conducted in areas in which soils will be buried, but not disturbed) and where paleontological resources have the potential to occur. Monitoring shall not be implemented until earth moving has reached a depth of 4 feet below current grade. Monitoring shall consist of visually inspecting freshly exposed rock and debris for larger fossil remains and periodically dry test screening a small (25 pound) sample of rock and debris with a 20-mesh box screen for smaller vertebrate fossil remains.



Monitoring shall be conducted on a full-time basis. However, if too few or no fossil remains are uncovered by earth moving in areas underlain by a particular rock unit, monitoring can be reduced, generally, to half or quarter time or suspended once 50% of earth moving in the area underlain by the rock unit has been completed. Alternatively, if sufficient fossil remains are uncovered by earth moving, monitoring may be increased in areas underlain by the fossil-bearing rock unit, at least in the immediate vicinity of the fossil site.

o Large-Specimen Evaluation and Recovery Option.

1) If a large fossil specimen is found as a result of monitoring earth moving and the specimen can be recovered without significantly diverting the monitor from monitoring, earth moving shall be temporarily diverted around the fossil site and the specimen shall be evaluated, and, if warranted, excavated, covered with a protective plaster-impregnated burlap jacket, if required, and recovered.

If necessary, earth-moving equipment and an operator shall be enlisted to expedite recovery of the specimen and obviate the need for additional personnel, and the construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the specimen. A temporary field number shall be assigned to the specimen; the field number, a preliminary field identification, and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded and the fossil site location plotted on a map of the site.

At the end of the day the monitor or (following his next site inspection) the field supervisor shall transport the fossil remains and associated data to a laboratory facility for further treatment. If appropriate, samples of fossil wood will be submitted for carbon-14 dating analysis.

2) If a fossil specimen is found and is sufficiently large that it cannot be recovered without significantly diverting the monitor from monitoring, the fossil site shall be flagged with colored survey ribbon to temporarily divert earth moving around the site, the construction contractor shall be advised to avoid the site until further notice, and the Project Paleontologist or field supervisor shall be called to the site. The grading contractor will notify the Project developer and Project Paleontologist of the occurrence and of the avoidance of the site. The Project Paleontologist or field supervisor in turn shall evaluate the specimen to determine if recovery is warranted.

2a) If specimen recovery is not warranted, no further action will be taken to preserve the fossil site or remains, and the construction contractor will be allowed to have earth moving proceed through the site immediately.



- 2b) If specimen recovery is warranted, the Project Paleontologist or field supervisor shall notify the construction contractor and Project developer of the necessity for implementing additional mitigation measures specified in the DC/TP, initiating full-time monitoring, if not already in effect, at least in the immediate vicinity of the site in areas underlain by the fossil-bearing rock unit, and assigning additional personnel to the PRIMP. Within 24 hours a recovery crew shall be mobilized to recover the specimen. The size of the crew shall reflect the size of the specimen and the need to recover the specimen as quickly as possible.

The specimen shall be excavated with hand tools, covered with a protective plaster-impregnated burlap jacket, and recovered. If necessary and approved by the construction contractor, earth-moving equipment and an operator shall be enlisted to expedite recovery of the specimen, reduce any potential construction delay, and obviate the need for additional personnel. The construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the specimen.

A temporary field number shall be assigned to the specimen; the field number, a preliminary field identification, and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded and the fossil site location plotted on a map of the site. The field supervisor and, if necessary, a crew member shall transport the fossil specimen and associated site data to a laboratory facility for further treatment.

- Small-Specimen Sample Evaluation, Recovery, and Processing. If a sufficient number of smaller vertebrate fossil remains are found at one (1) site as a result of test screening by the paleontological monitor, the fossil site shall be flagged with colored survey ribbon to temporarily divert earth moving around the site. The construction contractor shall be advised to avoid the site until further notice, and if requested by the monitor to expedite recovery of a fossiliferous rock sample reduce any potential construction delay and obviate the need for additional personnel, the construction contractor shall have earth-moving equipment and an operator acquire a rock sample from the fossil site and transport the sample, if possible, to a nearby temporary location at the site approved by the construction contractor.

If a sample is recovered, the construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the sample. The Project Paleontologist or field supervisor shall be called to the fossil/storage site to determine if the fossil site/sample is sufficiently productive to warrant recovery of a large sample of fossiliferous rock to process for additional small remains.



- 1) If the site/sample is determined too unproductive or the remains too poorly preserved or insufficiently diagnostic, no further action will be taken to preserve the fossil site/sample or remains, and the construction contractor will be allowed to have earth moving proceed through the fossil/storage site immediately.
- 2) If sample recovery is warranted, the Project Paleontologist or field supervisor shall notify the construction contractor and Project developer of the necessity for implementing additional mitigation measures specified in the DC/TP and assigning additional personnel to the PRIMP.
 - 2a) Within 24 hours, a recovery crew shall be mobilized to recover the sample. The size of the crew shall reflect the need to recover the sample as quickly as possible. The field supervisor shall record the size and supervise recovery of the sample. Up to 3 tons of fossiliferous rock shall be recovered. The sample shall be excavated with hand tools for recovery. If necessary and if approved by the construction contractor, earth-moving equipment and an operator shall be enlisted to expedite transportation of the sample to the processing facility site, obviate the need for additional personnel, and reduce any potential construction delay and the construction contractor will be allowed to have earth moving proceed through the fossil site immediately after recovery of the sample.
 - 2b) A temporary field number shall be assigned to the sample; the field number and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded and the fossil site location plotted on a map of the site. The field supervisor and, if necessary, a crew member will transport the sample to a location elsewhere at the site approved by the construction contractor or to an offsite location for initial/field processing (wet screening) of the sample. The total weight of all samples from each fossil-bearing rock unit at the site shall not exceed 3 tons.
 - 2c) If warranted, the field supervisor shall setup a field processing facility for wet screening the sample at a site location approved by the construction contractor. Wet screening shall consist of sieving rock through a 20- (and/or finer) mesh box screen immersed in a tub of water to remove the smaller (clay and silt) particles from the larger (sand and rock) particles and small fossil remains, and could result in a reduction in sample weight/volume in excess of 90%. If necessary, rock shall be soaked in an environmentally safe dispersant (citrus oil) prior to screening to improve the separation of the clay particles from the rest of the sample during screening. The monitor shall conduct wet screening if screening can be accomplished without diverting the monitor from monitoring. If it is not possible to have the monitor perform



the wet screening, a field technician shall be assigned to the task. Following the next site inspection, the field supervisor will transport the concentrate (larger particles and small fossil remains) generated by initial processing to a laboratory facility for final/laboratory processing.

- 2d) If the fossil remains in the concentrate are sufficiently fossilized (dense), an environmentally safe heavy liquid (sodium polytungstate), if appropriate, shall be used by the senior vertebrate paleontologist to separate the remains from the remaining sand and rock particles. When added to a beaker filled with heavy liquid, the concentrate will separate, the particles floating to the surface, and the remains sinking to the bottom, from where they are retrieved. This technique can result in a further sample weight/volume reduction in excess of 90% (less than 1% of original sample size). The final concentrate shall be examined under a microscope and fossil specimens recovered from any remaining sand and rock particles. If the fossil bone in the original concentrate is not sufficiently dense for use of the heavy-liquid separation technique, the entire sample of concentrate shall be sorted under a microscope for fossil remains. Recovered fossil remains shall then be treated as outlined herein.
- 2e) During the final processing of a sample, the senior vertebrate paleontologist shall continually evaluate the results of field and laboratory processing. If the sample is insufficiently productive or the fossil remains are too poorly preserved, the senior vertebrate paleontologist shall have the option of discontinuing further laboratory processing of the sample, having field processing of the remainder of the sample suspended, and disposing of the remainder of the sample and unprocessed concentrate. Similarly, processing shall be discontinued if, after preliminary identification of some specimens, the remains are determined insufficiently diagnostic or diverse taxonomically, or the species represented are the same as those in another sample from the fossil-bearing rock unit. If appropriate, small splits from one or more samples shall be submitted for palynological analysis.
- Fossil Treatment. Final treatment of all fossil specimens recovered from the site as a result of the PRIMP shall be conducted at a laboratory facility. Larger vertebrate fossil specimens shall be removed from their protective jackets, prepared to the point of identification using hand tools, and hardened or stabilized with a penetrating solution by a preparator. All recovered fossil specimens shall be identified to the lowest taxonomic level possible by knowledgeable vertebrate and invertebrate paleontologists and, if required, other knowledgeable paleontologists (i.e., paleobotanists, micropaleontologists, palynologists). The specimens shall then be curated (assigned and labeled with museum specimen data and corresponding site numbers, placed in specimen trays and, if appropriate, vials with completed specimen data cards), catalogued (specimen and site numbers and specimen data and corresponding geologic



and geographic site data, respectively, archived [entered into appropriate catalogs and computerized databases]), and accessioned into the museum fossil collection, where they will be permanently stored, maintained, and, along with associated data, made available for future study by qualified investigators. With the possible exception of those tasks (curation, cataloging) that might be conducted by museum staff, all treatment of the fossil specimens shall be conducted by a laboratory technician. Fossil specimen preparation, identification, curation, and cataloging are now required before a fossil collection will be accepted by most museum repositories, including the WSC, LACM, SDNHM, SBCM, and RMM. Moreover, the scientific importance of a fossil specimen cannot be evaluated until the specimen has been identified to the lowest taxonomic level possible, and specimen identification often is not possible without prior preparation.

- Final Report. A final technical report of findings shall be prepared by the Project Paleontologist and shall describe the site's stratigraphy, summarize field and laboratory methods employed during the PRIMP, include a taxonomic list and an inventory of catalogued fossil specimens recovered as a result of the PRIMP, evaluate the scientific importance of the specimens, and discuss the relationship of the fossil assemblage from any newly recorded fossil site at the project site to relevant fossil assemblages from fossil sites in other areas. The report shall be submitted to the contractor and County Geologist. Submission of the final report will signify completion of the PRIMP and will ensure Project compliance with Public Resources Code Section 21081.6 (mitigation monitoring, reporting, and compliance).

All reports shall be signed by the Project Paleontologist and all other professionals responsible for the report's content (e.g., Project Geologist), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the Project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the Project Applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a Project Paleontologist for the in-grading implementation of the PRIMP.

4.14.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold a.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.14-1 would ensure that the Project's PRIMP is implemented as part of future site grading activities. Implementation of the Project's PRIMP would ensure that paleontological resources, if uncovered during site grading activities, are appropriately treated, and would reduce the Project's direct and cumulatively-considerable impacts to paleontological resources to less-than-significant levels.



4.15 POPULATION AND HOUSING

The following analysis discloses existing population and housing data from Riverside County and assesses the potential for impacts on population and housing associated with implementation of the Project. The analysis in this Subsection 4.15 is based on information contained in the Riverside County General Plan (Riverside County, 2021a) and addresses population and housing projections and requirements from the Southern California Association of Governments (SCAG). Refer to Section 7.0, *References*, for a complete list of reference sources.

4.15.1 EXISTING CONDITIONS

A. Existing Site Conditions

As previously shown on EIR Figures 2-6 and 2-7, under existing conditions the Project site is vacant and undeveloped, and is characterized as having little topographic variation and covered by low-lying natural vegetation that is routinely subjected to discing for fire abatement purposes.

As indicated in Section 2.0 of this EIR, the Project site is located in the Mead Valley Area Plan (MVAP) of the Riverside County General Plan. As previously depicted on EIR Figure 2-4, the 70.37-acre Project site is designated for “Light Industrial (LI)” land uses. The LI land use designations is intended to accommodate industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses (Riverside County, 2021a, Table LU-4; RCIT, n.d.).

B. Population Projections

The Project site is located within the Mead Valley community of unincorporated Riverside County. According to SCAG’s 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (“Connect SoCal”), and as shown in Table 4.15-1, *SCAG Region Projected 2000-2045 Growth Forecast*, in 2000 the SCAG region had a population of approximately 16,574,000 persons. The population within the SCAG region is expected to increase to 22,504,000 persons by 2045, reflecting a 35.7% increase in population over the 45-year period. While the annual rate of household growth has steadily tracked upward since its low of 0.2% in 2010, household growth in the SCAG region remains much flatter than before the Great Recession (i.e., a post-recession household growth rate of 0.6% from 2017-2019). After losing over 700,000 jobs between 2007 and 2010, the region has experienced tremendous job growth between 2010 and 2019, reaching nearly 8.7 million jobs and cresting the previous high of 8.1 million reached in 2007. (SCAG, 2020, Demographics and Growth Forecast Technical Appendix)

Table 4.15-1 SCAG Region Projected 2000-2045 Growth Forecast

	2000	2010	2016	2045
Population	16,574,000	18,076,000	18,832,000	22,504,000

(SCAG, 2020, Demographics and Growth Forecast Technical Appendix, Table 3)



4.15.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations governing environmental topics related to population and housing.

A. Federal Plans, Policies, and Regulations

1. Fair Housing Act

The federal Fair Housing Act protects people from discrimination when they are renting or buying a home, getting a mortgage, seeking housing assistance, or engaging in other housing-related activities. Additional protections apply to federally-assisted housing. (HUD, n.d.)

2. U.S. Census Bureau

The U.S. Census Bureau is the leading source of statistical information about the nation's people. Population statistics come from decennial censuses, which count the entire U.S. population every ten years, along with several other surveys. The American Community Survey (ACS) is an ongoing annual survey intended to help communities decide where to target services and resources. Demographic surveys measure income, poverty, education, health insurance coverage, housing quality, crime victimization, computer usage, and many other subjects. Economic surveys are conducted monthly, quarterly, and yearly, and cover selected sectors of the nation's economy. (USCB, n.d.)

B. State and Regional Plans, Policies, and Regulations

1. State Housing Law

The State law regulating residential occupancies is entitled the "State Housing Law" and is found in Division 13, Part 1.5 of the California Health and Safety Code (HSC), Sections (§§) 17910 to 17998.3 Regulations implementing the State Housing Law mandate statewide residential building standards for new construction, which are found in the California Code of Regulations, Title 24, also referred to as the California Green Building Standards Code (CalGreen). (CA Legislative Info, n.d.)

2. Southern California Association of Governments (SCAG)

SCAG determines regional housing needs and the share of the regional needs to be addressed by Riverside County and its constituent cities. SCAG is a Joint Powers Agency and is the designated Council of Governments (COG), Regional Transportation Planning Agency (RTPA), and Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, Ventura, San Bernardino, Riverside, and Imperial counties. SCAG's Regional Comprehensive Plan and Guide (RCPG) and Regional Housing Needs Assessment (RHNA) are tools for coordinating regional planning and housing development strategies in southern California. (SCAG, n.d.)

3. Regional Housing Needs Assessment (RHNA)

State Housing Law (California Government Code Article 10.6, §§ 65580-65590) mandates that local governments, through COGs, identify existing and future housing needs in a RHNA. The RHNA provides



recommendations and guidelines to identify housing needs within counties and cities. The County of Riverside addresses its RHNA allocation through its General Plan Housing Element. The RHNA prepared by SCAG projects the County’s share of regional housing need for 2021-2029 as 40,647 housing units. (SCAG, n.d.)

4. *Senate Bill 330 (Housing Crisis Act of 2019) and Senate Bill 8 (2021)*

On October 9, 2019, California Governor Gavin Newsom signed the Housing Crisis Act of 2019 (HCA) into law, commonly known as Senate Bill (SB) 330 (Chapter 654, Statutes of 2019) to respond to the California housing crisis. On September 16, 2021, Gov. Newsom also signed SB 8 (Chapter 161, Statutes of 2021), which is an extension of the HCA. The HCA aims to increase residential unit development, protect existing housing inventory, and expedite permit processing, and applies only to “affected cities” and “affected counties.” Under this legislation, municipal and county agencies are restricted in ordinances and polices that can be applied to residential development. For example, State law now prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. SB 330 requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the record that specified conditions exist, and places the burden of proof on the local agency to that effect. (CA Legislative Info, n.d.)

5. *SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)*

SCAG is a JPA under California State law, established as an association of local governments and agencies that convene as a forum to address regional issues. On September 3, 2020, SCAG’s Regional Council adopted *Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy)*. Connect SoCal is intended to create a plan for defining and solving regional problems including housing, traffic, water, air quality, and other regional challenges. Connect SoCal builds upon the elements of existing local general plans and provides a blueprint for where and how the southern California area will grow. (SCAG, 2020)

C. Local Plans, Policies, and Regulations

1. *Riverside County General Plan Housing Element*

The 2021-2029 Housing Element identifies and establishes policies intended to fulfill the housing needs of existing and future residents in Riverside County. It establishes policies that guide County decision-making and set forth an action plan to implement its housing goals. The Housing Element includes a review of previous housing goals, an assessment of the effectiveness of those goals, and an assessment of housing needs. Additionally, the Housing Element includes an inventory of resources and constraints related to meeting housing needs in Riverside County; an analysis of affordable housing developments and programs intended to preserve such housing; community goals for the maintenance, preservation, improvement and development of housing; and a program which sets forth a five-year schedule of actions that the County is undertaking or intends to undertake in implementing the polices set forth in the Housing Element. (Riverside County, 2021a, pp. H1 to H-3)



4.15.3 BASIS FOR DETERMINING SIGNIFICANCE

Section XIV of Appendix G to the California Environmental Quality Act (CEQA) Guidelines addresses typical adverse effects due to population and housing, and includes the following threshold questions to evaluate the Project's impacts due to population and housing:

- Would the Project induce substantial unplanned population growth in an area, either directly (for example by proposing new homes and businesses) or indirectly (for example, through the extension of infrastructure)?
- Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section XIV of Appendix G to the CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact to population and housing if construction and/or operation of the Project would:

- a. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere;*
- b. Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income; or*
- c. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist were used to evaluate the significance of the proposed Project's impacts on population and housing.

4.15.4 IMPACT ANALYSIS

Threshold a.: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Under existing conditions, the Project site consists of undeveloped land with no dwelling units or structures located on the Project site. Accordingly, the 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.



Threshold b.: Would the Project create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?

Under existing conditions, the Project site is designated for urban non-residential development by the Riverside County General Plan and MVAP. The Project would result in approximately 1,243 future employees¹. Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment (Riverside County, 2021a, p. LU-27). Thus, by developing the Project site with employment-generating land uses, the Project would assist the County in improving its jobs-housing balance. Furthermore, the Riverside County General Plan designates areas of the County in which lower-income housing can be accommodated to meet the County's RHNA obligations, and does not rely on residential development on the Project site in order to meet its RHNA obligations. Moreover, it is anticipated that any future employees generated by the Project could be accommodated by existing residential communities and/or by future residential uses to be constructed in accordance with the General Plan Land Use Plan or the general plans of cities within the County, and that no additional housing, including housing affordable to households earning 80% or less of the County's median income, would be required to accommodate Project-related employees. Impacts would be less than significant.

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

Under existing conditions, the Project site is designated for urban non-residential development by the Riverside County General Plan and MVAP. Specifically, the 70.37-acre Project site is designated for LI land uses. As indicated in Appendix E to the Riverside County General Plan, LI uses generate one employee per 1,030 s.f. of building area, and areas designated for LI are assumed to be developed on approximately 80% of the site (net parcel acreage) at a "probable" Floor Area Ratio (FAR) of 0.38 (Riverside County, 2021a, Appendix E, Tables E-3 through E-5) Based on these factors, the General Plan assumed that the Project site would be developed with approximately 931,856 s.f. of building area, resulting in the generation of approximately 905 jobs². The Project would result in the construction and operation of 1,280,183 s.f. of warehouse building area, which would generate approximately 1,243 jobs¹. Although the Project would result in the generation of more employees than anticipated by the General Plan, Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment (Riverside County, 2021a, p. LU-27). Thus, by accommodating more employment opportunities on site than was anticipated by the General Plan, the Project would assist the County in improving its jobs-housing balance. Furthermore, the projected increase in employees would not be considered "substantial," as the Project site already is targeted for employment-generating land uses. Accordingly, the Project would not directly result in substantial unplanned population growth in the area. Furthermore, the Project's proposed roadway and other infrastructure (e.g., water, sewer, etc.) improvements

¹ Based on a total building area of 1,280,183 s.f. Although the Project's Plot Plan applications include a total of 1,219,222 s.f. of building area, for purposes of analysis throughout this EIR it is assumed that each of the proposed buildings would contain an additional 5% of building area in order to account for any minor changes to the building area as part of final design.

² (70.37 acres x 0.80 net parcel acreage x 0.38 FAR x 43,560 s.f./acre) ÷ 1,030 s.f./employee = 905 employees.



have been designed and sized to serve the proposed Project, and would not indirectly induce growth in the local area. Therefore, the Project would not induce substantial unplanned population growth in the area, either directly or indirectly, and impacts would be less than significant.

4.15.5 CUMULATIVE IMPACT ANALYSIS

For purposes of analysis, the cumulative study area for the issue of population and housing encompasses western Riverside County as well as the various cities within western Riverside County. This study area is appropriate because growth in the region is largely controlled by the Riverside County General Plan and the general plans of the various cities within the County.

The Project site does not contain any existing residential units on site under existing conditions. As such, the Project would not result in the displacement of existing residents or housing, and cumulatively-considerable impacts would not occur.

Although the Project would result in approximately 1,243 future employees¹, Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment (Riverside County, 2021a, p. LU-27). Thus, by developing the Project site with employment-generating land uses, the Project would assist the County in improving its jobs-housing balance. Furthermore, the Riverside County General Plan designates areas of the County in which lower-income housing can be accommodated to meet the County's RHNA obligations, and does not rely on residential development on the Project site in order to meet its RHNA obligations. Moreover, it is anticipated that any future employees generated by the Project could be accommodated by existing residential communities and/or by future residential uses to be constructed in accordance with the General Plan Land Use Plan or the general plans of cities within the County, and that no additional housing, including housing affordable to households earning 80% or less of the County's median income, would be required to accommodate Project-related employees. As such, implementation of the proposed Project would not create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income, and cumulatively-considerable impacts would not occur.

Under existing conditions, the Project site is designated by the General Plan and MVAP for LI land uses. Although the Project would result in the generation of more employees than anticipated by the General Plan, Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment (Riverside County, 2021a, p. LU-27). Thus, by accommodating more employment opportunities on site than was anticipated by the General Plan, the Project would assist the County in improving its jobs-housing balance. Furthermore, the projected increase in employees would not be considered "substantial," as the Project site already is targeted for employment-generating land uses. Furthermore, the Project's proposed roadway and other infrastructure (e.g., water, sewer, etc.) improvements have been designed to serve the proposed Project, and would not contribute to or indirectly induce growth in the local area. As such, the Project would not induce substantial unplanned population growth in the area, and impacts would therefore be less-than-cumulatively considerable.



4.15.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: No Impact. The Project site does not contain any existing residences or housing, and the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Threshold b: Less-than-Significant Impact. Although the Project would result in approximately 1,243 future employees, Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment. Thus, by developing the Project site with employment-generating land uses, the Project would assist the County in improving its jobs-housing balance. Furthermore, the Riverside County General Plan designates areas of the County in which lower-income housing can be accommodated to meet the County's RHNA obligations, and does not rely on residential development on the Project site in order to meet its RHNA obligations. Moreover, it is anticipated that any future employees generated by the Project could be accommodated by existing residential communities and/or by future residential uses to be constructed in accordance with the General Plan Land Use Plan or the general plans of cities within the County, and that no additional housing, including housing affordable to households earning 80% or less of the County's median income, would be required to accommodate Project-related employees. Impacts would be less than significant.

Threshold c: Less-than-Significant Impact. The Project site is designated for development with urban uses by the General Plan and MVAP. Although the Project would result in the generation of more employees than anticipated by the General Plan, Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment. Thus, by accommodating more employment opportunities on site than was anticipated by the General Plan, the Project would assist the County in improving its jobs-housing balance. Furthermore, the projected increase in employees would not be considered "substantial," as the Project site already is targeted for employment-generating land uses. As such, the Project would not directly induce substantial unplanned population growth in the area, and impacts would be less than significant. The Project also would not indirectly induce substantial unplanned population growth due to infrastructure improvements, as all proposed infrastructure improvements would be sized to serve only the proposed Project; thus, indirect population growth impacts would be less than significant.

4.15.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable Regulations and Design Requirements

No significant environmental impacts related to population and housing would occur as a result of the proposed Project. Thus, no mitigation measures are required.



4.16 PUBLIC SERVICES

This Subsection provides information on existing public services and service levels for fire protection, police protection, schools, libraries, and public health facilities, and evaluates impacts to the environment that may result from the demand the Project may have on such services.

4.16.1 EXISTING CONDITIONS

A. Fire Protection/Emergency Medical Services

Fire protection services for the Project site are provided by the Riverside County Fire Department (RCFD). The RCFD provides a full range of fire services within the County and contracting cities. The level of service provided is dependent on response times, travel distance, and staffing workload levels established in the Riverside County Fire Protection and Emergency Medical Aid Plan. The Fire Protection Master Plan contains four fire response categories that are used to determine the response times/travel distances for primary and secondary fire stations. The response categories are based on the amount of community build-out presumed in the Master Fire Plan. The Fire Department assumes in any given region that three or more fire engines respond to any reported fire.

The fire station that would serve the Project is Station 59 (Mead Valley), which is located approximately 2.7 roadway miles southwest of the Project site. The Project site also could be served by Station 90 (North Perris City), which is located approximately 3.9 roadway miles southeast of the Project site. (Google Earth, 2021) The fire stations that could serve the Project site are staffed full-time, 24 hours per day, 7 days per week with a minimum three-person crew, including paramedics, operating a “Type 1” structural firefighting apparatus.

B. Sheriff Services

The Riverside County Sheriff’s Department (RCSD) provides community policing for the Project area. The Sheriff Station serving the Project area is the Perris Station, located at 137 North Perris Boulevard in Perris, CA, 92570, approximately 4.3 miles southeast of the Project site (Google Earth, 2021). In addition to community policing, other services provided by the Sheriff’s Department include, but are not limited to, operating of the emergency 911 system, operating correctional facilities, performing traffic control, and providing crime prevention education. Also, the Sheriff’s Department coordinates with volunteer groups such as Neighborhood Watch Programs and the Community Oriented and Policing Problem Solving (COPPS) Program and the Community Oriented Policing (COP) Program. COPPS shifts the focus of police work from a solely reactive mode by supplementing traditional law enforcement methods with proactive problem-solving approaches that involve the community as well as the police.

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 1.0 sworn peace officers per 1,000 population.



C. Schools

The Project site is located within the Val Verde Unified School District (VVUSD). The nearest schools to the Project site include the Manuel L. Real Elementary School, located approximately 1.4 miles southwest of the Project site; Thomas Rivera Middle School, located approximately 1.3 miles southwest of the Project site; and Val Verde high School, located approximately 0.7-mile southeast of the Project site (Google Earth, 2021). As of the 2017/2018 school year, the VVUSD had a total capacity of 22,016 students, including 11,482 elementary school students, 3,094 middle school students, and 7,440 high school students (VVUSD, 2018). In the 2021/2022 school year, the VVUSD had a total of 19,216 enrolled students, and the VVUSD projects that total enrollment within the VVUSD is expected to increase by approximately 2,330 students to a total of approximately 21,543 students. (DOE, n.d.; VVUSD, 2018, p. 13).

D. Libraries

The Project site is located within the Riverside County Public Library System (RCPLS) service area. The County of Riverside operates a system of 35 libraries and two book mobiles (one serving Coachella Valley and one serving western Riverside County) to serve unincorporated populations. In addition, the Riverside County Library System operates an automated network that currently deploys over 350 computer/terminal workstations in the library branches of the Riverside County Library System, Riverside Public Library, Moreno Valley Library, Murrieta Public Library, Murrieta Valley High School and College of the Desert. The network can also be accessed by Riverside County residents via the Internet. The library system manages the library catalog of the 1.3 million items in the library system and the annual checkout of over 3.5 million books, audios, and videos. For 2010, the Riverside County Library System reported a total of 681,117 ‘registered borrowers’ utilizing County library services. (Riverside County, 2015a, pp. 4.17-65 and 4.17-66)

The Riverside County library system does not maintain a specific numerical factor to analyze the needs created by new development. However, the American Library Association suggests that an appropriate service criterion would be availability of convenient library facilities and book reserves at a rate of 0.5 square foot of library space and 2.5 volumes per capita. The County’s ability to support the needs of future growth is dependent upon its ability to secure sites for, construct, and stock new libraries on a timely basis. As of 2015, there was no specific funding mechanism for expansion of library facilities. Based on 2010 reported registered borrowers (681,117) and current square footage of library facilities available (333,884), as of 2015 facilities provided approximately 0.49 square feet of space per registered borrower (not the Riverside County population as a whole). (Riverside County, 2015a, p. 4.17-66)

E. Health Services

Public health services in Riverside County are provided by the County Department of Public Health. However, most health services are provided by the private sector. The nearest medical facilities to the Project site are the Kindred Hospital Riverside, located at 2224 Medical Center Drive in the City of Perris, or approximately 3.0 miles southeast of the Project site; and the Riverside University Health System Medical Center, located at 26520 Cactus Ave in the City of Moreno Valley, or approximately 5.0 miles northeast of the Project site (Google Earth, 2021).



4.16.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations related to public services.

A. State Regulations

1. Fire Protection Services Regulations and Plans

Public Resources Code (PRC) Sections (§§) 4290-4299

These sections establish minimum statewide fire safety provisions pertaining to roads for fire equipment access; signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. With certain exceptions, all new construction after July 1, 1991, in potential wildland fire areas, is required to meet these statewide standards. The state requirements, however, do not supersede more restrictive local regulations. (CA Legislative Info, n.d.)

As defined by CalFire, wildland areas defined as State Responsibility Areas (SRAs) may contain substantial wildfire risks and hazards. They consist of lands exclusive of cities, and federal lands regardless of ownership. The primary financial responsibility for preventing and suppressing fires within wildlands belongs to the State of California. However, it is not the State of California's responsibility to provide fire protection services to buildings or structures located within the wildlands unless CalFire has entered into a cooperative agreement with a local agency for those purposes pursuant to PRC § 4142. As such, wildland areas require disclosure of these fire hazards in real estate transactions, and owners of properties in wildland areas are subject to PRC § 4291 maintenance requirements. The law requires CalFire every five years (1991, 1996, 2001, etc.) to provide maps identifying the boundaries of lands classified as SRAs to the Riverside County Assessor. (CA Legislative Info, n.d.)

PRC §§ 4102 and 4127 - State Responsibility Areas (SRAs)

PRC § 4102 specifies that “‘State responsibility areas’ means areas of the state in which the financial responsibility of preventing and suppressing fires has been determined by the [State Fire] Board pursuant to Section 4125, to be primarily the responsibility of the state.” These areas may contain state or privately-owned forest, watershed, and rangeland. §§ 4126-4127 of the PRC further specify the standards that define what does and does not constitute an SRA. (CA Legislative Info, n.d.)

California Code of Regulations (CCR) Title 24, Parts 2 and 9 – Fire Codes

Part 2 of Title 24 of the CCR refers to the California Building Code which contains complete regulations and general construction building standards of State of California adopting agencies, including administrative, fire and life safety and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, Chapter 7A, “Materials and Construction Methods for Exterior Wildfire Exposure,” in the 2010 California Building Code addresses fire safety standards for new construction and Section 701A.3.2 addresses “New Buildings Located in Any Fire Hazard Severity Zone.” (CBSC, 2022)



CCR Title 14 – Natural Resources

These regulations constitute the basic wildland fire protection standards of the California Board of Forestry. They were prepared and adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development within SRAs. Among other things, Title 14 requires the design and construction of structures, subdivisions, and developments in an SRA provide for basic emergency access and perimeter wildfire protection measures (fire fuel modification zones, etc.). (CCR, n.d.)

California Government Code (CGC) §§ 51178-51179 – Very High Fire Hazard Severity Zones

CGC § 51178 specifies that the Director of CalFire, in cooperation with local fire authorities, must identify areas that are Very High Fire Hazard Severity Zones (VHFHSZs) in Local Responsibility Areas (LRAs), based on consistent statewide criteria and the expected severity of fire hazard. It further specifies that VHFHSZs “shall be based on fuel loading, slope, fire weather and other relevant factors,” including areas subject to Santa Ana winds which are a “major cause of wildfire spread.” § 51179 states that a local agency (such as a county) must also designate (and map) the VHFHSZs in its jurisdiction by ordinance. (See the discussion on Ordinance No. 787, below, regarding Riverside County’s VHFHSZs). Other portions of the Government Code outline when a local agency may use its discretion to exclude areas from VHFHSZ requirements or add areas not designated by the State of California to its VHFHSZ areas. (CA Legislative Info, n.d.)

CGC § 51182 – Defensible Space

Pursuant to this code, a person who “owns, leases, controls, operates or maintains an occupied dwelling or occupied structure in, upon or adjoining a mountainous area, forest-covered land, brush-covered land, grass-covered land or land that is covered with flammable material” in a very high fire hazard severity zone designated by the local agency pursuant to § 51179, shall at all times maintain a specified amount of “defensible space” to protect structures in high fire hazard areas. (CA Legislative Info, n.d.)

PRC § 4213 - Fire Prevention Fees

Pursuant to PRC Section 4213, in July of 2011, the State of California began assessing an annual “Fire Prevention Fee” for all habitable structures within the State’s Responsibility Area (SRA) to pay for fire prevention services. The SRA is the portion of the state where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within incorporated city boundaries, Tribal or federally owned land. As a result of AB 398, California Global Warming Solutions Act of 2006, the fire prevention fee was suspended as of July 1, 2017. (CCR, n.d.)

2. *School Services Regulations and Plans*

Assembly Bill (AB) 16

In 2002, AB 16 created the Critically Overcrowded School Facilities program, which supplements the new construction provisions within the School Facilities Program (SFP). The SFP provides State of California funding assistance for new facility construction projects and modernization projects. The Critically Overcrowded School Facilities program allows school districts with critically overcrowded school facilities,



as determined by the California Department of Education (CDE), to apply for new construction projects in advance of meeting all SFP new construction program requirements. Districts with SFP new construction eligibility and school sites included on a CDE list of source schools may apply. (CA Legislative Info, n.d.)

□ Leroy F. Greene School Facilities Act of 1998 (Senate Bill [SB] 50)

Senate Bill 50 (SB 50) was enacted by the State Legislature in 1998, which amended existing state law governing school fees. In particular, SB 50 amended prior CGC § Section 65995(a) to prohibit state or local agencies from imposing school impact mitigation fees, dedications, or other requirements in excess of those provided in the statute in connection with “any legislative or adjudicative act...by any state or local agency involving...the planning, use, or development of real property....” (CA Legislative Info, n.d.)

The legislation also amended CGC § 65996(b) to prohibit local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any “legislative or adjudicative act [involving] the planning, use or development of real property.” Further, SB 50 established the base amount of allowable developer fees: \$1.93 per square foot for residential construction and \$0.31 per square foot for commercial. These base amounts are commonly called “Level 1 fees” and are the same caps that were in place at the time SB 50 was enacted. Level 1 fees are subject to inflation adjustment every two years. (CA Legislative Info, n.d.)

In certain circumstances, for residential construction, school districts can impose fees that are higher than Level 1 fees. School districts can impose Level 2 fees, which are equal to 50% of land and construction costs if they: (1) prepare and adopt a school needs analysis for facilities; (2) are determined by the State Allocation Board to be eligible to impose these fees; and (3) meet at least two of the following four conditions: (CA Legislative Info, n.d.)

- At least 30% of the district’s students are on a multi-track year-round schedule.
- The district has placed on the ballot within the previous four years a local school bond that received at least 50% of the votes cast.
- The district has passed bonds equal to 30% of its bonding capacity.
- Or, at least 20% of the district’s teaching stations are relocatable classrooms.

Additionally, if the State of California’s bond funds are exhausted, a school district that is eligible to impose Level 2 fees is authorized to impose even higher fees. Commonly referred to as “Level 3 fees,” these fees are equal to 100% of land and construction costs of new schools required as a result of new developments. (CA Legislative Info, n.d.)

B. Local Regulations

C. Ordinance No. 787 - Fire Code Standards

This ordinance addresses implementation of the California Fire Code, based on the International Code Council. The codes prescribe performance characteristics and materials to be used to achieve acceptable levels of fire protection and include the WUI fire area building standards mentioned above. Collectively, the ordinance



establishes the requirements and standards for fire hazard reduction regulations within Riverside County (including additions and deletions to the California Fire Code) to fully protect the health, safety and welfare of existing and future residents and workers of Riverside County. (Riverside County, 2015a, p. 4.13-49)

Among other things, this ordinance assures that structural and nonstructural architectural elements of the building do not: a) impede emergency egress for fire safety staffing/ personnel, equipment, and apparatus; nor b) hinder evacuation from fire, including potential blockage of stairways or fire doors. In addition, for the purposes of CFC implementation, the ordinance also adds a statement noting: “In accordance with Government Code sections 51175 through 51189, Very High Fire Hazard Severity Zones are designated as shown on a map titled Very High Fire Hazard Severity Zones, dated April 8, 2010, and retained on file at the office of the Fire Chief and supersedes other maps previously adopted by Riverside County designating high fire hazard areas.” It also defines a “hazardous fire area” as: “Private or public land not designated as state or local fire hazard severity zone (FHSZ) which is covered with grass, grain, brush or forest and situated in a location that makes suppression difficult resulting in great damage. Such areas are designated on Hazardous Fire Area maps filed with the office of the Fire Chief.” (Riverside County, 2015a, p. 4.13-49)

Included in Riverside County Ordinance No. 787 are the California Fire Code, Part 4, Appendix B, for establishing fire flow, duration and pressure requirements for fire flow. The requirements are based on building size, type, materials, purpose, location, proximity to other structures and the type of fire suppression systems installed. The various water districts in Riverside County are required to test fire protection capability for the various land uses per the flow requirements of the Fire Code. In addition, areas of Riverside County not served by water districts are required to meet similar requirements as outlined in PRC Sections 4290-4299. (Riverside County, 2015a, p. 4.13-49)

4.16.3 BASIS FOR DETERMINING SIGNIFICANCE

Section XV of Appendix G to the State CEQA Guidelines addresses typical adverse effects to public services, and includes the following threshold question to evaluate the Project’s impacts to public services:

- *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government 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:*
 - *Fire protection?*
 - *Police protection?*
 - *Schools?*
 - *Parks?*
 - *Other public facilities?*



Significance thresholds are set forth in Riverside County’s Environmental Assessment Checklist, and have been updated to reflect the 2018 updates to Section XV of Appendix G to the State CEQA Guidelines (listed above). Accordingly, the following threshold questions are used to evaluate the Project’s impacts to public services:

- a. *Would the project 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 facilities?*
- b. *Would the project 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?*
- c. *Would the project 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 school services?*
- d. *Would the project 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?*
- e. *Would the project 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?*

The significance thresholds set forth in Riverside County’s Environmental Assessment Checklist, as modified/updated per the 2018 updates to the State CEQA Guidelines, were used to evaluate the significance of the proposed Project’s impacts on public services.

4.16.4 IMPACT ANALYSIS

Threshold a.: *Would the project 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 facilities?

The Project, which would entail development of the 70.37-acre Project site with up to 1,280,183 s.f. of warehouse building area¹, would place additional demand on the Riverside County Fire Department (RCFD), which provides fire protection services in the Project area. Implementation of the Project would cumulatively affect the Department's ability to service the planned population. The Project would require an "Urban-Category II" level of service as defined by the Riverside County Fire Protection Master Plan. This classification requires a fire station be within three roadway miles of the Project site, and a full first alarm assignment team operating on the scene within 15 minutes of dispatch. The fire station that would serve the Project is Station 59 (Mead Valley), which is located approximately 2.7 roadway miles west of the Project site. The Project also could be served by Station 90 (North Perris City), which is located approximately 3.9 roadway miles southeast of the Project site. (Google Earth, 2021) Thus, the Project site is located within 3.0 roadway miles of the nearest fire station, and a full first alarm assignment team could operate on site within 15 minutes of dispatch. Thus, the RCFD would be able to meet the Urban-Category II Land Use protection goals of the Fire Protection Master Plan for the Project.

As a condition of Project approval, the proposed Project would be required to conform to all mandatory local, State, and federal laws, ordinances, and standards relating to fire safety. Among other items, these requirements include conformance with the Chapter 7A of the California Building Code, which requires that all buildings be constructed with fire retardant roofing material. The access routes in the local area would be required to be maintained throughout construction and buildout of the Project. Additionally, the Project would be subject to the fire code standards established as part of Riverside County Ordinance No. 787 (Fire Code Standards). The Project's building is required by law to include fire sprinklers. Based on the types of proposed buildings, it is highly likely that the buildings would be equipped with an Early Suppression, Fast Response (ESFR) fire sprinkler system. ESFR systems incorporate high volume, high-pressure sprinkler heads to provide necessary fire protection. While most other sprinkler systems are intended to control the growth of a fire, an ESFR sprinkler system is designed to suppress a fire. To suppress a fire does not necessarily mean that the system will extinguish the fire but rather it is meant to "knock" the fire back down to its original point of origin. ESFR systems provide buildings with a high margin of fire safety and also allow more time for emergency responders to reach a fire incident before a fire spreads from its point of origin.

Development of the proposed Project would nonetheless impact fire services by placing an additional demand on existing RCFD resources and personnel. As set forth by the Riverside County Fire Protection Master Plan, a new fire station and/or appropriate fire company is required for the development of 2,000 dwelling units or more, or for development of more than 3.0 million square feet of industrial or commercial uses. The Project would entail development of the Project site with up to 1,280,183 s.f. of warehouse building area¹, and would not trigger the need for a new fire department. Moreover, the Mead Valley Fire Station (Fire Station 59) was constructed in 2006 to serve the Project area, and would be able to provide fire protection services to the Project

¹ Although the Project's Plot Plan applications include a total of 1,219,222 s.f. of building area, for purposes of analysis throughout this EIR it is assumed that each of the proposed buildings would contain an additional 5% of building area in order to account for any minor changes to the building area as part of final design.



site without the need for new or expanded fire protection facilities. Notwithstanding, buildout of the Project would entail construction of 1,280,183 s.f. of warehouse building area, which would accommodate approximately 1,243 employees¹. The Project could result in an increased number of emergency and public service calls due to the increased presence of structures, traffic, and employees. Although new fire protection facilities ultimately may be needed in the Project area to serve the Project and other future development in the area, it is not possible to identify environmental impacts that may be associated with the development of any new fire protection facilities until a specific proposal and design for the facility is prepared by the RCFD. Accordingly, impacts due to the construction of new or expanded fire protection facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Environmental effects of such fire protection facilities and any associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded fire protection facilities.

The Project is required to adhere to Riverside County Ordinance No. 659, which requires payment of a Development Impact Fee (DIF) to assist the County in providing for fire protection facilities, including fire stations. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment purchases and fire station construction. Accordingly, Project-related impacts to fire protection services are evaluated as less than significant and no mitigation beyond payment of DIF fees would be required.

Threshold b.: Would the project 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?

Buildout of the Project's Plot Plans would result in the construction of 1,280,183 s.f. of warehouse building area, which would accommodate approximately 1,243 employees¹. Development of the property and the introduction of new warehouse buildings on site could result in an incremental increase in criminal activity such as burglaries, thefts, auto thefts, vandalism, etc. However, according to the RCSD, there is not a direct correlation between population growth, the number of crimes committed, and the number of RCSD personnel needed to respond to these increases. As the population and use of an area increases, however, additional financing of equipment and manpower needs are required to meet the increased demand. The proposed Project would result in an increase in the cumulative demand for services from the RCSD, which provides police protection services to the Project site. Specifically, the Project would generate a demand for up to approximately two new sworn officers (1,243¹ employees x 1.5 officers/1,000 population = 1.9 officers), based on the 1.5 per 1,000 population service standard (Riverside County, 2015a, Table 4.17-H). Staff necessary to support the additional deputies would include an appropriate level of civilian, investigation, and supervisory personnel. The proposed Project would not, however, in and of itself result in the need for new or expanded sheriff facilities to accommodate new personnel.

The Project is required to adhere to Riverside County Ordinance No. 659, which requires payment of a DIF to assist the County in providing for sheriff protection services, including new or expanded facilities. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment



purchases and sheriff facilities construction. Accordingly, Project-related impacts to sheriff protection services are evaluated as less than significant and no mitigation beyond payment of DIF fees would be required.

Therefore, implementation of the Project would not result in the need for new or expanded sheriff facilities, and impacts would be less than significant. The Project's incremental demand for sheriff protection services also would be less than significant because the Project would be required to contribute DIF fees. Accordingly, a less-than-significant impact would occur with respect to sheriff protection services or facilities as a result of implementation of the proposed Project.

Threshold c.: Would the project 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 school services?

As previously indicated, the Project site is located within the VVUSD. However, no residential uses are proposed as part of the Project. As such, the Project would not result in a direct demand for new or expanded school services in the local area. Notwithstanding, the Project would employ residents currently living in or moving to the area, which could place additional demand on school facilities in the surrounding areas. Although the VVUSD may need to construct new school facilities to meet the growing demand within this portion of unincorporated Riverside County, there are no current publicly-available plans detailing where such facilities would be built. The Project would not directly cause or contribute to the need for new or expanded school facilities, and it is not possible to identify environmental impacts that may be associated with the construction of new or expanded school facilities until a specific proposal and design for a new facility is prepared by the VVUSD, and an analysis of potential physical environmental impacts resulting from the construction and operation of new or expanded school facilities would be speculative in nature (see CEQA Guidelines § 15145). Environmental effects of such school facilities and any associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded school facilities. Any mitigation measures required for new or expanded school facilities could be funded, in part, from property taxes and/or through payment of school impact fees (as discussed below).

Although it is not possible to identify physical environmental effects that may result from new or expanded school facilities, the Project Applicant would be required to contribute school impact fees to the VVUSD in accordance with Riverside County Ordinance No. 575. Pursuant to the Leroy F. Greene School Facilities Act of 1998, payment of school impact fees constitutes full and complete mitigation for Project-related impacts to school services. Although the Project would not result in a direct increase in demand for school services, mandatory payment of school impact fees still would be required. Accordingly, impacts would be less than significant and no mitigation beyond payment of fees would be required.

Threshold d.: Would the project 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?

The Project would entail development of the 70.37-acre Project site with 1,280,183 s.f. of warehouse building area, which would accommodate approximately 1,243 employees¹. Land uses proposed as part of the Project would not result in a direct increase in the County's population.

Although use of the internet has resulted in decreased demand being placed on library services nationwide, the County continues to maintain its standards for book titles and library square footage. Library services in Riverside County are provided by the RCPLS. Buildout of the Project would result in up to 1,243 new employees¹. Assuming that all of the jobs produced by the Project would consist of new residents within the County, in order to attain the RCPLS level of service standard of 2.5 titles-per-capita, the Project-generated employees would require an additional 3,108 titles (2.5 titles-per-capita x 1,243 employees = 3,107.5 titles). To attain the RCPLS standard of 0.5 s.f. of library space per capita, the Project would create the demand for 622 s.f. of additional library space (0.5 s.f. of library space per capita x 1,243 employees = 621.5 s.f.). However, these estimates are conservative in nature because the majority of jobs that would be generated by the Project likely would be filled by existing Riverside County residents, given the County's generally poor jobs-to-housing ratio. Thus, the Project's impacts to the local library system likely would be substantially less than described above. (Riverside County, 2015a, Table 4.17-W)

The provision of additional library space would be addressed through the County's compliance with the adopted level of service standards. Additionally, mandatory compliance with Riverside County Ordinance No. 659 would require the payment of impact fees. These fees would provide funding for library books and library expansion projects. Although new library facilities may be under consideration by the RCPLS in the Project area, it is not possible to identify environmental impacts that may be associated with the development of any new library facilities until a specific proposal and design for the facility is prepared by the RCPLS. Accordingly, impacts due to the construction of new or expanded library facilities are too speculative for evaluation in this EIR (CEQA Guidelines, 14 CCR § 15145). Environmental effects of such library facilities and any associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded library facilities. Any mitigation measures required for new or expanded library facilities could be funded, in part, from property taxes, including increased property taxes resulting from buildout of the Project site. As such, Project impacts to library facilities and resources are evaluated as less than significant.

Threshold e.: Would the project 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?

As previously indicated, the nearest medical facility to the Project site is the Kindred Hospital Riverside, located at 2224 Medical Center Drive in the City of Perris, or approximately 3.0 miles southeast of the Project site. The Project would result in approximately 1,243 new jobs¹, the majority of which are anticipated to be



filled by existing County residents. Using a 1.9 hospital beds per 1,000 persons generation factor, and conservatively assuming all Project employees would consist of new residents within the County, the Project would generate the need for approximately two new hospital beds ($1,243 \times 1.9 \div 1,000 = 2.36$). However, as most of the future jobs on the Project site would be filled by existing County residents, the Project's conservatively estimated demand for health care services and hospital beds would not represent a substantial increase in demand for such resources within the County.

The provision of private health care is largely based on economic factors and demand and is beyond the scope of analysis required for this EIR. However, EIR No. 521 concluded impacts associated with buildout of the Riverside County General Plan would be less than significant, and further notes that: "compliance with...existing General Plan policy and existing Mitigation Measures 4.15.7A and 4.15.7B from EIR No. 441, would further reduce or avoid the insignificant impacts..." (Riverside County, 2015a, p. 4.17-18). Mitigation Measure 4.15.7A requires the County to perform periodic medical needs assessments to evaluate the current medical demand and level of medical service provided within each area plan every three years. Mitigation Measure 4.15.7B requires the County to fund the new construction and/or expansion of existing medical facilities according to the level of demand for medical services based on the needs assessment required as part of Mitigation Measure 4.15.7A. Furthermore, mandatory compliance with County Ordinance No. 659 requires a DIF payment to the County that may be partially allocated to public health services and facilities. While new or expanded health care facilities may ultimately be needed within the County due to the anticipated growth in population, it is not possible to identify environmental impacts that may be associated with the development of any new health care facilities until a specific proposal and design for the facility is prepared. Accordingly, impacts due to the construction of new or expanded health care facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). As such, impacts to public medical facilities and resources associated with the proposed Project would be less than significant.

4.16.5 CUMULATIVE IMPACT ANALYSIS

The cumulative study area for public services encompasses the service area of the RCFD, RCSD, VVUSD, and/or RCPLS, and assumes full buildout of the general plans for jurisdictions within these service areas.

Although the proposed Project would be adequately served by fire protection services based on the proximity and response times estimated from nearby fire station facilities, the Project would nonetheless result in an incremental increase in requests for service, which would affect the fire department's ability to provide acceptable levels of service. These impacts include an increased number of emergency and public service calls due to the increased presence of structures, increased traffic volumes, and increased population. When considered in the context of on-going cumulative development throughout western Riverside County, such impacts would be cumulatively considerable. However, the proposed Project and all cumulative developments within unincorporated Riverside County would be required to contribute DIF fees pursuant to County Ordinance No. 659. Mandatory DIF fee contributions by the Project and cumulative developments would ensure that adequate funding is provided to the RCFD for the acquisition of additional facilities, equipment, and personnel. Accordingly, the proposed Project's impact to the RCFD is evaluated as less-than-cumulatively considerable.



Although the Project site would be adequately served by sheriff facilities, the increased population that would be generated by the Project, when considered in conjunction with other on-going development throughout western Riverside County, has the potential to adversely affect service response times. However, the proposed Project and all cumulative developments would be required to contribute DIF fees pursuant to County Ordinance No. 659, which would help to provide for adequate equipment and personnel in the Project area. Therefore, with mandatory payment of DIF fees, Project impacts to police protection services would be less-than-cumulatively considerable.

The proposed Project would entail development of the Project site with up to 1,280,183 s.f. of warehouse building area¹, and therefore the Project would not result in a direct demand for school services or new or expanded school facilities. Although the Project may indirectly result in an increase in the population within the VVUSD, the Project Applicant would be required to contribute fees in accordance with Riverside County Ordinance No. 575. Other cumulative developments, including both residential and non-residential developments, similarly would be required to contribute fees pursuant to Riverside County Ordinance No. 575, or similar ordinances within cities within the service area of these school districts. Pursuant to the Leroy F. Greene School Facilities Act of 1998, payment of school impact fees constitutes full and complete mitigation for Project-related impacts to school services. As such, and with mandatory fee payment, the Project's impacts to school services and facilities would be less-than-cumulatively considerable.

The Project would entail development of the Project site with up to 1,280,183 s.f. of warehouse building area¹, and therefore the Project would not result in a direct demand for library services. Although the Project may result in an indirect increase in the County's population, the Project is not expected to result in the need for new or expanded library services or facilities. Furthermore, it is not possible to identify environmental impacts that may be associated with such new or expanded library facilities until a specific proposal and design for such facilities are prepared by Riverside County. Accordingly, impacts due to the construction of new or expanded library facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Environmental effects of such library facilities and associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded library facilities. However, the Project and all cumulative developments would contribute property taxes and would be required to contribute DIF fees to Riverside County pursuant to County Ordinance No. 659, which could be used for the purpose of acquiring book titles and/or additional library square footage. Any mitigation measures required for new or expanded library facilities also could be funded, in part, from property taxes and DIF fees allocated by Riverside County to such purposes. Therefore, because environmental impacts associated with new or expanded library facilities cannot be known at this time and would be determined in the future once Riverside County identifies a specific proposal for new or expanded library facilities, Project impacts to library services and facilities are evaluated as less than significant on a cumulatively-considerable basis.

The proposed Project, when considered in conjunction with on-going growth and development in western Riverside County, would cumulatively impact the ability of local medical facilities that provide health services. However, the Project and all cumulative developments would be required to comply with County Ordinance No. 659, which requires a DIF payment to the County that is partially allocated to public health services and facilities. With mandatory compliance with Ordinance No. 659, the Project's impacts to health services and facilities would be less than significant on a cumulative basis.



4.16.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less-than-Significant Impact. Although the Project would contribute to a need for new or expanded fire protection facilities, it is not possible to identify environmental impacts that may be associated with such new or expanded library facilities until a specific proposal and design for such facilities are prepared by the RCFD. Accordingly, impacts due to the construction of new or expanded fire protection facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Environmental effects of such fire protection facilities and associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded fire protection facilities. Additionally, with payment of mandatory DIF fees, the proposed Project's potential direct and cumulatively-considerable impacts to the Riverside County Fire Department would be reduced to less-than-significant levels.

Threshold b: Less-than-Significant Impact. With payment of mandatory DIF fees, the proposed Project's potential direct and cumulatively-considerable impacts to the Riverside County Sheriff's Department would be reduced to less-than-significant levels, and the Project would not result in or require the construction of new police protection facilities that could result in a significant impact to the environment.

Threshold c: Less-than-Significant Impact. The Project would not directly generate a resident population, and thus would not directly impact school services in the local area. Although the Project may indirectly result in new residents within the service area of the VVUSD, and thus may indirectly result in an incremental increase in demand for new school facilities, there are no current publicly-available plans detailing where such facilities would be built. As such, it is not possible to identify environmental impacts that may be associated with the construction of new or expanded school facilities until a specific proposal and design for the facility is prepared by the VVUSD, and an analysis of potential physical environmental impacts resulting from the construction and operation of new or expanded school facilities would be speculative in nature (see CEQA Guidelines § 15145). Environmental effects of such school facilities and any associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded school facilities. Any mitigation measures required for new or expanded school facilities could be funded, in part, from property taxes and/or through payment of school impact fees. Furthermore, the payment of mandatory school impact fees pursuant to Riverside County Ordinance No. 575 would ensure that the Project would result in less-than-significant direct and cumulatively-considerable impacts on the ability of the VVUSD to provide for school services.

Threshold d: Less-than-Significant Impact. The Project would not directly generate a resident population, and thus would not directly impact library services in the local area. Although the Project may indirectly result in new residents within the local area, and thus could result in an incremental demand for increased library facilities, it is not possible to identify environmental impacts that may be associated with such new or expanded library facilities until a specific proposal and design for such facilities are prepared by Riverside County. Accordingly, impacts due to the construction of new or expanded library facilities are too speculative for evaluation in this EIR (CEQA Guidelines § 15145). Environmental effects of such library facilities and associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded library facilities. However, the Project would be required to contribute



DIF fees, which would be used in part to provide for library space and/or new book volumes. Accordingly, with payment of DIF fees, Project impacts to library services and facilities are evaluated as less than significant on both a direct and cumulatively-considerable basis.

Threshold e: Less-than-Significant Impact. With payment of mandatory DIF fees, the Project would result in less-than-significant direct and cumulatively-considerable impacts to health services facilities, and the Project would not result in or require the construction of new health services facilities that could result in a significant impact to the environment.

4.16.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- The Project is required to comply with the following applicable Mitigation Measures identified by Riverside County EIR No. 441 related to public services:
 - EIR No. 441 Mitigation Measure 4.15.2A: The County shall require as a part of the development review process, proponents of new businesses, recreational, and commercial land uses such as shopping centers, health clubs, large hotels over 200 rooms, convention centers, and commercial recreational activities be required to provide on-site security.
 - EIR No. 441 Mitigation Measure 4.15.2D: The County shall require the development applicant to pay the County Sheriff's established development mitigation fee prior to issuance of a certificate of occupancy on any structure as they are developed. The fees are for the acquisition and construction of public facilities.
- As a condition of Project approval, the proposed Project would be required to conform to all mandatory local, State, and federal laws, ordinances, and standards relating to fire safety. Among other items, these requirements include conformance with the Uniform Building Code Section 1503, which requires that all buildings be constructed with fire retardant roofing material. Access routes in the Project area would be required to be maintained throughout construction and buildout of the proposed Project.
- The Project would be required to adhere to Riverside County Ordinance No. 659, which requires payment of a DIF to assist the County in providing for fire protection facilities, including fire stations. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment purchases and fire station construction.
- The Project would be required to adhere to Riverside County Ordinance No. 659, which requires payment of a DIF fee to assist the County in providing for sheriff protection facilities, including sheriff stations. Payment of the DIF fee would ensure that funds are available for additional sheriff personnel as well as capital improvements, such as land/equipment purchases and sheriff station construction.



- The Project is required to comply with Riverside County Ordinance No. 575, which requires mandatory payment of school impact fees pursuant to Public Education Code § 17072.10-18.
- The Project would be required to adhere to Riverside County Ordinance No. 659, which requires payment of a DIF fee to assist the County in providing for library facilities. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment purchases and library construction or expansion.
- The Project would be required to adhere to Riverside County Ordinance No. 659, which requires payment of a DIF fee to assist the County in providing for health facilities. Payment of the DIF fee would ensure that funds are available for capital improvements, such as land/equipment purchases and health facility construction.

Mitigation

Impacts would be less-than-significant; therefore, no mitigation is required.



4.17 RECREATION

This Subsection 4.17 provides an overview of the existing parks and recreational facilities that exist within the Project vicinity and that could potentially be directly or indirectly physically affected by implementation of the proposed Project. The analysis herein is based in part on the Riverside County General Plan Multipurpose Open Space Element and Healthy Communities Element.

4.17.1 EXISTING CONDITIONS

A. Federal Parks

The nearest federal park is the San Bernardino National Forest, located approximately 17.9 miles northeast of the Project site. There are no other federal parks in the Project vicinity (Google Earth, 2021).

B. State Parks

The nearest State park to the Project site is the Lake Perris State Recreation Area (LPSRA), located approximately 3.1 miles east of the Project site. The LPSRA provides for recreational opportunities including fishing, water sports, bird watching, hiking, rock climbing, camping, horseback riding. There are no other State parks in the Project vicinity. (Google Earth, 2021)

C. Regional and Local Parks

There are no regional or local parks within a two-mile radius of the Project site. The nearest park to the Project site is Paragon Park, which is located approximately 2.5 miles southeast of the Project site. Recreational facilities available at Paragon Park include a tennis court, skate park, full basketball court, handball court, picnic areas, and a large open play field. (Google Earth, 2021)

D. Regional Trails and Bikeway Systems

The Mead Valley Area Plan (MVAP) identifies the County's long-term objectives for recreational trails and bikeways within the Mead Valley area. As shown on MVAP Figure 9, *Mead Valley Area Plan Trails and Bikeway System*, Harvill Avenue south of Markham Street, Martin Street along the Building 13 site frontage, and Oleander Avenue along the Building 18 site frontage all are planned for "Community Trails," which are intended to be designed for trail users preferring a soft trail surface, including equestrians, pedestrians, joggers, and mountain, and typically are included within the roadway ROW at widths of up to 14 feet. (Riverside County, 2021b, Figure 9; Riverside County, 2021a, p. C-37)

4.17.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the State and local environmental laws and related regulations related to recreation.



A. State Regulations

1. Quimby Act, California Government Code Section (§) 66477

The State of California's Quimby Act was established by the California Legislature for the purpose of preserving open space and providing park facilities for California's growing communities. The Quimby Act allows local agencies to establish ordinances requiring residential subdivisions to provide land or "in-lieu-of" fees for park and recreation purposes. This State Act requires the dedication of land and/or imposes a requirement of fees for park and recreational purposes as a condition of approval of tentative tract map or parcel map. (CA Legislative Info, n.d.)

B. Local Regulations

1. Riverside County Ordinance No. 460

Riverside County Ordinance No. 460, § 10.35 (Park and Recreation Fees and Dedications) implements the Quimby Act by establishing a requirement for dedication of three acres of parkland per 1,000 residents, or payment of a fee in lieu of such dedication. An exception exists in cases where a Community Parks and Recreation Plan, as approved by the Board of Supervisors, applies and has determined that the amount of existing neighborhood and community park area exceeds that limit, in which case the Board may determine that the public interest, convenience, health, welfare, and safety requires that a higher standard, not to exceed five acres of land per 1,000 persons residing within the County, shall be devoted to neighborhood and community park purposes. There are no Community Parks and Recreation Plans applicable to the Project area.

4.17.3 BASIS FOR DETERMINING SIGNIFICANCE

Section XVI of Appendix G to the California Environmental Quality Act (CEQA) Guidelines addresses typical adverse effects to parks and recreation, and includes the following threshold questions to evaluate a project's impacts to recreational resources:

- Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section XVI of Appendix G to the CEQA Guidelines (listed above), and state that the proposed Project would have a significant impact to parks and recreation if construction and/or operation of the Project would:

- a. *Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment;*
- b. *Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;*



- c. *Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees); or*
- d. *Include the construction or expansion of a trail system.*

The significance thresholds set forth in Riverside County’s Environmental Assessment Checklist were used to evaluate the significance of the proposed Project’s impacts on parks and recreation.

4.17.4 IMPACT ANALYSIS

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

Threshold d: *Would the Project include the construction or expansion of a trail system?*

As part of the Project, sidewalks and a 10-foot-wide Community Trail would be provided along Harvill Avenue between the southern boundary of the Building 18 site and Oleander Avenue, and along Oleander Avenue between Harvill Avenue and the western boundary of the Building 18 site. Sidewalk connections also would be accommodated along all public roadways that abut the remaining portions of the Project site, and an 8-foot-wide Community Trail also is proposed along Seaton Avenue along the frontage of the Buildings 14A/14B site. Although the Project would result in the construction of trail facilities and sidewalks on site, these trails and sidewalks would occur in areas already planned for physical disturbance as part of the Project, and there would be no impacts to the environment specifically related to the construction of proposed trails and pedestrian facilities that have not already been addressed throughout this EIR (e.g., for impacts to biological or cultural resources). As such, and assuming implementation of the mitigation measures identified throughout this EIR, impacts associated with proposed trails and pedestrian facilities would be less than significant.

Threshold b: *Would the Project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?*

The Project would entail development of the 70.37-acre Project site with five light industrial warehouse building comprising a total of 1,280,183 s.f. of building area¹. The Project’s proposed warehouse uses would not directly or indirectly generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration would occur, as a majority of the Project’s future jobs are anticipated to be filled by existing or future planned residents within the County. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, and impacts would be less than significant.

¹ Although the Project’s Plot Plan applications include a total of 1,219,222 s.f. of building area, for purposes of analysis throughout this EIR it is assumed that each of the proposed buildings would contain an additional 5% of building area in order to account for any minor changes to the building area as part of final design.



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

The northern and eastern portions of the Buildings 14A/14B site are located within the Perris #89 CSA, which was established for the purposes of lighting and not recreational facilities. There are no other CSAs that apply to the Project site. (RCIT, n.d.) In addition, the Project site is not located within a Community Parks and Recreation Plan. Additionally, the provisions of § 10.35 of Riverside County Ordinance No. 460, which addresses parkland dedication and in-lieu fees, are not applicable to the proposed Project because the Project does not include any residential subdivision of land; thus, the Project would not be subject to payment of in-lieu fees for recreational resources. Accordingly, impacts due to a conflict with a Community Parks and Recreation Plan and due to the need for payment of in-lieu fees for parkland acquisition and construction would be less than significant.

4.17.5 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within two miles of the Project site. Although it is not anticipated that future Project employees would substantially utilize recreational facilities in the local area, this study area was selected because any increased use of local recreation facilities by future Project employees likely would occur in close proximity to the Project site.

As discussed under the analysis of Thresholds a. and d., cumulatively-considerable impacts associated with the construction of proposed trails and pedestrian facilities on site have been evaluated throughout this EIR under the appropriate subject heading (e.g., air quality, biological resources, etc.). Where cumulatively-considerable impacts have been identified associated with Project implementation, mitigation measures have been identified to reduce construction-related impacts to the maximum feasible extent. There are no components of the planned trails or pedestrian facilities on site that have not already been addressed and accounted for throughout this EIR for the Project site. Accordingly, cumulatively-considerable impacts due to the construction of on-site trails and pedestrian facilities would be less than significant.

The Project does not propose any residential uses or other land use that may generate a population that would directly increase the use of existing neighborhood and regional parks or other recreational facilities. Although there may be a nominal increase in the use of local recreation facilities, Project employees are not expected to utilize local recreational facilities to the extent that physical deterioration would occur or be accelerated, even when considered in the context of cumulative developments in the area. Although other cumulative developments in the local area that involve residential use and that don't accommodate adequate recreational facilities may result in physical deterioration of existing recreational facilities, the Project's contribution to such effects would be minimal and would be less than significant on both a direct and cumulatively-considerable basis.

The Project site is not located within a recreational-related CSA, and is not located within a park district with a Community Parks and Recreation Plan. The Project also would not be subject to payment of Quimby fees or fees pursuant to § 10.35 of Riverside County Ordinance No. 460 because the Project does not include any residential uses. Accordingly, impacts due to a conflict with a CSA, due to Quimby fees, or due to a conflict



with the park dedication requirements of Riverside County Ordinance No. 460 would be less-than-cumulatively considerable.

4.17.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Thresholds a. and d.: Less-than-Significant Impact. The physical construction of the on-site trails and pedestrian facilities has been addressed under the relevant issue areas identified throughout this EIR (e.g., air quality, biological resources, cultural resources, etc.). Under each of these topics, the Project impacts are determined to be less than significant, or mitigation measures have been identified to reduce impacts to the maximum feasible extent. There are no components of the planned trails or pedestrian facilities on site that have not already been addressed and accounted for throughout this EIR. Accordingly, Project impacts due to the development of recreational and pedestrian facilities on site would be less than significant, requiring no mitigation beyond that which is identified in other portions of this EIR.

Threshold b.: Less-than-Significant Impact. The Project does not propose any residential uses or other land use that may generate a population that would directly increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, and impacts would be less than significant.

Threshold c.: Less-than-Significant Impact. The Project site is not located within a CSA that was established for recreational facilities, the Project site is not located within a Community Parks and Recreation Plan, and the Project is not subject to payment of in-lieu fees (Quimby fees) for recreational facilities pursuant to § 10.35 of Riverside County Ordinance No. 460. Accordingly, impacts due to a conflict with a Community Parks and Recreation Plan and due to the need for payment of in-lieu fees for parkland acquisition and construction would be less than significant.

4.17.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Impacts to recreation would be less than significant; thus, mitigation measures are not required.



4.18 TRANSPORTATION

The following analysis is based on several site-specific technical studies prepared by Urban Crossroads, Inc. (herein, "Urban Crossroads"), as listed below.

- "Majestic Phase II Vehicle Miles Traveled (VMT) Analysis," dated November 21, 2022, and is included as *Technical Appendix L1* to this EIR (Urban Crossroads, 2022b).
- "Plot Plan No. 220008 Vehicle Miles Traveled (VMT) Analysis," dated November 21, 2022, and is included as *Technical Appendix L2* to this EIR (Urban Crossroads, 2022c).
- "Plot Plan No. 220015 Vehicle Miles Traveled (VMT) Analysis," dated November 21, 2022, and is included as *Technical Appendix L3* to this EIR (Urban Crossroads, 2022d).
- "Plot Plan No. 220009 Vehicle Miles Traveled (VMT) Analysis," dated November 21, 2022, and is included as *Technical Appendix L4* to this EIR (Urban Crossroads, 2022e).
- "Plot Plan No. 220003 Vehicle Miles Traveled (VMT) Analysis," is dated November 21, 2022, and is included as *Technical Appendix L5* to this EIR (Urban Crossroads, 2022f).

It should be noted that although the Project's Plot Plan applications include a total of 1,219,222 s.f. of building area, the Project's VMT Analyses assume that each of the proposed buildings would contain an additional 5% of building area in order to account for any minor changes to the building area as part of final design, resulting in an analytical total of 1,280,183 s.f. of building area and the generation of 1,243 employees (as explained in further detail in EIR Section 3.0).

In addition, and although not relied upon to evaluate the Project's potential impacts to Transportation, Urban Crossroads also prepared several technical studies to evaluate the Project's potential contributions to traffic congestion. The traffic studies identify required circulation improvements, impact fee programs, and fair-share contributions required to achieve an acceptable Level of Service (LOS) at all study area intersections. The site-specific traffic analyses (TAs) are included as *Technical Appendices L6* through *L9* to this EIR (Urban Crossroads, 2022g; Urban Crossroads, 2022h; Urban Crossroads, 2022i; Urban Crossroads, 2022j).

On December 28, 2018, updates to the California Environmental Quality Act (CEQA) Guidelines were approved by the Office of Administrative Law (OAL). As part of the updates to the CEQA Guidelines, thresholds of significance for evaluation of impacts to transportation have changed. As required by SB 743, new Threshold b. of the CEQA Guidelines for Transportation requires an evaluation of impacts due to VMT, which replaced the Level of Service (LOS) criteria (i.e., automobile delay) that has been utilized in the past to evaluate potential effects to transportation under CEQA. Accordingly, although this Subsection evaluates the Project's potential effects to LOS and associated consistency with the LOS standards identified in the Riverside County General Plan and the general plans of cities within the Project's Study Area, it should be noted that pursuant to CEQA Guidelines Section 15064.3(a), "...a project's effect on automobile delay shall not constitute a significant environmental impact."



4.18.1 EXISTING CONDITIONS

A. Existing Project Site Traffic

Under existing conditions, the 70.37-acre Project site is vacant and undeveloped and does not generate traffic, with the exception of periodic traffic trips associated with maintenance and weed abatement activities on the property.

B. Existing Roadway System

The 70.37-acre Project site abuts several roadways. The four Plot Plan sites abut Harvill Avenue. The Building 13 site abuts Martin Street to the south and Perry Street to the north. The Buildings 14A and 14B site abuts Perry Street to the south, Seaton Avenue to the west, and Commerce Center Drive to the north. The Building 17 site abuts America's Tire Drive to the south. The Building 18 site abuts Old Oleander Avenue to the north and Peregrine Way occurs along the northeastern boundary of the Building 18 site.

- Harvill Avenue is a north-south oriented roadway that abuts all four Plot Plan sites. Harvill Avenue is currently constructed to its ultimate General Plan Circulation Element cross-section as a Major Highway (118-foot right-of-way [ROW]) consistent with the County's standards. Harvill Avenue includes a total of four travel lanes (two lanes in each direction), a center median/turn lane, and a majority of the Project's frontages with Harvill Avenue are improved with curb, gutter, and sidewalks.
- Martin Street is an east-west oriented roadway located along the southern boundary of the Building 13 site. Martin Street is not a General Plan Circulation Element roadway. Martin Street has been improved to its ultimate half-section width as a Collector (74-foot ROW) along the southern side of the roadway, including curb, gutter, and sidewalk. The northern half of this roadway abutting the Building 13 site is improved with only one travel lane.
- Perry Street is an east-west oriented roadway that abuts the northern boundary of the Building 13 site and the southern boundary of the Buildings 14A/14B site. Perry Street is not a General Plan Circulation Element roadway. Perry Street along the Project frontages is an unimproved dirt roadway, with a small area of pavement occurring near the intersection with Harvill Avenue.
- Seaton Avenue is a north-south oriented roadway that abuts the western boundary of the Buildings 14A/14B site. Seaton Avenue is designated by the General Plan Circulation Element as a Secondary Highway (100-foot ROW). Under existing conditions, the portion of Seaton Avenue that abuts the Buildings 14A/14B site consists of a two-lane paved facility with no curb, gutter, or sidewalk along the frontage with the Buildings 14A/14B site.
- Commerce Center Drive is an east-west oriented roadway that abuts the northern boundary of the Buildings 14A/14B site. Commerce Center Drive is not a General Plan Circulation Element roadway. Commerce Center Drive is improved with two paved travel lanes, a center median/turn land, with curb and gutter along the site's frontage but no sidewalk.



- America's Tire Drive is an east-west oriented cul-de-sac that abuts the southern boundary of the Building 17 site. America's Tire Drive is not a General Plan Circulation Element roadway. Under existing conditions, America's Tire Drive is improved with two paved travel lanes, with curb and gutter along the Building 17 site's frontage but no sidewalk.
- Peregrine Way is an east-west oriented roadway that abuts the northeastern boundary of the Building 18 site. Peregrine Way is not a General Plan Circulation Element roadway. Under existing conditions, Peregrine Way consists of an unimproved dirt roadway/cul-de-sac, with no curb, gutter, or sidewalks.
- Old Oleander Avenue is an east-west oriented facility that abuts the northern boundary of the Building 18 site. Old Oleander Avenue is not a General Plan Circulation Element roadway. Under existing conditions, Old Oleander Avenue is a paved roadway with one travel lane in each direction and a center median/turn lane. The southern portion of Old Oleander Avenue abutting the Building 18 site is not improved with curb, gutter, or sidewalks.

C. Truck Routes

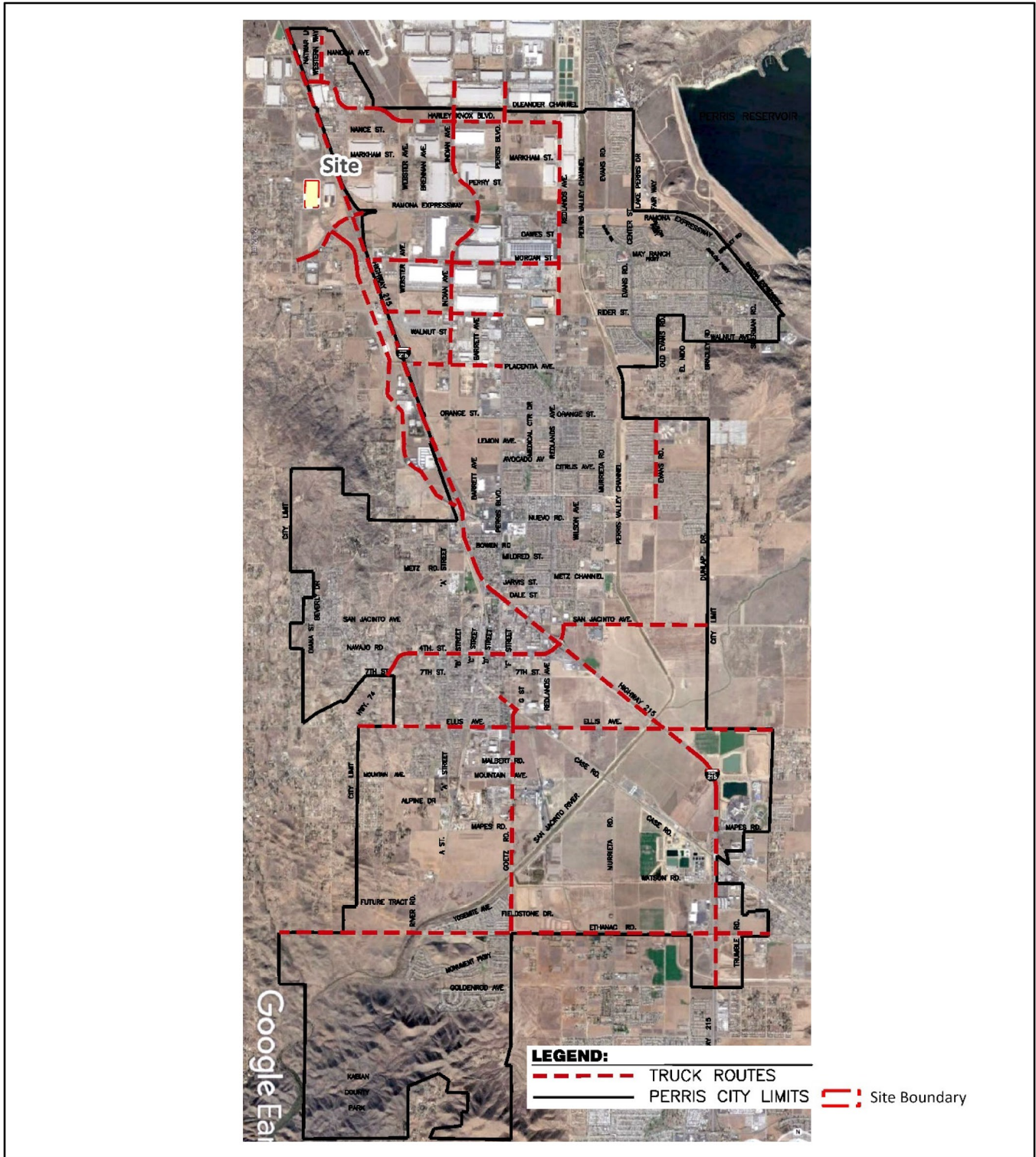
The County of Riverside's General Plan does not provide designated truck routes. The City of Perris General Plan does identify truck routes, as shown on Figure 4.18-1, *City of Perris Truck Routes*. Trucks are prohibited on certain County roadways by the Municipal Code through weight restrictions.

D. Existing Transit Service

The Project area is served by Riverside Transit Agency (RTA) with bus service along the I-215 Freeway and Cajalco Expressway/Ramona Expressway. 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. RTA Route 41 runs along Ramona/Cajalco Expressway and has bus stops to the west and east of Harvill Avenue, which is located approximately ¼-mile from the Project site. There are currently no transit routes or stops along the Harvill Avenue corridor near the proposed Project. The transit services are illustrated on Exhibit 3-9 of the Project's Traffic Impact Analyses (*Technical Appendices L6 through L9*). As shown, the closest existing transit route that could potentially serve the Project site is along Cajalco Expressway. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. (Urban Crossroads, 2022g, p. 25)

E. Existing Bicycle and Pedestrian Facilities

The County of Riverside and City of Perris bike networks are shown on Exhibit 3-6 and Exhibit 3-7, respectively, of the Project's Traffic Impact Analyses ("TAs"; *Technical Appendices L6 through L9*). As shown on Exhibit 3-6 of the Project's TAs, there is a planned Regional Trail (Urban/Suburban) trail proposed along Harvill Avenue to the south of Martin Street; a planned Community Trail along Harvill Avenue between



Source(s): Urban Crossroads (12-20-2022)

Figure 4.18-1



Not to Scale



City of Perris Truck Routes



Martin Avenue and Markham Street and between Old Olander Avenue and Harley Knox Boulevard; a planned Community Trail along Martin Street west of Harvill Avenue; a planned Community Trail along Markham Street west of Harvill Avenue; a planned Community Trail along Old Oleander Avenue between Harvill Avenue and Decker Road; and a Class II (on-street, striped) bike lane along Ramona Expressway/Cajalco Expressway. (Urban Crossroads, 2022g, p. 25)

Exhibit 3-8 of the Project’s TAs illustrates the existing sidewalks and crosswalks throughout the study area. As shown on Exhibit 3-8 of the Project’s TAs, there are pedestrian facilities in place in the vicinity of the Project site on either side of Harvill Avenue, along Martin Street on the south side of the roadway, along the south side of America’s Tire Drive, and along the north side of Old Oleander Avenue. (Urban Crossroads, 2022g, p. 25)

F. Existing Countywide Vehicle Miles Traveled

The method of VMT analysis utilized herein is based on VMTs per employee for home-based work (HBW) trips. HBW VMT per Worker is a measure of all auto trips between home and work and does not include heavy duty truck trips or freight, which is consistent with the Governor’s Office of Planning and Research (OPR) direction and the Riverside County *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled* (“County Guidelines”; December 2020). The existing County-wide average VMT per employee is 14.2 for office and industrial uses. (Urban Crossroads, 2022b, p. 3)

4.18.2 APPLICABLE REGULATORY REQUIREMENTS

A. State Regulations

1. Assembly Bill 1358 (AB 1358) – Complete Streets Act

In September 2008, Governor Schwarzenegger signed into law Assembly Bill 1358 (AB 1358), the Complete Streets Act. AB 1358 requires that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. By requiring new duties of local officials, AB 1358 imposes a State-mandated local program. AB 1358 required the Office of Planning and Research (OPR) to prepare or amend guidelines for a legislative body to accommodate the safe and convenient travel of users of streets, roads, and highways in a manner that is suitable to the rural, suburban, or urban context of the general plan, and in doing so to consider how appropriate accommodation varies depending on its transportation and land use context. AB 1358 authorized OPR, in developing these guidelines, to consult with leading transportation experts, including, but not limited to, bicycle transportation planners, pedestrian planners, public transportation planners, local air quality management districts, and disability and senior mobility planners. (CA Legislative Info, n.d.)



2. *Statewide Transportation Improvement Program (STIP)*

The Statewide Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Plan (ITIP) and regional agencies prepare Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years). (Caltrans, n.d.)

3. *Senate Bill 743 (SB 743)*

Senate Bill 743 (SB 743, Steinberg, 2013), which was codified in Public Resources Code (PRC) Section (§) 21099, required changes to the implementing CEQA Guidelines regarding the analysis of transportation impacts. As one appellate court explained: “During the last 10 years, the Legislature has charted a course of long-term sustainability based on denser infill development, reduced reliance on individual vehicles and improved mass transit, all with the goal of reducing greenhouse gas emissions. Section 21099 is part of that strategy...” (*Covina Residents for Responsible Development v. City of Covina* (2018) 21 Cal.App.5th 712, 729.) Pursuant to § 21099, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” (*Id.*, subd. (b)(1); see generally, adopted CEQA Guidelines, § 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) To that end, in developing the criteria, OPR has proposed, and the California Natural Resources Agency (CRNA) has certified and adopted, changes to the CEQA Guidelines that identify VMT as the most appropriate metric to evaluate a project’s transportation impacts. With the CRNA’s certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by LOS and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA as of July 1, 2020. (PRC § 21099, subd. (b)(3).) (OPR, 2018)

4. *Senate Bill 325 (SB 325) - Transportation Development Act (TDA, Mills-Alquist-Deddeh Act)*

The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. TDA established two funding sources: the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction, and maintenance. The STA funding can only be used for transportation planning and mass transportation purposes. (Caltrans, n.d.)



5. Road Repair and Accountability Act of 2017 (Senate Bill 1 (SB 1))

On April 28, 2017, Governor Brown signed Senate Bill 1 (SB 1) (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017. SB 1 augments the base of the State Transit Assistance program essentially doubling the funding for this program. To provide for SB 1 reporting and transparency, transit agencies are asked to work with Caltrans to report on planned expenditures for these augmented funds. (Caltrans, n.d.)

B. Regional Regulations

1. SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code § 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG’s regional authority. On September 3, 2020, SCAG adopted the *2020-2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)* (“RTP/SCS”; also referred to herein as “Connect SoCal”) with goals to: 1) Encourage regional economic prosperity and global competitiveness; 2) Improve mobility, accessibility, reliability, and travel safety for people and goods; 3) Enhance the preservation, security, and resilience of the regional transportation system; 4) Increase person and goods movement and travel choices within the transportation system; 5) Reduce greenhouse gas emissions and improve air quality; 6) Support healthy and equitable communities; 7) Adapt to a changing climate and support an integrated regional development pattern and transportation network; 8) Leverage new transportation technologies and data-driven solutions that result in more efficient travel; 9) Encourage development of diverse housing types in areas that are supported by multiple transportation options; and 10) Promote conservation of natural and agricultural lands and restoration of habitats (SCAG, 2020, p. 9). Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation of the RTP.

Connect SoCal includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Connect SoCal also provides objectives for meeting emissions reduction targets set forth by the California Air Resources Board (CARB); these objectives were provided in a direct response to Senate Bill 375 (SB 375) which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning (SCAG, 2020). Connect SoCal is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods.

The Goods Movement Technical Report of Connect SoCal is applicable to the Project because the Project entails a use that is closely associated with, and relies directly on, the goods movement system (e.g., manufacturing, construction, retail trade, wholesale trade and transportation, and warehousing). In April 2018, SCAG published a document entitled, *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region’s freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme;



airports; rail intermodal terminals; rail lines, and local streets, State highways, and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet (s.f.) of warehouse building space, and undeveloped land that could accommodate an additional 338 million s.f. of new warehouse building space. These regions attract robust logistics activities and are a major reason the region is a critical mode in the global supply chain. (SCAG, 2018, p. ES-1)

2. *Riverside County Congestion Management Program (CMP)*

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The Riverside County CMP became effective with the passage of Proposition 111 in 1990 and updated most recently in 2011. The RCTC adopted the 2011 CMP for Riverside County in December 2011. There are no Study Area intersections identified as a Riverside County CMP facility. (Urban Crossroads, 2022g, p. 7)

3. *Western Riverside Council of Governments Transportation Uniform Mitigation Fee*

The Western Riverside Council of Governments (WRCOG) established a consolidated Transportation Uniform Mitigation Fee (TUMF) program for all of western Riverside County, which commenced in 2003. The establishment of TUMF was based on the desire to establish a single, uniform fee program to mitigate the cumulative impacts of new development on the western Riverside County sub-region's arterial highway system rather than having multiple and potentially uncoordinated fee programs across the region. WRCOG is responsible for establishing and updating TUMF payment rates, based on a TUMF Program Nexus Study, which is periodically updated to consider the impact of future development on the subregion's system of highways and arterial roads. The most recent Nexus Study update was approved by the WRCOG Executive Committee in July 2017. The updated Nexus Study continues to demonstrate the relationship between the TUMF fee levels and the cost of anticipated improvements to the Regional System of Highways and Arterials (RSHA) necessitated by new development throughout western Riverside County. (WRCOG, 2018, p. 3)

C. Local Regulations

Ordinances specifically applicable to the circulation system are presented below (Riverside County, 2015a, p. 4.18-28):

- Ordinance No. 413 – Vehicle Parking: Ordinance No. 413 establishes regulations to vehicle parking on Riverside County roadways.
- Ordinance No. 452 – Speed Limits: Ordinance No. 452 pertains to prima facie speed limits on Riverside County roadways and establishes or amends prima facie speed limits on certain Riverside County roads.



- Ordinance No. 460 – Subdivision of Land: Ordinance No. 460, in conjunction with the Subdivision Map Act, establishes regulations for the division of land and describes procedures. The ordinance also includes the provisions for the establishment of Road and Bridge Benefit Districts and associated fees.
- Ordinance No. 461 – Road Improvement Standards and Specifications: Ordinance No. 461 adopts Road Improvement Standards and Specifications.
- Ordinance No. 499 – Encroachments in County Highways: Ordinance No. 499, subject to the control of the Board of Supervisors, 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 No. 500 – Permissible vehicle weight on highways, roads and bridges: Ordinance No. 500 establishes weight prohibitions and reductions for vehicles travelling along County roadways.
- Ordinance No. 659 – Development Mitigation Fee for Residential Development (DIF Program): Ordinance No. 659 establishes a development impact fee (DIF) for the development of infrastructure, including County roadways and the installation of traffic signals.
- Ordinance No. 671 – Consolidated Fees for Land Use and Related Functions: Ordinance No. 671 establishes a consolidated fee program for land use and related functions. This is a deposit-based fee program and provides for unused fees to be refunded to the applicant.
-
- Ordinance No. 824 – Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program: Ordinance No. 824 establishes a TUMF program for western Riverside County. The fees are collected by Riverside County 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.

4.18.3 BASIS FOR DETERMINING SIGNIFICANCE

A. Thresholds of Significance

Section XVII of Appendix G to the CEQA Guidelines addresses typical adverse effects related to transportation, and includes the following threshold questions to evaluate a project's impacts to transportation:

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



- Would the project conflict with or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?
- Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Would the project result in inadequate emergency access or access to nearby uses?

The following thresholds are derived from Riverside County's Environmental Assessment Checklist, which incorporate the current Appendix G thresholds pursuant to the 2018 changes to the CEQA Guidelines, in order to evaluate the significance of the proposed Project's impacts on transportation. The proposed Project would result in a significant impact to transportation if the Project or any Project-related component would:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;*
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);*
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment);*
- Cause an effect upon, or a need for new or altered maintenance of roads;*
- Cause an effect upon circulation during the project's construction;*
- Result in inadequate emergency access or access to nearby uses; or*
- Include the construction or expansion of a bike system or bike lanes.*

The significance thresholds set forth in Riverside County's Environmental Assessment Checklist, as modified/updated per the 2018 updates to the CEQA Guidelines, were used to evaluate the significance of the proposed Project's impacts on transportation.

B. Thresholds of Significance for Vehicle Miles Travelled (VMT)

1. Screening Thresholds

The County's Guidelines describe that a project may be determined to have a less-than-significant impact and may be screened out of requiring a project level VMT analysis if it meets at least one of the County's VMT screening criteria. Projects that do not meet any of the screening criteria require a project-level VMT analysis. (Urban Crossroads, 2022b, pp. 2-3)

2. VMT Metric and Significance Threshold

As stated in the County Guidelines, for industrial land use projects that do not meet any of the screening criteria, the analysis should utilize the efficiency metric of VMT per employee. The measure for VMT



threshold listed in the County Guidelines is existing Countywide average VMT per employee with the following significance threshold: (Urban Crossroads, 2022b, p. 3)

“A project would result in a significant project generated VMT impact if its VMT exceeds the existing county-wide average Work VMT per employee.” For the County of Riverside, the countywide average Work VMT per employee is 14.2 Work VMT per employee.” (Urban Crossroads, 2022b, p. 3)

3. VMT Modeling

The County’s Guidelines identify RIVTAM as the appropriate tool for conducting VMT analysis for land development projects in the County of Riverside. RIVTAM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. RIVTAM is a travel forecasting model that represents a sub-area (Riverside County) of the Southern California Association of Governments (SCAG) regional traffic model. RIVTAM was designed to provide a greater level of detail and sensitivity in the Riverside County area as compared to the regional SCAG model. (Urban Crossroads, 2022b, p. 3)

4.18.4 IMPACT ANALYSIS

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

This response provides an analysis of the Project’s potential to result in a conflict with plans, programs, ordinances, or policies that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities. A project that generally conforms with, and does not obstruct, applicable plans, programs, ordinances, and policies is considered to be consistent. The transportation plans, policies, programs, ordinances, and standards that are relevant to the Project are identified in the analysis below.

Connect SoCal

As previously noted, SCAG has published a draft 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), referred to as “Connect SoCal.” Connect SoCal seeks to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in Connect SoCal are pertinent to the proposed Project. These goals are meant to provide guidance for considering the proposed Project within the context of regional goals and policies. An analysis of the Project’s consistency with the relevant goals of Connect SoCal is presented below in Table 4.18-1, *Analysis of Consistency with Connect SoCal Goals*. As indicated, the Project would not conflict with any Connect SoCal goals, and no impact would occur.



Table 4.18-1 Analysis of Consistency with Connect SoCal Goals

Goal	Goal Statement	Project Consistency Discussion
1.	Encourage regional economic prosperity and global competitiveness.	<u>Consistent.</u> This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project would support this goal by providing employment-generating land uses (i.e., warehouse uses) in a portion of the County that has a low jobs-to-housing ratio.
2.	Improve mobility, accessibility, reliability, and travel safety for people and goods.	<u>Consistent.</u> The Project’s TAs (EIR <i>Technical Appendices L6</i> through <i>L9</i>) identify required transportation facility improvements, fee payments, and fair-share contributions. Mandatory compliance with the recommendations of the Project’s TAs, as would be required as conditions of Project approval, would ensure that the Project does not degrade mobility, accessibility, reliability, or travel safety for people and goods.
3.	Enhance the preservation, security, and resilience of the regional transportation system.	<u>Consistent.</u> This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. There are no components of the proposed Project that would adversely affect the preservation, security, or resilience of the regional transportation system, and the Project Applicant would contribute fees towards regional improvements required in the Project vicinity. Furthermore, the Project would entail roadway and intersection improvements consistent with the County General Plan Circulation Element, Mead Valley Area Plan (MVAP), and the Riverside County Road Standards (Ordinance No. 461).
4.	Increase person and goods movement and travel choices within the transportation system.	<u>Consistent.</u> This policy would be implemented by the cities and counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would expand facilities for goods movement in the local area, and would construct or contribute fees towards regional transportation improvements. Additionally, the intensity of the proposed Project would facilitate expanded transit service in the local area.
5.	Reduce greenhouse gas emissions and improve air quality.	<u>Consistent.</u> This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive transportation planning efforts. The Project would entail development of five (5) light industrial warehouse buildings in a portion of Riverside County that experiences a relatively low jobs-to-housing ratio; thus, the Project would serve to reduce worker commute times in the local area by providing jobs in close proximity to housing. Additionally, and as discussed in EIR Subsections 4.3, <i>Air Quality</i> , and 4.8, <i>Greenhouse Gas Emissions</i> , the Project would be required to implement mitigation measures to reduce air quality and greenhouse gas emissions to the maximum feasible extent.



Table 4.18-1 Analysis of Consistency with Connect SoCal Goals

Goal	Goal Statement	Project Consistency Discussion
6.	Support healthy and equitable communities.	<u>Consistent.</u> An analysis of the Project’s environmental impacts is provided throughout this EIR, and mitigation measures are specified where warranted. Air quality is addressed in EIR Subsection 4.3, <i>Air Quality</i> , which identifies mitigation measures to reduce air quality emissions to the maximum feasible extent. Additionally, the Project would implement trails, sidewalks, and bike lane improvements along public roadway rights-of-way in a manner that is consistent with Riverside County General Plan. The Project study area is within the service area of the Riverside Transit Authority (RTA), a public transit agency serving various jurisdictions within Riverside County. The Project would not conflict with any existing or planned RTA routes, and in fact the intensity of the proposed Project would help support a future expansion of transit routes in the local area. Additionally, the Project would be consistent with or otherwise would not conflict with any applicable General Plan policies or requirements, including policies and requirements included in the General Plan’s Healthy Communities Element. Thus, the Project would facilitate the establishment of healthy and equitable communities.
7.	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	<u>Consistent.</u> This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive transportation planning efforts. As indicated in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> , the Project would be conditioned to ensure full compliance with the Riverside County CAP, thereby demonstrating that the Project would assist the County in meeting its greenhouse gas reduction targets. The Project also would be conditioned to construct transportation improvements and/or contribute fees towards improving the regional transportation network.
8.	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<u>Not Applicable.</u> This policy provides guidance to the County to leverage new transportation technologies and data-driven solutions that result in more efficient travel. There are no components of the proposed Project that would preclude the County’s ability to implement this goal.
9.	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<u>Not Applicable.</u> This policy would be implemented by the cities and counties within the SCAG region as part of comprehensive transportation planning efforts. The Project does not include any residential uses, and therefore has no potential to conflict with this goal.
10.	Promote conservation of natural and agricultural lands and restoration of habitats.	<u>Consistent.</u> As indicated in EIR Subsection 4.4, <i>Biological Resources</i> , none of the vegetation communities identified on site or within the Project’s off-site improvement areas are considered sensitive. Additionally, as discussed in EIR Subsection 4.2, <i>Agriculture and Forestry Resources</i> , the Project site is not mapped



Table 4.18-1 Analysis of Consistency with Connect SoCal Goals

Goal	Goal Statement	Project Consistency Discussion
		as containing any Prime Farmland, Statewide Important Farmland, Unique Farmland. Additionally, the Project site is designated by the Riverside County General Plan for future development with urban land uses, and therefore the Project site is not suitable for conservation as agricultural land.

(SCAG, 2020)

Riverside County Congestion Management Program

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and most recently updated in 2019 as part of the Riverside County Long Range Transportation Study. The Riverside County Transportation Commission (RCTC) adopted the 2019 CMP for the County of Riverside in December 2019. None of the Project’s study area intersections are identified as Riverside County CMP intersections (Urban Crossroads, 2022g, p. 7; Urban Crossroads, 2022j, p. 7). Accordingly, the Project would not result in a conflict with the Riverside County CMP and impacts would be less than significant.

Riverside County General Plan Circulation Element

The Riverside County General Plan Circulation Element establishes several goals and policies related to transportation network that are applicable to development projects. The analysis presented in Table 4.18-2, *Project Consistency with Riverside County General Plan Circulation Element Policies*, provides a discussion of the Project’s consistency with these applicable goals and policies. It should be noted that policies that are not directly applicable to the proposed Project have been excluded from the analysis in Table 4.18-2. As indicated in the analysis below and on the following pages, the Project would not conflict with or obstruct the implementation of any applicable goal or policy from General Plan Circulation Element addressing the transportation network. As such, Project would result in a less-than-significant impact.

Table 4.18-2 Project Consistency with Riverside County General Plan Circulation Element Policies

General Plan Circulation Element Policy	Project Consistency
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.	<u>Consistent.</u> 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.
C 1.7: Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.	<u>Consistent.</u> As part of the Project, and in conformance with MVAP Figure 9, the Project would accommodate Community Trails along the Project site’s frontages with Harvill Avenue, Seaton Avenue, and along Old Oleander Avenue, which would



Table 4.18-2 Project Consistency with Riverside County General Plan Circulation Element Policies

General Plan Circulation Element Policy	Project Consistency
	facilitate the use of alternative modes of transportation in the local area.
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.	<u>Consistent.</u> The Project has been reviewed by the County and was determined to comply with the California Complete Streets Act.
<p>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 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 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.</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/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.</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 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>	<u>Consistent.</u> The Project would be conditioned for the implementation of improvements, payment of fair-share fees, and/or payment of DIF and TUMF fees in order to achieve the County’s minimum LOS standards at all study area facilities within the jurisdiction of Riverside County.
C 2.2: Require that new development prepare a traffic impact analysis as warranted by Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new	<u>Consistent.</u> TAs have been prepared for the proposed Project, and are included as <i>Technical Appendices L6 through L9</i> to this EIR. The TAs comply with the County Guidelines. Appropriate conditions of



Table 4.18-2 Project Consistency with Riverside County General Plan Circulation Element Policies

General Plan Circulation Element Policy	Project Consistency
development per Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development. (AI 3)	approval have been identified to ensure acceptable LOS is achieved at study areas facilities within the jurisdiction of the County.
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 Riverside County Congestion Management Program Requirements. (AI 3)	<u>Consistent.</u> TAs have been prepared for the proposed Project, and are included as <i>Technical Appendices L6 through L9</i> to this EIR. The TAs comply with the County Guidelines. Appropriate conditions of approval have been identified to ensure acceptable LOS is achieved at study areas facilities within the jurisdiction of the County.
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.	<u>Consistent.</u> Project-specific traffic impact analyses (TAs) were prepared and are included as EIR <i>Technical Appendices L6 through L9</i> . The Project's TAs include an analysis of the Project's effects on LOS, and conditions of approval are identified to ensure acceptable LOS is achieved at all study area facilities within the jurisdiction of Riverside County.
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.	<u>Consistent.</u> The Project would be conditioned to require construction of improvements, payment of DIF and TUMF fees, and payment of fair-share contributions towards improvements not included in any existing fee programs. The Project site is not located within an area subject to Road and Bridge Benefit District (RBBB) fees.
C 3.1: Design, construct, and maintain Riverside County roadways as specified in Riverside County Road Improvement Standards and Specifications. The standards shown in Figure C-4 may be modified by Specific Plans, Community Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area.	<u>Consistent.</u> All roadway improvements proposed as part of the Project would be consistent with the Riverside County Road Improvement Standards and Specifications.
C 3.3: Implement design guidelines that identify intersection improvements consistent with the lane geometrics in Table C-2 unless additional lanes are needed to maintain consistency with Policy C 2.2. Where roadway classifications change on a continuous alignment, the standards of the higher classification will normally be transitioned on a portion of the roadway that has the lower classification, particularly where the change takes place at roadway intersections. This may result in additional right of way or lanes being required above the standards shown in Figure C-4 for the segment with the lower classification to accommodate the transition.	<u>Consistent.</u> The Project implements the requirements specified in Circulation Element Table C-2.
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	<u>Consistent.</u> The Project Applicant is primarily responsible for the improvement of roadways within and abutting the Project site, in addition to any off-site improvements warranted as part of the Project's TAs



Table 4.18-2 Project Consistency with Riverside County General Plan Circulation Element Policies

General Plan Circulation Element Policy	Project Consistency
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.	(EIR <i>Technical Appendices L6 through L9</i>).
C 3.8: Restrict heavy duty truck through-traffic in residential and community center areas and plan land uses so that trucks do not need to traverse these areas.	<u>Consistent.</u> The Project has been designed to convey traffic towards I-215, and there is only one non-conforming residential dwelling unit between the Project site and the I-215 on and off ramps (along the north side of Peregrine Way).
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.	<u>Consistent.</u> Off-street loading areas (i.e., the proposed loading dock spaces) have been designed to face away from surrounding roadways and residential uses to the extent feasible. The only exception is the docking area for proposed Building 14B, which has been designed to face Harvill Avenue so that the docking area is not oriented towards existing residential uses along Seaton Avenue to the west. The truck court for Building 14B has been designed to be fully screened from public view by a 14-foot-tall concrete screen wall and extensive areas of landscaping.
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.	<u>Consistent.</u> Project-specific TAs were prepared for the Project, and are included in EIR <i>Technical Appendices L6 through L9</i> . The Project would be conditioned to construct improvements, pay DIF and TUMF fees, and contribute fair-share contributions towards required improvements within the Project’s study area consistent with the findings of the Project’s TAs.
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.	<u>Consistent.</u> All four of the Plot Plan sites have been designed to accommodate direct access from Harvill Avenue. However, in order to facilitate truck movement on site, truck access also is proposed along remaining abutting roadways, including Martin Street, Perry Street, Commerce Center Drive, America’s Tire Drive, and Old Oleander Avenue. All of these abutting roadways would be constructed to the County’s Industrial Collector standard (minimum 78-foot ROW), with exception of America’s Tire Drive, which is designed to serve only Project traffic and traffic associated with the existing warehouse building located to the south of the Building 17 site, and Old Oleander Avenue, which would be improved with a total interim ROW of 89 feet.
C 3.13: Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.	<u>Consistent.</u> The Project Applicant would be conditioned to require construction of improvements, payment of DIF and TUMF fees, and payment of fair-



Table 4.18-2 Project Consistency with Riverside County General Plan Circulation Element Policies

General Plan Circulation Element Policy	Project Consistency
	share contributions towards improvements not included in any existing fee programs as necessary to achieve acceptable LOS, thereby assuring the safe, efficient passage of through-traffic and the negotiation of turning movements.
C 3.14 Design curves and grades to permit safe movement of vehicular traffic at the road’s design speed. Design speed should be consistent with and complement the character of the adjacent area.	<u>Consistent.</u> All proposed curves and grades have been designed to applicable County standards.
C 3.15: Provide adequate sight distances for safe vehicular movement at a road’s design speed and at all intersections.	<u>Consistent.</u> The County reviewed the Project’s application materials and determined that all sight distances proposed as part of the Project would be adequate for safe vehicular movement. Sight distances also are shown on the Project’s application materials.
C 3.16: Dedicate necessary rights-of-way as part of the land division and land use review processes.	<u>Consistent.</u> In conformance with this policy, appropriate ROW dedications are proposed along the Project site’s frontages with Harvill Avenue and Seaton Avenue. No ROW dedications are proposed or required along the site’s frontages with Martin Street, Perry Street, Commerce Center Drive, or Old Oleander Avenue, as appropriate ROWs along these roadways already have been dedicated.
C 3.18: Align right-of-way dedications with existing dedications along adjacent parcels and maintain widths consistent with the ultimate design standard of the road, including required turning lanes. (AI 51)	<u>Consistent.</u> All ROW dedications proposed as part of the Project would align with existing dedications.
C 3.27: Evaluate proposed highway extensions or widening projects for potential noise impacts on existing and future land uses in the area. Require that the effects of truck mix, speed limits, and ultimate motor vehicle volumes on noise levels are also explored during the environmental process. (AI 49)	<u>Consistent.</u> EIR Subsection 4.13, <i>Noise</i> , includes an analysis of off-site traffic-related noise, and demonstrates that impacts would be less than significant.
C 3.28: Reduce transportation noise through proper roadway design and coordination of truck and vehicle routing.	<u>Consistent.</u> EIR Subsection 4.13, <i>Noise</i> , includes an analysis of off-site traffic-related noise, and demonstrates that impacts would be less than significant.
C 3.29: Include noise mitigation measures in the design of new roadway projects in the County of Riverside.	<u>Consistent.</u> EIR Subsection 4.13, <i>Noise</i> , includes an analysis of off-site traffic-related noise, and demonstrates that impacts would be less than significant.
C 3.33: Assure all-weather, paved access to all developing areas.	<u>Consistent.</u> The Project would accommodate all-weather, paved access to all developed areas of the Project site.
C 4.1: Provide facilities for the safe movement of pedestrians within developments, as specified in Riverside County	<u>Consistent.</u> The Project accommodates a Community Trail along the site’s frontages with Harvill Avenue,



Table 4.18-2 Project Consistency with Riverside County General Plan Circulation Element Policies

General Plan Circulation Element Policy	Project Consistency
Ordinances Regulating the Division of Land of the County of Riverside.	Seaton Avenue, and Old Oleander Avenue. Sidewalks also are proposed along the site’s frontages with all abutting roadways.
C 4.2: Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.	<u>Consistent.</u> No barriers are planned as part of the Project that would impede visibility and access for pedestrians.
C 4.3: Assure and facilitate pedestrian access from developments to existing and future transit routes and terminal facilities through project design. (AI 26, 45)	<u>Consistent.</u> In conformance with this policy, the Project would accommodate a Community Trail along the site’s frontages with Harvill Avenue, Seaton Avenue, and Old Oleander Avenue.
C 4.6: Consult 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. (AI 3)	<u>Consistent.</u> The Riverside County Transportation Department reviewed the Project. Pedestrian facilities are provided via concrete walkways and trails.
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.	<u>Consistent.</u> The Project complies with applicable ADA requirements.
C 4.9: Review all existing roadways without pedestrian facilities when they are considered for improvements to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities. (AI 49)	<u>Consistent.</u> All roadways that would be improved as part of the Project would contain facilities for pedestrians (i.e., sidewalks and/or community trails).
C 5.2: Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.	<u>Consistent.</u> EIR Figures 3-4, 3-9, 3-14, and 3-20 depict the Project’s conceptual landscape plans, which incorporate drought tolerant landscaping and adequate drought-conscious irrigation systems. Recycled water is not available in the Project area.
C 5.3: Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping.	<u>Consistent.</u> The only building proposed as part of the Project that abuts residential areas is Building 14A. A 20-foot-wide landscape buffer and 50-foot building setback are proposed along to the west of Building 14A. The landscaped buffer along Seaton Avenue would include a triple row of trees to provide a visual buffer between the building and the existing residential uses along the western side of Seaton Avenue
C 6.1: Provide dedicated and recorded public access to all parcels of land, except as provided for under the statutes of the State of California.	<u>Consistent.</u> The Project site is and would continue to be served by recorded public access.
C 6.2: Require all-weather access to all new development.	<u>Consistent.</u> All proposed roadways would afford all-weather access.



Table 4.18-2 Project Consistency with Riverside County General Plan Circulation Element Policies

General Plan Circulation Element Policy	Project Consistency
<p>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. (AI 3)</p>	<p><u>Consistent.</u> The Project’s proposed driveway access points and improvements to abutting roadways have been designed to comply with Riverside County’s minimum intersection spacing standards.</p>
<p>C 6.4: Discourage parcel access points taken directly off General Plan designated highways. Access may be permitted off of General Plan designated highways only if no local streets are present.</p>	<p><u>Consistent.</u> The only General Plan-designated highways that abut the Project site are Harvill Avenue (Major), Seaton Avenue (Secondary), and Markham Street west of Harvill Avenue (Secondary). No Project-related truck trips would travel along Seaton Avenue. The Project would accommodate access points along Harvill Avenue. Specifically, the Building 13 and Buildings 14A/B sites would accommodate access points along Harvill Avenue for passenger vehicles, only, while the Building 18 site would accommodate two driveways along Harvill Avenue (one for passenger vehicles only, one for both passenger vehicles and trucks). The Building 17 site would have one driveway access along Harvill Avenue, which would be restricted to passenger vehicles. Access points have been designed to utilize local roads wherever possible, and all proposed intersection spacing meets with County requirements. There are no feasible alternatives to the proposed access points along Harvill Avenue. Accordingly, the Project would be consistent with this policy.</p>
<p>C 6.5: Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General Plan designated highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.</p>	<p><u>Consistent.</u> The southern driveway for the Building 18 site is a proposed shared access driveway. All driveway alignments have been designed to be located opposite of existing driveway access points along the opposite side of the roadways, where feasible.</p>
<p>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. (AI 105)</p>	<p><u>Consistent.</u> The only portion of the Project site that abuts existing residential parcels is the Buildings 14A/B site, which abuts existing residential uses along the western side of Seaton Avenue. Building 14A has been designed to accommodate a 50-foot setback from Seaton Avenue along with a 20-foot landscaped buffer that incorporates three rows of trees to screen the proposed development. Additionally, and as demonstrated in the analysis in EIR Subsection 4.13, <i>Noise</i>, the Project would not expose any nearby residential receptors to noise levels exceeding the County’s standards.</p>



Table 4.18-2 Project Consistency with Riverside County General Plan Circulation Element Policies

General Plan Circulation Element Policy	Project Consistency
C 8.1: Implement a circulation plan that is consistent with funding and financing capabilities. (AI 53)	<u>Consistent.</u> All roadway improvements proposed as part of the Project are consistent with the General Plan Circulation Element, and there are no components of the Project that would conflict with the County’s funding and financing capabilities.
C 8.2: Distribute the costs of transportation system improvements equitably among those who will benefit.	<u>Consistent.</u> The Project would be conditioned to construct improvements, pay DIF and TUMF fees, and contribute fair-share contributions towards required improvements within the Project’s study area consistent with the findings of the Project’s TAs.
C 8.3: Use annexations, development agreements, revenue-sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.	<u>Consistent.</u> The Project would be conditioned to construct improvements, pay DIF and TUMF fees, and contribute fair-share contributions towards required improvements within the Project’s study area consistent with the findings of the Project’s TAs.
C 8.5: Participate in the establishment of regional traffic mitigation fees and/or road and bridge benefits districts to be assessed on new development. The fees shall cover a reasonable share of the costs of providing local, regional and subregional transportation improvements needed for serving new development in the unincorporated area.	<u>Consistent.</u> The Project would be conditioned to construct improvements, pay DIF and TUMF fees, and contribute fair-share contributions towards required improvements within the Project’s study area consistent with the findings of the Project’s TAs.
C 11.1: Where appropriate, reserve right-of-way to accommodate designated transit service. (AI 3, 52)	<u>Consistent.</u> Transit service is currently not available along roadways abutting the Project site.
C 11.2: Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., community centers, tourist and employment centers), as indicated in ordinances regulating the division of land of the County of Riverside.	<u>Consistent.</u> Transit service is currently not available at the Project site. The proposed Project does not include any community center or tourist-oriented uses, and the proposed uses would not be a major trip attractor. Additionally, there are no bus routes along roadways abutting the Project site and none are currently planned by the Riverside Transit Agency (RTA).
C 11.3: Design the physical layout of arterial and collector highways to facilitate bus operations. Locations of bus turn outs and other design features should be considered.	<u>Consistent.</u> Transit service is currently not available along roadways abutting the Project site.
C 11.5: Accommodate transit through higher densities, innovative design, and right-of-way dedication.	<u>Consistent.</u> The Project Applicant would redevelop the Project site to include employment-generating uses, which would help support the future expansion of transit in the local area.
C 15.3: Develop a trail system which connects Riverside County parks and recreation areas while providing links to open space areas, equestrian communities, local municipalities, and regional recreational facilities (including other regional trail systems), and ensure that the system contains a variety of trail loops of varying classifications and degrees of difficulty and length.	<u>Consistent.</u> In conformance with this policy, the Project would accommodate community trail segments along the Project site’s frontages with Harvill Avenue, Seaton Avenue, and Old Oleander Avenue.
C 15.5: Compliance with the Americans with Disabilities Act (ADA) standards will be assured so as to make trails user-	<u>Consistent.</u> The Project complies with applicable ADA requirements.



Table 4.18-2 Project Consistency with Riverside County General Plan Circulation Element Policies

General Plan Circulation Element Policy	Project Consistency
friendly, as much as reasonably feasible.	
C 16.1: Implement Riverside County trail system as depicted in the Bikeways and Trails Plan, Figure C-6. (AI 3, 33)	<u>Consistent.</u> In conformance with the General Plan Bikeways and Trails Plan (Figure C-6), the Project accommodates community trail segments along the Project site’s frontages with Harvill Avenue, Seaton Avenue, and Old Oleander Avenue.
C 16.3: Require that trail alignments either provide access to or link scenic corridors, schools, parks, bus stops, transit terminals, park and ride commuter lots, and other areas of concentrated public activity, where feasible.	<u>Consistent.</u> The Project accommodates community trail segments along the Project site’s frontages with Harvill Avenue, Seaton Avenue, and Old Oleander Avenue, which would improve access between the Project site and Cajalco Expressway where existing transit service is available.
<p>C 16.4: Require that all development proposals located along a planned trail or trails provide access to, dedicate trail easements or right-of-way, and construct their fair share portion of the trails system. Evaluate the locations of existing and proposed trails within and adjacent to each development proposal and ensure that the appropriate easements are established to preserve planned trail alignments and trail heads. (AI 3, 33)</p> <p>a. Require that all specific plans and other large-scale development proposals include trail networks as part of their circulation systems.</p> <p>b. Ensure that new gated communities, and where feasible, existing gated communities, do not preclude trails accessible to the general public from traversing through their boundaries.</p> <p>c. Provide buffers between streets and trails, and between adjacent residences and trails.</p> <p>d. Make use of already available or already disturbed land where possible for trail alignments.</p> <p>e. Require that existing and proposed trails within Riverside County connect with those in other neighboring city, county, state, and federal jurisdictional areas.</p>	<u>Consistent.</u> In conformance with this policy, the Project accommodates community trail segments along the Project site’s frontages with Harvill Avenue, Seaton Avenue, and Old Oleander Avenue.
<p>C 16.7 Adhere to the following trail-development guidelines when siting a trail: (AI 3, 35, 36, 38, 39, 40, 41, 42).</p> <p>a. Require, where feasible, trails in urban areas to be located either outside of road rights-of-way or within road rights-of-way with the additional dedication right-of-way or easements in fee title to the County of Riverside requiring dual use of utility corridors, irrigation and flood control channels so as to mix uses, separate traffic and noise, and provide more trail services at less cost.</p> <p>b. Secure separate rights-of-way for non-motorized trails when physically, financially and legally feasible. Where a separate</p>	<u>Consistent.</u> The County reviewed the proposed Project for consistency with these requirements, and determined that the Project would comply with General Plan Policy C 16.7. The Project accommodates community trail segments along the Project site’s frontages with Harvill Avenue, Seaton Avenue, and Old Oleander Avenue.



Table 4.18-2 Project Consistency with Riverside County General Plan Circulation Element Policies

General Plan Circulation Element Policy	Project Consistency
<p>right-of-way is not feasible, maintain recreation trails within the County of Riverside or Flood Control right-of-way, where feasible.</p> <p>c. Develop and implement trail design standards which will minimize maintenance due to erosion or vandalism.</p> <p>d. Maximize visibility and physical access to trails from streets and other public lands.</p> <p>e. Provide a trail surface material that is firm and unyielding to minimize erosion and injuries.</p> <p>f. When a trail is to be obtained through the development approval process, base the precise trail alignments on the physical characteristics of the property, assuring connectivity through adjoining properties.</p> <p>g. Consider the use of abandoned rail lines as multipurpose rail-trails corridors through the “Rails-to-Trails” program.</p> <p>h. Place all recreation trails safe distances from the edges of active aggregate mining operations and separate them by physical barriers, such as fences, berms, and/or other effective separation measures. Avoid placing a trail where it will cross an active mined materials haul route.</p> <p>i. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public roads. Design and build trail crossings at intersections with proper signs, signals, pavement markings, crossing islands, and curb extensions to ensure safe crossings by users. Install trail crossing signs signal lights (as appropriate) at the intersections of trail crossings with public roads to ensure safe crossings by users.</p> <p>j. Design and construct trails that properly account for such issues as sensitive habitat areas, cultural resources, flooding potential, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and recreation.</p> <p>k. Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service, National Park Service, Bureau of Land Management, U. S. Army Corp of Engineers, U. S. Bureau of Reclamation, and the California Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic, cultural resources, and environmental interpretation, access to fishing areas and other recreational uses, opportunities for education, and access for the disabled.</p> <p>l. Work with landowners to address concerns about privacy, liability, security, and trail maintenance.</p>	



Table 4.18-2 Project Consistency with Riverside County General Plan Circulation Element Policies

General Plan Circulation Element Policy	Project Consistency
<p>m. Regional Urban, Regional Rural, and Regional Open Space trails should be designed so as to be compatible with the community contexts in which the trails are being sited.</p> <p>n. Driveway crossings by trails should be designed and surfaced in a manner compatible with multipurpose trails usage. Except for local, neighborhood-serving trails that are not intended as primary community linkages, select routes for trails that minimize driveway crossings.</p> <p>o. Benches, fencing, water fountains, trees and shading, landscape buffers, rest stops, restrooms, and other trail-related amenities shall be provided where appropriate.</p> <p>p. All trails along roadways shall be appropriately signed to identify safety hazards, and shall incorporate equestrian crossing signals, mileage markers, and other safety features, as appropriate.</p> <p>q. Information about Riverside County’s trail system shall be provided at Riverside County Park and Open Space District and online in order to make the public aware of Riverside County’s trail system.</p> <p>r. Trails shall not be sited along sound walls, project boundary walls, and other walls that effectively obstruct visibility beyond the edge of a trail.</p> <p>s. All trail surfacing shall be appropriate to an array of users of the trail. Soft-surfaced trails shall have smooth, firm, slip-resistant surfacing so as to minimize foot and ankle injuries.</p> <p>t. Use already available or disturbed land for trails wherever possible for new or extended trails.</p> <p>u. Use pervious pavement or bio-swales along paved trails to assist in maintaining water quality.</p> <p>v. Coordinate with local Native American tribes for any proposed trails under the mandates of “SB18” Traditional Tribal Places Law.</p>	
<p>C16.8: Require the installation (where appropriate and pursuant to County of Riverside standards) of the appropriate styles of fencing along trail alignments that separate trails from road right-of-ways (ROWs), or where trails are located within road ROWs, that provide adequate separation from road traffic, in order to adequately provide for public safety. Examples of such fence types include simulated wood post and rail fencing constructed of PVC material, wood round post and rail, and wood-textured concrete post and rail fencing. (AI 3)</p>	<p><u>Consistent.</u> The Project accommodates community trail segments along the Project site’s frontages with Harvill Avenue, Seaton Avenue, and Old Oleander Avenue. All of the community trail segments are proposed behind existing/proposed sidewalks, thereby providing a buffer from the road ROW.</p>
<p>C 17.1: Develop Class I Bike Paths, Class II Bike Lanes and Class I Bike Paths/Regional Trails (Combination Trails) as</p>	<p><u>Consistent.</u> Roadways abutting the Project site do not occur along roadways that are planned for bike trails.</p>



Table 4.18-2 Project Consistency with Riverside County General Plan Circulation Element Policies

General Plan Circulation Element Policy	Project Consistency
shown in the Trails Plan (Figure C-7), to the design standards as outlined in the California Department of Transportation Highway Design Manual, adopted Riverside County Design Guidelines (for communities that have them), Riverside County Regional Park and Open Space Trails Standards Manual, and other Riverside County Guidelines. (AI 34, 41)	
C 17.2: Require bicycle access between proposed developments and other parts of Riverside County trail system through dedication of easements and construction of bicycle access ways.	<u>Consistent.</u> Bicycle access in the local area would be accommodated by existing and proposed roadways.
C 19.1: Preserve scenic routes that have exceptional or unique visual features in accordance with Caltrans' Scenic Highways Plan. (AI 79)	<u>Consistent.</u> As documented in EIR Subsection 4.1, <i>Aesthetics</i> , the Project would have less-than-significant impacts on scenic routes and corridors.
C 20.1: Ensure preservation of trees identified as superior examples of native vegetation within road rights-of-way through development proposals review process. Where the County of Riverside deems preservation to be infeasible, relocation and/or replacement shall be evaluated by a qualified arborist to ensure that impacts are mitigated.	<u>Consistent.</u> There are no trees identified as "superior examples" existing on the Project site.
C 20.2: Provide all roadways located within identified flood areas with adequate flood control measures.	<u>Consistent.</u> None of the roadways that would serve the Project are located within identified flood areas.
C 20.3: Locate roadways outside identified flood plains whenever possible. (AI 60)	<u>Consistent.</u> None of the roadways that would serve the Project are located within identified flood plains.
C 20.4: New crossings of watercourses by local roads shall occur at the minimum frequency necessary to provide for adequate neighborhood and community circulation and fire protection. Wherever feasible, new crossings shall occur using bridging systems that pass over entire watercourses and associated floodplains and riparian vegetation in single spans. Dip or culvert crossings shall be avoided, but, where their use is unavoidable, they shall be designed to minimize impacts on watercourses. (AI 60)	<u>Consistent.</u> None of the roadways that would serve the Project traverse watercourses.
C 20.6: Control dust and mitigate other environmental impacts during all stages of roadway construction.	<u>Consistent.</u> As documented in EIR Subsection 4.10, <i>Hydrology and Water Quality</i> , the Project would be subject to the County's NPDES requirements, including during construction of on-site and site-adjacent roadway improvements.
C 20.7: Protect all streets and highways located within identified blow sand areas from blow sand hazards to the extent practicable.	<u>Not Applicable.</u> The Project site and Project-related roadway improvements are not located within an identified blow sand area.
C 20.8: Protect Riverside County residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise	<u>Consistent.</u> The analysis within EIR Subsection 4.13, <i>Noise</i> , demonstrates the Project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan, noise ordinance, or applicable standards



Table 4.18-2 Project Consistency with Riverside County General Plan Circulation Element Policies

General Plan Circulation Element Policy	Project Consistency
generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels. (AI 107)	of other agencies, and concludes that impacts would be less than significant.
C 20.9: Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan and the Coachella Valley Multiple Species Habitat Conservation Plan into transportation plans and development proposals.	<u>Consistent.</u> As demonstrated in EIR Subsection 4.4, <i>Biological Resources</i> , the Project and associated roadway improvements would be fully consistent with the Western Riverside County MSHCP following the implementation of mitigation measures.
C 20.10: Avoid, where practicable, disturbance of existing communities and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.	<u>Consistent.</u> As demonstrated in EIR Subsection 4.4, <i>Biological Resources</i> , construction of Project-related roadway improvements would result in less-than-significant impacts to biotic resources with the implementation of mitigation measures.
C 20.11: Implement the Circulation Plan in a manner consistent with federal, state, and local environmental quality standards and regulations.	<u>Consistent.</u> All roadway improvements planned as part of the Project would be consistent with or otherwise would not conflict with all applicable federal, State, and local environmental quality standards and regulations.
C 20.13: Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable. (AI 110)	<u>Consistent.</u> The Project, including associated roadway improvements, would be consistent with or otherwise would not conflict with all requirements of the General Plan Air Quality Element.
C 20.15 Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply	<u>Consistent.</u> As documented in EIR Subsection 4.10, <i>Hydrology and Water Quality</i> , the Project, including associated roadway improvements, would be required to comply with applicable NPDES requirements.

Threshold b.: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

As previously noted, changes to the CEQA Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based LOS as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020, consistent with SB 743. To comply with SB 743 the County of Riverside adopted their *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled* in December 2020 (herein, “County Guidelines”). The adopted County Guidelines have been utilized to conduct an analysis of the Project’s impacts due to VMT. (Urban Crossroads, 2022b, p. 2)

A. Screening Criteria

The County Guidelines describe that a project may be determined to have a less-than-significant impact and may be screened out of requiring a project level VMT analysis if it meets at least one of the County’s VMT



screening criteria. The County's adopted VMT screening criteria previously were described in subsection 4.18.3.B and are discussed below.

- Small Project Screening. Projects that generate fewer than 110 daily vehicle trips or projects that are below 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO_{2e}) per year are considered to have a less-than-significant impact due to VMT. Each of the Project's proposed Plot Plans would generate between 378 trips per day (actual vehicles) and 608 trips per day (actual vehicles). The Project overall would generate approximately 1,908 trips per day (actual vehicles). Accordingly, the Project's individual Plot Plans and the Project overall do not meet the Small Project Screening criteria. (Urban Crossroads, 2022b, Table 1)
- High-Quality Transit Areas (HOTA) Screening. The County Guidelines indicate that high-quality transit areas provide a viable option for many to replace automobile trips with transit trips resulting in an overall reduction in VMT. The Project site overall and each of the Project's proposed Plot Plans are not located within an HOTA; thus, this screening threshold is not met. (Urban Crossroads, 2022b, Table 1)
- Local-Serving Retail. The introduction of new local-serving retail has been determined to reduce VMT by shortening trips that will occur. The Project does not include any local-serving retail uses; thus, this screening threshold is not met. (Urban Crossroads, 2022b, Table 1)
- Affordable Housing. The County Guidelines indicate that lower-income residents make fewer trips on average, resulting in lower VMT overall. The Project does not accommodate any residential uses; thus, this screening threshold is not met. (Urban Crossroads, 2022b, Table 1)
- Local Essential Service. The County Guidelines indicate that the introduction of new local essential services shortens non-discretionary trips by putting those goods and services closer to residents, resulting in an overall reduction in VMT. The Project does not accommodate any local essential services; thus, this screening threshold is not met. (Urban Crossroads, 2022b, Table 1)
- Map-Based Screening. This method eliminates the need for complex analyses, by allowing existing VMT data to serve as a basis for the screening smaller developments. Note that screening is limited to residential and office projects. As the Project does not include any residential or commercial office uses, the Project does not meet this screening threshold. (Urban Crossroads, 2022b, Table 1)
- Redevelopment Project. Projects with lower VMT than existing on-site uses can, under limited circumstances, be presumed to have a non-significant impact. In the event this screening does not apply, projects should be analyzed as though there is no existing uses on site (project analysis cannot take credit for existing VMT). Under existing conditions, the Project site is vacant and undeveloped; thus, this screening threshold is not met. (Urban Crossroads, 2022b, Table 1)



As the Project was not found to meet any of the above-described applicable screening criteria, consistent with the County Guidelines a Project-level VMT analysis is required and is discussed below for each of the Project’s proposed Plot Plans as well as for the Project as a whole.

B. Overall Project VMT Analysis

1. Project Land Use Conversion (Overall Project)

In order to evaluate Project Work VMT per employee for buildout of all four of the Project’s Plot Plans (“Overall Project”), land use information such as building square footage must first be converted into a RIVTAM compatible dataset. The RIVTAM model utilizes socio-economic data (“SED”; e.g., employment estimates) instead of land use information to estimate vehicle trips. Project employees are estimated by taking total building square footage divided by an appropriate employment factor based on standard employment factors outlined by the County of Riverside’s General Plan. Table 4.18-3, *Employment Density Factors (Overall Project)*, presents the estimated number of employees used to represent the Project in RIVTAM. Project SED information was then coded into RIVTAM in a traffic analysis zone (TAZ) that would represent the Project. The RIVTAM model was then run inclusive of the Project’s SED inputs.

Table 4.18-3 Employment Density Factors (Overall Project)

Land Use	Quantity	Employment Factor	Project Employees
Warehouse	1,280,183 SF	1 employee per 1,030 SF	1,243

(Urban Crossroads, 2022b, Table 2)

2. Work VMT (Overall Project)

For industrial land uses the efficiency metric VMT per employee is used to evaluate Project Work VMT. VMT per employee is derived by dividing Project generated home-based work (HBW) VMT by the number of estimated Project employees. HBW VMT is obtained from the RIVTAM model using the Production/Attraction (PA) method for calculating VMT, which sums all weekday VMT generated by trips with at least one trip end in the study area (i.e., Project’s TAZ). Productions are land use types that generate trips (residences), and attractions are land use types that attract trips (employment). Productions and attractions are converted from person trips to vehicle trips for the purposes of calculating VMT and are then multiplied by the distance skims to calculate VMT. Table 4.18-4, *Work VMT Per Employee (Overall Project)*, presents PA HBW VMT for the Overall Project from the RIVTAM model, along with the estimated number of Project employees, and the resulting Work VMT per employee. (Urban Crossroads, 2022b, p. 4)

3. Significance of VMT Impacts (Overall Project)

As shown in Table 4.18-4, Project generated Work VMT per employee with buildout of all four of the Project’s Plot Plans would exceed the County’s adopted threshold by 4.9%. Accordingly, prior to mitigation, buildout of the overall Project would result in a significant impact due to VMT. (Urban Crossroads, 2022b, p. 4)



Table 4.18-4 Work VMT Per Employee (Overall Project)

	Project
HBW VMT	18,519
Employees	1,243
Project Work VMT per Employee	14.9
County Threshold	14.2
Percent Above Threshold	+4.9%
Potentially Significant?	Yes

(Urban Crossroads, 2022b, Table 3)

C. Building 13 (Plot Plan No. 220008) VMT Analysis

1. Land Use Conversion (Building 13)

Using the same methodology described above for the Overall Project, Table 4.18-5, *Employment Density Factors (Building 13)*, presents the estimated number of employees used to represent buildout of the Building 13 site in RIVTAM.

Table 4.18-5 Employment Density Factors (Building 13)

Land Use	Quantity	Employment Factor	Project Employees
Warehouse	322,997 SF	1 employee per 1,030 SF	314

(Urban Crossroads, 2022c, Table 2)

2. Work VMT (Building 13)

As stated previously, for industrial land uses the efficiency metric VMT per employee is used to evaluate Project Work VMT. VMT per employee is derived by dividing HBW VMT for Building 13 by the number of estimated employees associated with Building 13. Table 4.18-6, *Work VMT Per Employee (Building 13)*, presents Project generated PA HBW VMT from the RIVTAM model, along with the estimated number of Project employees, and the resulting Work VMT per employee. (Urban Crossroads, 2022c, p. 3)

Table 4.18-6 Work VMT Per Employee (Building 13)

	Project
HBW VMT	4,618
Employees	314
Project Work VMT per Employee	14.7
County Threshold	14.2
Percent Above Threshold	+3.7%
Potentially Significant?	Yes

(Urban Crossroads, 2022c, Table 3)



3. Significance of VMT Impacts (Building 13)

As shown in Table 4.18-6, Project generated Work VMT per employee would exceed the County’s adopted threshold by 3.7%. Accordingly, prior to mitigation, buildout of the Building 13 (PPT 220008) site would result in a significant impact due to VMT. (Urban Crossroads, 2022c, p. 4)

D. Buildings 14A and 14B (Plot Plan No. 220015) VMT Analysis

1. Land Use Conversion (Buildings 14A and 14B)

Using the same methodology described above for the Overall Project, Table 4.18-7, *Employment Density Factors (Buildings 14A and 14B)*, presents the estimated number of employees used to represent buildout of the Buildings 14A and 14B site in RIVTAM. (Urban Crossroads, 2022d, p. 3)

Table 4.18-7 Employment Density Factors (Buildings 14A and 14B)

Land Use	Quantity	Employment Factor	Project Employees
Warehouse	354,583 SF	1 employee per 1,030 SF	344

(Urban Crossroads, 2022d, Table 2)

2. Work VMT (Buildings 14A and 14B)

As stated previously, for industrial land uses the efficiency metric VMT per employee is used to evaluate Project Work VMT. VMT per employee is derived by the HBW VMT for Buildings 14A and 14B by the number of estimated employees that would be generated with buildout of Buildings 14A and 14B. Table 4.18-8, *Work VMT Per Employee (Buildings 14A and 14B)*, presents Project generated PA HBW VMT from the RIVTAM model, along with the estimated number of Project employees, and the resulting Work VMT per employee. (Urban Crossroads, 2022d, pp. 3-4)

Table 4.18-8 Work VMT Per Employee (Buildings 14A and 14B)

	Project
HBW VMT	3,512
Employees	344
Project Work VMT per Employee	14.8
County Threshold	14.2
Percent Above Threshold	+3.9%
Potentially Significant?	Yes

(Urban Crossroads, 2022d, Table 3)

3. Significance of VMT Impacts (Buildings 14A and 14B)

As shown in Table 4.18-8, Project generated Work VMT per employee with buildout of the Buildings 14A and 14B site would exceed the County’s adopted threshold by 3.9%. Accordingly, prior to mitigation, buildout of Buildings 14A and 14B (PPT 220015) site would result in a significant impact due to VMT. (Urban Crossroads, 2022d, p. 4)



E. Building 17 (Plot Plan No. 220009) VMT Analysis

1. Land Use Conversion (Building 17)

Using the same methodology described above for the Overall Project, Table 4.18-9, *Employment Density Factors (Building 17)*, presents the estimated number of employees used to represent buildout of the Building 17 site in RIVTAM. (Urban Crossroads, 2022e, p. 3)

Table 4.18-9 Employment Density Factors (Building 17)

Land Use	Quantity	Employment Factor	Project Employees
Warehouse	268,955 SF	1 employee per 1,030 SF	261

(Urban Crossroads, 2022e, Table 2)

2. Work VMT (Building 17)

As stated previously, for industrial land uses the efficiency metric VMT per employee is used to evaluate Project Work VMT. VMT per employee is derived by dividing HBW VMT for Building 17 by the number of estimated employees associated with Building 17. Table 4.18-10, *Work VMT Per Employee (Building 17)*, presents Project generated PA HBW VMT from the RIVTAM model, along with the estimated number of Project employees, and the resulting Work VMT per employee. (Urban Crossroads, 2022e, p. 3)

Table 4.18-10 Work VMT Per Employee (Building 17)

	Project
HBW VMT	3,905
Employees	261
Project Work VMT per Employee	15.0
County Threshold	14.2
Percent Above Threshold	+5.6%
Potentially Significant?	Yes

(Urban Crossroads, 2022e, Table 3)

3. Significance of VMT Impacts (Building 17)

As shown in Table 4.18-10, Project generated Work VMT per employee would exceed the County’s adopted threshold by 5.6%. Accordingly, prior to mitigation, buildout of Building 17 (PPT 220009) site would result in a significant impact due to VMT. (Urban Crossroads, 2022e, p. 4)

F. Building 18 (Plot Plan No. 220003) VMT Analysis

1. Land Use Conversion (Building 18)

Using the same methodology described above for the Overall Project, Table 4.18-11, *Employment Density Factors (Building 18)*, presents the estimated number of employees used to represent buildout of the Building 18 site in RIVTAM (Urban Crossroads, 2022f, p. 3).



Table 4.18-11 Employment Density Factors (Building 18)

Land Use	Quantity	Employment Factor	Project Employees
Warehouse	333,648 SF	1 employee per 1,030 SF	324

(Urban Crossroads, 2022f, Table 2)

2. Work VMT (Building 18)

As stated previously, for industrial land uses the efficiency metric VMT per employee is used to evaluate Project Work VMT. VMT per employee is derived by dividing HBW VMT for Building 18 by the number of estimated employees associated with Building 18. Table 4.18-12, *Work VMT Per Employee (Building 18)*, presents Project generated PA HBW VMT from the RIVTAM model, along with the estimated number of Project employees, and the resulting Work VMT per employee. (Urban Crossroads, 2022f, p. 3)

Table 4.18-12 Work VMT Per Employee (Building 18)

	Project
HBW VMT	4,963
Employees	324
Project Work VMT per Employee	15.3
County Threshold	14.2
Percent Above Threshold	+7.8%
Potentially Significant?	Yes

(Urban Crossroads, 2022f, Table 3)

3. Significance of VMT Impacts (Building 18)

As shown in Table 4.18-12, Project generated Work VMT per employee exceeds the County’s adopted threshold by 7.8%. Accordingly, prior to mitigation, buildout of Building 18 (PPT 220003) site would result in a significant impact due to VMT. (Urban Crossroads, 2022f, p. 4)

Threshold c.: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

All physical improvements planned as part of the Project would be in conformance with applicable Riverside County standards. The Project site is surrounded by existing and planned light industrial developments, with residential uses occurring to the west of Seaton Avenue. The Project would not be incompatible with the existing and planned light industrial uses in the surrounding area. In addition, the driveway locations for all four of the Project’s Plot Plans have been designed to ensure Project-related truck traffic does not utilize Seaton Avenue, thereby precluding potential impacts due to incompatible uses. As such, the Project’s proposed light industrial warehouses are a compatible use and the use type in and of itself would not increase transportation-related hazards in the local area. Impacts would therefore be less than significant.



Threshold d.: Would the Project cause an effect upon, or a need for new or altered maintenance of roads?

Implementation of the proposed Project would generate traffic along local roadways, and therefore would incrementally increase the need for maintenance of local roadway facilities. Although the Project would result in the increased maintenance of roadways and would increase traffic on existing and planned roadways, any incremental increase in the need to maintain public roadway facilities would be offset by tax revenue generated by the Project's proposed land uses. 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 result. As such, Project impacts would be less than significant.

Threshold e.: Would the Project cause an effect upon circulation during the Project's construction?

As part of the Project, improvements would be made to roadways abutting the Project site, including Harvill Avenue, Martin Street, Perry Street, Commerce Center Drive, Old Oleander Avenue, and Peregrine Way. Improvements planned for Harvill Avenue, Commerce Center Drive, and Old Oleander Avenue would occur outside of the existing travel lanes along these roadways, and as such Project improvements to these roadways would not cause an effect upon circulation during construction of the Project. Peregrine Way only provides access to a single residential lot under existing conditions; thus, improvements to Peregrine Way would not cause an effect upon circulation during the Project's construction. Perry Street currently exists as an unpaved dirt roadway; thus, improvements to Perry Street would not cause an effect upon circulation during the Project's construction. Martin Street along the site's frontage would be improved as part of construction of the Building 13 site to provide a total of 56 feet of paved drive lanes, curb, gutter, and a 6-foot-wide curb-adjacent sidewalk. As such, the Project has the potential to cause an effect upon circulation during construction of proposed improvements along Martin Street, resulting in a potentially significant impact prior to mitigation.

Threshold f.: Would the Project result in inadequate emergency access or access to nearby uses?

Under long-term operating conditions, the Project would have no effect on emergency access in the local area, and impacts would be less than significant. However, and as noted under the discussion and analysis of Threshold e., during proposed improvements to Martin Street, there is a potential that the Project could adversely affect emergency access or access to nearby uses. This is conservatively evaluated as a significant impact for which mitigation would be required in the form of a traffic control plan for implementing developments.

Threshold g.: Would the Project include the construction or expansion of a bike system or bike lanes?

The Project would accommodate community trail segments along the Project's frontages with Harvill Avenue, Seaton Avenue, and Old Oleander Avenue. Impacts associated with the construction of these trail segments are inherent to the Project's construction phase, and have been evaluated throughout this EIR under the appropriate subject heading (e.g., biological resources, etc.). There would be no impacts to the environment specifically related to the construction of this community trail that have not already been evaluated and mitigated for throughout this EIR. Accordingly, impacts would be less than significant.



4.18.5 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development that would occur with buildout of the Riverside County General Plan and the general plans of local jurisdictions within the County.

The analysis of Threshold a. demonstrates that the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Accordingly, the Project has no potential to result in cumulatively-considerable impacts due to a conflict with a program, plan, ordinance, or policy addressing the circulation system.

As indicated under the analysis of Threshold b., buildout of the Overall Project would exceed the County's adopted VMT threshold by 4.9%, buildout of the Building 13 site would exceed the County's adopted VMT threshold by 3.7%, buildout of the Buildings 14A and 14B site would exceed the County's adopted VMT threshold by 3.9%, buildout of the Building 17 site would exceed the County's adopted VMT threshold by 5.6%, and buildout of the Building 18 site would exceed the County's adopted VMT threshold by 7.8%. As other projects within the cumulative study area also have the potential to result in impacts due to VMT, the Project's impacts due to VMT would be cumulatively considerable.

As indicated under the analysis of Threshold c., all physical improvements planned as part of the Project would be in conformance with applicable Riverside County standards. Other cumulative developments would similarly be required to demonstrate to Riverside County that no unsafe geometric design features would result. Additionally, the Project's land uses are generally compatible with existing and planned uses in the surrounding area, and Project-related truck traffic would be prohibited along nearby segments of Seaton Avenue that contain residential uses. Accordingly, cumulatively-considerable impacts due to a geometric design feature or incompatible use would be less than significant.

Tax revenue generated by the Project and cumulative developments would offset any increased need for roadway maintenance as a result of new development within Riverside County. There are no components of the proposed Project or other cumulative developments within the Project vicinity that would result in or require a substantial increase in expenditures by Riverside County for public road maintenance such that environmental impacts would result. As such, impacts would be less-than-cumulatively considerable.

As indicated under the analysis of Threshold e., construction activities associated with the Project only have the potential to affect circulation during improvements along Martin Street. As other cumulative developments in the local area similarly could result in road closures or other adverse effects to circulation, the Project's potential near-term impacts during improvements to Martin Street would be cumulatively considerable.

As discussed under the analysis of Threshold f., under long-term operating conditions, the Project would have no effect on emergency access in the local area, and impacts would be less than significant. However, during proposed improvements to Martin Street, there is a potential that the Project could adversely affect emergency access or access to nearby uses. As other cumulative developments similarly could obstruct emergency access in the local area, Project impacts would be cumulatively considerable.



As discussed under the analysis of Threshold g., the Project would accommodate community trail segments along the Project's frontages with Harvill Avenue, Seaton Avenue, and Old Oleander Avenue. Cumulatively-considerable impacts associated with the construction of these trail segments are inherent to the Project's construction phase, and have been evaluated throughout this EIR under the appropriate subject heading (e.g., biological resources, etc.). Where impacts were identified, mitigation measures have been identified to reduce impacts to the maximum feasible extent. Accordingly, cumulatively-considerable impacts associated with the construction of the proposed community trail would be less than significant.

4.18.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a: Less-than-Significant Impact. The proposed Project would be fully consistent with Connect SoCal and the Riverside County General Plan Circulation Element. There are no components of the proposed Project that would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, or pedestrian facilities. Impacts would be less than significant.

Threshold b.: Significant Direct and Cumulatively-Considerable Impact. Buildout of the Overall Project would exceed the County's adopted VMT threshold by 4.9%, buildout of the Building 13 site would exceed the County's adopted VMT threshold by 3.7%, buildout of the Buildings 14A and 14B site would exceed the County's adopted VMT threshold by 3.9%, buildout of the Building 17 site would exceed the County's adopted VMT threshold by 5.6%, and buildout of the Building 18 site would exceed the County's adopted VMT threshold by 7.8%. As such, the Project's impacts due to VMT would be significant on both a direct and cumulatively-considerable basis.

Threshold c.: Less-than-Significant Impact. All physical improvements planned as part of the Project would be in conformance with applicable Riverside County standards. The Project site is surrounded by existing and planned light industrial developments, with residential uses occurring to the west of Seaton Avenue. The Project would not be incompatible with the existing and planned light industrial uses in the surrounding area. In addition, the driveway locations for all four of the Project's Plot Plans have been designed to ensure Project-related truck traffic does not utilize Seaton Avenue, thereby precluding potential impacts due to incompatible uses. As such, the Project's proposed light industrial warehouses are a compatible use and the use type in and of itself would not increase transportation-related hazards in the local area. Impacts would therefore be less than significant.

Threshold d.: Less-than-Significant Impact. Although the Project would result in the increased maintenance of roadways and would increase traffic on existing and planned roadways, any incremental increase in the need to maintain public roadway facilities would be offset by tax revenue generated by the Project's proposed land uses. 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 result. As such, Project impacts would be less than significant.

Threshold e.: Significant Direct and Cumulatively-Considerable Impact. Although most roadway improvements proposed as part of the Project would occur outside of existing travel lanes, planned



improvements to Martin Street during the construction of Building 13 has the potential to adversely impact circulation in the local area. This is conservatively evaluated as a significant impact for which mitigation would be required.

Threshold f.: Significant Direct and Cumulatively-Considerable Impact. Under long-term operating conditions, the Project would have no effect on emergency access in the local area, and impacts would be less than significant. However, during proposed improvements to Martin Street during the construction of Building 13, there is a potential that the Project could adversely affect emergency access or access to nearby uses. This is conservatively evaluated as a significant impact for which mitigation would be required.

Threshold g.: Less-than-Significant Impact. The Project would accommodate community trail segments along the Project's frontages with Harvill Avenue, Seaton Avenue, and Old Oleander Avenue. Impacts associated with the construction of these trail segments are inherent to the Project's construction phase, and have been evaluated throughout this EIR under the appropriate subject heading (e.g., biological resources, etc.). There would be no impacts to the environment specifically related to the construction of this community trail that have not already been evaluated and mitigated for throughout this EIR. Accordingly, impacts would be less than significant.

4.18.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable Riverside County regulations and design requirements.

- Prior to issuance of building permits, the Project Applicant shall pay appropriate Development Impact Fee Program (DIF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 659.
- Prior to final building inspection, the Project Applicant shall pay appropriate Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance (TUMF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 824.
- High-Cube Cold Storage Warehouse uses shall be prohibited in all of the Project's buildings unless the Project Applicant can demonstrate, through sales/lease agreements or through other means, that 100% of the Transport Refrigeration Units (TRUs) associated with the High-Cube Cold Storage Warehouse uses will consist of zero-emission vehicles (e.g., electric TRUs, hydrogen-powered TRUs, etc.). As a component of the County's future review of implementing building permit applications for tenant improvements, the County shall review the building plans for compliance with this requirement by either ensuring that no refrigerated storage space is accommodated by the plans, or by ensuring that all TRUs will consist of zero-emission vehicles.



Mitigation

- MM 4.18-1 Prior to the issuance of grading permits or improvement plans affecting Martin Street, the Project Applicant shall prepare and Riverside County shall approve a temporary traffic control plan. The temporary traffic control plan shall comply with the applicable requirements of the California Manual on Uniform Traffic Control Devices (CMUTD). A requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be specified in bid documents issued to prospective construction contractors.
- MM 4.18-2 Required Commute Trip Reduction Program: Future building lease or sales agreements shall include a requirement to implement a voluntary program to discourage single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. Examples of potential Commute Trip Reduction (CTR) program features include the following:
- a. Designated Employee Transportation Coordinator (ETC): Identify an Employee Transportation Coordinator (ETC) as part of future site operations. The role of ETC is to provide education and point of contact for commute-related questions and commuter benefits.
 - b. Marketing of Commuter Benefits for Employees: Provide commuter benefit materials to new hires. Additionally, provide an on-site message board (physical or digital) to educate employees of commuter benefits.
 - c. Pre-Tax Transit Pass Benefits: Provide employees access to WageWorks (or comparable) to purchase transit passes or other approved commuter expenses pre-tax.
 - d. Bicycle Parking: Provide on-site secure bike parking facilities and storage lockers.
 - e. Carpool and Vanpool Ride-Matching Services: Provide information about Waze Carpool and other carpool/vanpool ride-matching services to employees.
 - f. Guaranteed Ride Home (GRH) Program. Establish a GRH program for employees that arrive to work by carpool, vanpool, or transit and need to leave work early or are unable to use normal commute accommodations. The GRH Program can be provided via local transportation network companies.

4.18.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold b.: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. As the future building tenants are not known for the Project, the effectiveness of any potential commute trip reduction measure may be limited. In addition to specific tenancy considerations, locational context is also a major factor relevant to the potential application and effectiveness of Transportation Demand Management (TDM) measures. A project may only realize a quantifiable reduction in commute VMT under the most favorable circumstances and ideal local conditions when implementing trip reduction measures. In practical terms, ideal conditions are rarely realized due to variables such as locational context limitations (i.e., non-urban areas). Additionally, to achieve ideal conditions a project must achieve 100 percent employee participation, and



maximum employee eligibility, which are not generally expected. This is even more difficult to presume since future building tenants are not known at this time. Although the Project would be subject to compliance with Mitigation Measure MM 4.18-2, which would reduce the Project's VMT, the effectiveness of commute trip reduction measures such as those listed in Mitigation Measure MM 4.18-2 cannot be guaranteed to reduce Project VMT to a level of less than significant. No additional feasible mitigation measures are available to measurably reduce the Project's VMT. Therefore, the Project's VMT impacts are considered significant and unavoidable.

Threshold e.: Less-than-Significant Impact with Mitigation Incorporated. Mitigation Measure MM 4.18-1 requires the Project Applicant to prepare and obtain Riverside County approval of a temporary traffic control plan prior to issuance of grading permits or improvement plans affecting Martin Street. Implementation of the required mitigation would ensure that Project-related construction activities would not substantially affect circulation during the Project's construction. With implementation of the required mitigation, impacts would be reduced to less-than-significant levels.

Threshold f.: Less-than-Significant Impact with Mitigation Incorporated. Mitigation Measure MM 4.18-1 requires the Project Applicant to prepare and obtain Riverside County approval of a temporary traffic control plan prior to issuance of grading permits. With implementation of the required mitigation, the Project would not result in inadequate emergency access or access to nearby uses during construction of improvements along Martin Street. Accordingly, with implementation of the required mitigation, impacts would be reduced to less-than-significant levels.



4.19 TRIBAL CULTURAL RESOURCES

The analysis in this Subsection documents the results of the County’s consultation with local Native American Tribes. It should be noted that much of the written and oral communication between Native American tribes and Riverside County is considered confidential in respect to places that have traditional tribal cultural significance (Gov. Code § 65352.4), and although relied upon in part to inform the preparation of this EIR Subsection, those communications are treated as confidential and are not available for public review. Under existing law, environmental documents must not include information about the location of archeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (Cal. Code Regs. § 15120(d)).

4.19.1 EXISTING CONDITIONS

Refer to EIR subsection 4.5.1 for a complete description of the cultural setting existing site conditions, and the archaeological and historical resources assessment.

4.19.2 REGULATORY SETTING

The following is a brief description of the State environmental laws and related regulations addressing Tribal Cultural Resources (TCRs). Refer also to EIR subsection 4.5.2 for a complete description of federal, State, and local environmental laws and regulations governing the protection of cultural resources.

A. ***Traditional Tribal Cultural Places Act (Senate Bill 18, “SB 18”)***

Senate Bill 18 (SB 18) requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places (“cultural places”) through local land use planning. SB 18 also requires the Governor’s Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments for how to conduct these consultations. (OPR, 2005)

The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level land use decisions are made by a local government. (OPR, 2005)

SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code § 65300 et seq.) and specific plans (defined in Government Code § 65450 et seq.). Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, existing state planning law requires local governments to use the same processes for adoption and amendment of specific plans as for general plans (see Government Code § 65453). Therefore, where SB 18 requires consultation and/or notice for a general plan adoption or amendment, the requirement extends also to a specific plan adoption or amendment. (OPR, 2005)



1. *Assembly Bill 52 (AB 52)*

California Assembly Bill 52 (AB 52) (2014) Chapter 532 amended Section 5097.94 of, and added Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2 and 21084.3 to the California Public Resources Code, relating to Native Americans. AB 52 was approved on September 25, 2014. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. (OPR, 2017b)

The Public Resources Code now establishes that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. (Pub. Resources Code, § 21080.3.1.) (OPR, 2017b)

If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources. These rules apply to projects that have a notice of preparation for an environmental impact report or negative declaration or mitigated negative declaration filed on or after July 1, 2015. (OPR, 2017b)

§ 21074 of the Public Resources Code defines “tribal cultural resources.” In brief, in order to be considered a “tribal cultural resource,” a resource must be either:

- (1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or
- (2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource. (OPR, 2017b)

In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources. In applying those criteria, a lead agency must consider the value of the resource to the tribe. (OPR, 2017b)



4.19.3 BASIS FOR DETERMINING SIGNIFICANCE

Section XVIII of Appendix G to the State CEQA Guidelines addresses typical adverse effects on tribal cultural resources, and includes the following threshold question to evaluate the Project's impacts to tribal cultural resources (OPR, 2018a):

- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?
 - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, as modified based on the 2018 updates to Section XVIII of Appendix G to the State CEQA Guidelines, and indicate significant impacts would occur if the Project or any Project-related component would:

- a. *Cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is*
 1. *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); or*
 2. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

4.19.4 IMPACT ANALYSIS

Threshold a.: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the



landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- 1. 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); or*
- 2. 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?*

Changes in the California Environmental Quality Act, effective July 2015, require that the County address another category of cultural resources – tribal cultural resources. Tribal Cultural Resources (TCRs) are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as a cultural landscape. Also relevant is the category termed “traditional cultural property” (TCP) which is typically associated with cultural resource management performed under federal auspices. “Traditional” in this context refers to those beliefs, customs, and practices of a living community of people that have been passed down through the generations, usually orally or through practice. The traditional cultural significance of a historic property, then, is significance derived from the role the property plays in a community’s historically rooted beliefs, customs, and practices. A TCP can be defined, generally, as one that is eligible for inclusion in the National Register of Historic Places (NRHP) because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community’s history, and (b) are important in maintaining the continuing cultural identity of the community. A landscape can be a TCP and by extension a TCR, provided the cultural landscape meets the criteria and that the landscape is geographically defined in terms of the size and scope. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Assembly Bill 52 (AB52), notices regarding this Project were mailed to all requesting tribes. No response was received from Soboba Band of Mission Indians, Quechan Indian Nation, Ramona Band of Cahuilla Indians, Pala Band of Mission Indians, Colorado River Indian Tribe, or the Cahuilla Band of Indians.

The Agua Caliente Band of Cahuilla Indians responded in an email letter dated April 15, 2022. Agua Caliente requested formal government to government consultation and recommended that a cultural resources inventory be undertaken by a qualified archaeologist prior to development activities. A copy of the report and record search was requested, and a request also was made for an approved cultural resources monitor to be present during ground disturbing activities. The Project’s exhibits were provided to the tribe on April 27, 2022. The cultural report and the conditions of approval were provided to the tribe on July 11, 2022. Updated final conditions of approval were sent to Agua Caliente on July 29, 2022.

The Pechanga Cultural Resources Department responded in an email letter dated April 07, 2022. Pechanga stated that the Project site 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 site. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians. The Project site also was noted as being located within a Traditional Cultural Property (TCP). The Project exhibits were provided to the tribe on April 11, 2022. On May 11, 2022 a meeting was held in which the proposed Project was discussed. The tribe reiterated that the Project is situated within a TCP and recommended monitoring during ground disturbing activities. Updated final conditions of approval were sent to Pechanga on July 29, 2022. Consultation was concluded on August 31, 2022.

The Rincon Band of Luiseño Indians responded in an email letter dated April 25, 2022. The letter stated that the location is within the Traditional Use Area (TUA) of the Luiseño people and within the Rincon Band's specific Area of Historic Interest (AHI). As such, the Rincon Band is traditionally and culturally affiliated to the Project area. Further, they noted that they do not have any questions currently. However, they asked to be notified and involved in the entire CEQA environmental review process for the entirety of the Project's duration. The Project exhibits were provided to the tribe on April 27, 2022. The cultural report and the conditions of approval were provided to the tribe on July 11, 2022. Updated final conditions of approval were sent to Rincon on July 29, 2022.

Although no specific Tribal Cultural Resources were identified, the consulting tribes expressed concerns that the Project has the potential for as yet unidentified subsurface tribal cultural resources. The Project would be subject to compliance with EIR Mitigation Measures MM 4.5-1 through MM 4.5-8, which require a Tribal Monitor to be present during grading activities, and identifies the procedures to be followed should any unanticipated cultural resources be identified during ground disturbing activities in order to ensure that any uncovered resources are appropriately treated.

Additionally, and as required by EIR Mitigation Measures 4.5-9, the Project also would be required to adhere to State Health and Safety Code Section 7050.5 in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Mitigation Measure 4.5-9 and 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.

Notwithstanding, because mitigation measures are required, Project impacts to tribal cultural resources would be significant prior to implementation of the mitigation measures identified in EIR Subsection 4.5.

4.19.5 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within western Riverside County. This study area was selected for evaluation because it encompasses a broad region with similar geological, biological, and climatic conditions.

As indicated under the analysis of Threshold a., the Project has the potential to result in impacts to previously-identified Tribal Cultural Resources that may be present beneath the ground surface of the Project site. Other



developments envisioned with buildout of the Riverside County General Plan and the general plans of cities within the County also have the potential to result in impacts to Tribal Cultural Resources, including sites or resources that may be buried beneath the ground surface. As such, Project impacts to Tribal Cultural Resources would be cumulatively considerable prior to mitigation.

4.19.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a.: Significant Direct and Cumulatively-Considerable Impact. The Project has the potential to result in significant impacts to previously-undiscovered Tribal Cultural Resources, and could result in significant impacts to previously-identified Tribal Cultural Resources within the Project site in the absence of protective measures. As such, Project impacts to Tribal Cultural Resources represent a potentially significant impact for which mitigation would be required.

4.19.7 COUNTY REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable County Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- Unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code Section 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code Section 6254 (r).

Mitigation

Mitigation Measures MM 4.5-1 through MM 4.5-8 shall apply (refer to EIR Subsection 4.5, *Cultural Resources*). The mitigation measures included in EIR Subsection 4.5 have been drafted to include all of the mitigation requirements requested during the Project's Tribal Consultation process. No additional mitigation measures are required.

4.19.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold a.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of EIR Mitigation Measures MM 4.5-1 through MM 4.5-8 would ensure appropriate treatment of any Tribal Cultural Resources that may be identified during Project-related ground-disturbing activities, including human remains. Implementation of the required mitigation would reduce Project impacts to Tribal Cultural Resources to below a level of significance.



4.20 UTILITIES AND SERVICE SYSTEMS

This Subsection 4.20 evaluates the Project’s potential to result in impacts on existing utilities and service systems and/or impacts to the environment that could result from the Project’s proposed utilities and service system improvements. The analysis is based in part upon the Eastern Municipal Water District (EMWD) 2020 Urban Water Management Plan (UWMP), dated July 1, 2021, which is herein incorporated by reference and is available for public review at the EMWD, 2270 Trumble Road, Perris, CA 92570 (EMWD, 2021a). In addition, the analysis in this Subsection is based in part on a Project-specific water supply assessment prepared by EMWD, entitled, “Water Supply Assessment Report, Majestic Freeway Business Center Phase II,” dated February 15, 2023, and included as EIR *Technical Appendix M* (EMWD, 2023).

4.20.1 EXISTING CONDITIONS

The Project site is located within the service boundaries of the EMWD for water and sewer service, Southern California Edison for electricity, and the Southern California Gas Company (SoCal Gas) for natural gas, with numerous service providers for cable television and telephone services. Solid waste hauling service for the Project site is provided by Waste Management of the Inland Empire (WMIE).

A. Water Service and Supply

Water service to the Project area is provided by the EMWD. EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The service area includes seven incorporated cities in addition to unincorporated areas of Riverside County. EMWD provides both retail and wholesale water service covering a total population of over 800,000. EMWD is both a retail and wholesale agency. (EMWD, 2021a, pp. E-2 and 3-2)

EMWD has a diverse portfolio of local and imported supplies. Local supplies include recycled water, potable groundwater, and desalinated groundwater. EMWD works diligently with other stakeholders to protect the quality and integrity of the groundwater basins. These efforts include recharging the basins with imported water and limiting native groundwater production when appropriate. EMWD has developed plans to expand groundwater recharge to improve reliability for its customers during normal and dry year demand periods. In addition to the production of potable groundwater, EMWD treats brackish groundwater at two locations, with a third desalter that came online during 2021. These local supplies help EMWD meet regional goals for supply reliability and help limit the impact of imported water shortages. In addition to local supplies, EMWD receives imported water from the Metropolitan Water District (MWD) in three forms: delivered directly as potable water, delivered to EMWD as raw water and then treated at EMWD’s two local filtration plants, or delivered to EMWD as raw water for non-potable use and groundwater recharge. Approximately half of the water used in the EMWD service area is imported by MWD. EMWD has been able to maintain a balance of local and imported water even as new connections have been added. This has been accomplished through the implementation of local supply projects and increased water use efficiency. (EMWD, 2021a, p. 6-2)

Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. Groundwater in portions of the West San Jacinto Basin is high in salinity and requires desalination for potable use. EMWD owns and operates two desalination plants that convert brackish



groundwater from the West San Jacinto Basin into potable water. EMWD also owns, operates, and maintains its own recycled water system that consists of four Regional Water Reclamation Facilities and several storage ponds spread throughout EMWD's service area that are all connected through the recycled water system. EMWD's goal is to beneficially use 100 percent of the recycled water it produces. (EMWD, 2021a, p. 3-2)

Potable imported water is treated and delivered to EMWD directly from MWD's two large filtration plants. The Henry J. Mills (Mills) Water Treatment Plant treats water from Northern California and provides it to EMWD through two connection points located in the northeast portion of EMWD's service area. The Robert F. Skinner (Skinner) Water Treatment Plant treats a blend of Colorado River water and water from Northern California and provides it to EMWD through a connection point in the southwest portion of EMWD's service area. (EMWD, 2021a. p. 3-3)

EMWD owns and operates two microfiltration plants that filter raw imported water delivered through Metropolitan, removing particulate contaminants to achieve potable water standards. The two treatment plants, the Perris Water Filtration Plant and the Hemet Water Filtration Plant, are located in Perris and Hemet, respectively. Raw water from Metropolitan is also used for groundwater replenishment in the eastern part of EMWD. EMWD and others can extract this water at a later date for beneficial uses. Untreated water from MWD used for agricultural purposes is delivered in the northeast for use by EMWD retail and wholesale accounts and in the south for Rancho California Water District (RCWD) agricultural accounts. (EMWD, 2021a. p. 3-3)

EMWD produces potable and brackish groundwater from the San Jacinto Groundwater Basin that underlies the EMWD service area. EMWD's groundwater wells pump primarily from the eastern portion of EMWD's service area, with the largest amount of production taking place around the cities of Hemet and San Jacinto. EMWD owns and operates two desalination plants in Sun City, the Menifee Desalter and the Perris I Desalter, which treat brackish groundwater through reverse osmosis to achieve potable water standards. (EMWD, 2021a. p. 3-3)

In addition to the potable water system, EMWD maintains a regional recycled water system that provides tertiary-treated recycled water to customers for agricultural, landscape irrigation, environmental, and industrial use. EMWD's recycled water system consists of four regional water reclamation facilities (RWRFs) that treat municipal sewage and produce water for recycling. The four RWRFs, the San Jacinto Valley RWRf, the Moreno Valley RWRf, the Temecula Valley RWRf, and the Perris Valley RWRf, are spread throughout EMWD's service area. A network of pipelines connects the four RWRFs, as well as several distribution storage ponds, to manage the delivery of recycled water. (EMWD, 2021a. p. 3-3)

EMWD's primary retail customers can be divided into residential, commercial, industrial, institutional, landscape and agricultural irrigation sectors. Although the residential sector is by far EMWD's largest customer segment, each market segment plays a role in the growth and development of EMWD's service area. EMWD wholesales water to seven different agencies. The demand from each agency differs based on its need each year. These demands can be unstable at times as these agencies use water from EMWD to supplement their system when their local facilities are inadequate or fail. EMWD will also provide backup for the North Perris Water System if an emergency should occur. Under the Hemet/San Jacinto Groundwater Management



Area Water Management Plan (HSJ Management Plan), EMWD is responsible for providing water to recharge the groundwater basin. A portion of the water supplied will be State Water Project (SWP) water imported through Metropolitan to meet the requirements of the Soboba Band of Luiseño Indians Water Settlement Agreement and to improve the reliability of groundwater in the area. Individual agencies, including EMWD, will be able to extract their allotted amount of the recharged water from the basin. A portion of the water EMWD wholesales to Lake Hemet Municipal Water District (LHMWD) is raw water for agricultural uses. This water is needed especially when surface water is not available to LHMWD in dry years. Water use for the period from 2005 through 2020, as well as projected water demands for 2025 through 2045, are shown in Table 4.20-1, *EMWD Summary of Total System Water Demand*.

Table 4.20-1 EMWD Summary of Total System Water Demand

Category	Actual Water Use - AFY				Projected Water Use - AFY				
	2005	2010	2015	2020	2025	2030	2035	2040	2045
Retail	85,000	78,200	68,900	75,000	95,200	100,400	106,000	110,100	113,800
Wholesale	29,300	27,100	21,700	36,384	58,200	52,400	54,400	56,700	58,800
Other	47,300	36,600	55,200	50,700	51,400	58,000	56,200	61,900	66,600
Total	161,600	141,900	145,800	162,084	204,800	210,800	216,600	228,700	239,200

(EMWD, 2023, Table 9)

EMWD has developed a number of local supplies to offset imported water demand including recycled water, groundwater, and desalinated groundwater. EMWD’s planned supply projects will increase supply reliability to mitigate against impacts to supply during dry and multi-dry years. EMWD also relies in part on imported water supplies. Table 4.20-2, *EMWD Projected Retail Water Supplies (AFY) – Average Year Hydrology*, and Table 4.20-3, *EMWD Projected Wholesale Water Supplies (AFY)*, summarize EMWD’s retail and wholesale projected supplies through 2045. (EMWD, 2021a, p. 6-23)

B. Sewer Service and Treatment

EMWD is responsible for all wastewater collection and treatment in its service area. It has five operational RWRFs located throughout EMWD. Inter-connections between the local collection systems serving each treatment plant allow for operational flexibility, improved reliability, and expanded deliveries of recycled water. All of EMWD’s RWRFs produce tertiary effluent, suitable for all permitted uses, including irrigation of food crops and full-body contact. The five RWRFs currently have a combined capacity of 78,000,000 gallons per day (gpd), or approximately 87,371 acre-feet per year (AFY), as summarized in Table 4.20-4, *Wastewater Treatment Capacity*. (EMWD, n.d.)

Collectively, the RWRFs within EMWD collect and treat approximately 50.4 million gpd of wastewater, and have a capacity to treat approximately 78.0 million gpd. Sewer flows from the Project site would be treated by the Moreno Valley RWRf, which has a daily capacity of 16.0 million gpd and typical daily flows of 11.5 million gpd. (EMWD, n.d.)



Table 4.20-2 EMWD Projected Retail Water Supplies (AFY) – Average Year Hydrology

Type	Source	2025	2030	2035	2040	2045
Imported	Metropolitan Water District	66,447	72,147	70,247	74,747	78,847
Groundwater	San Jacinto Groundwater Basin	18,753	18,753	18,753	18,753	18,753
Desalination	San Jacinto Groundwater Basin	13,400	13,400	13,400	13,400	13,400
Other	Purified Water Replenishment	4,000	4,000	12,000	12,000	12,000
Recycled Water	Regional Water Reclamation Facilities	39,230	44,920	42,200	47,500	51,800
Total		141,830	153,220	156,600	166,400	174,800

1. Imported water total represents planned EMWD purchases, not the maximum volume of water available from MWD.
2. Groundwater total includes only 7,303 AFY of pumping from the adjudicated Hemet/San Jacinto Management Plan Area, which is EMWD’s long term adjusted base production right. EMWD is also able to pump a portion of water recharged under the Soboba Settlement Agreement that is not used by the Soboba Tribe. EMWD is also able to carry over production rights into future years. As of the end of calendar year 2021, EMWD has accrued a carry-over credit balance of over 26,000 acre-feet.
3. Purified Water Replenishment is a planned indirect potable reuse project.
4. Recycled water supply total excludes volumes to be recharged under Purified Water Replenishment to avoid double counting as well as projected losses due to evaporation and incidental storage pond percolation. (EMWD, 2023, Table 4)

Table 4.20-3 EMWD Projected Wholesale Water Supplies (AFY) – Average Year Hydrology

Type	Source	2025	2030	2035	2040	2045
Imported	Metropolitan Water District	50,700	44,900	46,900	49,200	51,300
Imported	Soboba Settlement Water	7,500	7,500	7,500	7,500	7,500
Recycled Water	Regional Water Reclamation Facilities	4,770	5,180	5,600	5,600	5,600
Total		62,970	57,580	60,000	62,300	64,400

1. Imported water total represents planned EMWD purchases, not the maximum volume of water available from MWD.
2. Under the Soboba Settlement Agreement, MWD must provide an annual average of 7,500 AFY of recharge water, however, this water can be pre- or post-delivered based on supply availability and coordination between MWD and EMWD.
3. Due to the interconnected nature of EMWD’s recycled water system, losses can be hard to allocate between retail and wholesale service – for simplicity, all recycled water losses are excluded from wholesale and shown in the retail table instead. (EMWD, 2023, Table 5)



Table 4.20-4 Wastewater Treatment Capacity

Facility	Typical Daily Flows (gpd)	Current Capacity (gpd)	Planned Capacity (gpd)
Moreno Valley Regional Water Reclamation Facility ¹	11,500,000	16,000,000	18,000,000
Perris Valley Regional Water Reclamation Facility	15,500,000	22,000,000	100,000,000
San Jacinto Valley Regional Water Reclamation Facility	7,000,000	14,000,000	27,000,000
Sun City Regional Water Reclamation Facility	2,400,000	3,000,000	15,000,000+
Temecula Valley Regional Water Reclamation Facility	14,000,000	23,000,000	28,000,000
Totals:	50,400,000	78,000,000	188,000,000+

1. The EMWD has the ability to divert about 2,000,000 gpd from the Moreno Valley Regional Water Reclamation Facility to the Perris Valley Regional Water Reclamation Facility.
(EMWD, n.d.)

C. Stormwater Drainage

A description of the existing hydrology conditions is provided below for each building site.

- **Building 13 Site:** Under existing conditions, the natural drainage pattern for the Building 13 site flows towards the intersection of Perry and Harvill at the northeast corner of the site. An existing inlet headwall & apron drains the site into existing storm drain that directs flows toward the east.
- **Buildings 14A/B Site:** Under existing conditions, the natural drainage pattern for the site proposed for Buildings 14A and 14B flows towards the intersection of Perry and Harvill at the northeast corner of the site for the northerly quarter of the site. The remaining area flows to the southeast corner near the intersection of Perry Street and Harvill Avenue.
- **Building 17 Site:** Under existing conditions, the natural drainage pattern for the Building 17 site flows towards the southeast corner of the site to the UPRR right of way and the existing Riverside County Flood Control and Water Conservation District (RCFCWCD) detention basin located north of Commerce Center Drive and west of the AT&SF railroad tracks.
- **Building 18 Site:** Under existing conditions, the natural drainage pattern for the Building 18 site flows west to east toward Harvill Ave where there are two existing catch basins that collect surface flows and are conveyed in RCFCWCD Line F-4 to an existing detention basin near the I-215 Freeway and Commerce Center Drive.

Refer to EIR Subsection 4.10, *Hydrology and Water Quality*, for additional information regarding the site’s existing drainage conditions.

D. Solid Waste Collection and Disposal

Solid waste collection and disposal is provided by the Riverside County Department of Waste Resources (RCDWR) through a franchise agreement with a private company, Waste Management Inc. of the Inland Empire (WMIE). Waste within the Project area is sent to transfer stations and landfills managed by the RCDWR and WMIE. Solid Waste from the Project site would be taken to the Moreno Valley Transfer Station



(MVTs) before being loaded into larger trucks and transferred to either the El Sobrante Landfill, Lamb Canyon Landfill, or the Badlands Landfill for disposal. The following is a description of these facilities:

- Moreno Valley Transfer Station. Solid waste generated within the Project area is collected by WMI, with the bulk of recyclable waste and green waste delivered to the Moreno Valley Solid Waste Recycling and Transfer Station (MVTs) for processing. The facility is located at 17700 Indian Street in Moreno Valley. It is permitted for a 2,500 tons per day (tpd) operation. (RCDWR, 2023)
- El Sobrante Landfill. The El Sobrante Landfill is located in the southeast area of the City of Corona at 10910 Dawson Canyon Road and accessed from Interstate-15 (I-15) at Temescal Canyon Road. The landfill is operated and owned by USA Waste Services of California, Inc. of which WMIE is a subsidiary. The existing landfill encompasses 1,322 acres, of which 645 acres are permitted for refuse disposal. The landfill is currently permitted to receive 70,000 tons per week (tpw), and must a lot a minimum of 28,000 tpw for in-County refuse. The landfill's permit allows a maximum of 16,054 tons per day (tpd) of waste to be accepted into the landfill, due to the limits on vehicle trips. If needed, 5,000 tpd must be reserved for County waste, leaving the maximum commitment of Non-County waste at 11,054 tpd. Per the 2021 Annual Report, the landfill had a remaining in-County disposal capacity of approximately 50.1 million tons. The El Sobrante Landfill is projected to reach capacity in 2057. (RCDWR, 2023)
- Lamb Canyon Landfill. The Lamb Canyon Landfill is located between the City of Beaumont and the City of San Jacinto at 16411 Lamb Canyon Road (State Route 79), south of Interstate 10 and north of Highway 74. The landfill is owned and operated by RCDWR. The landfill encompasses approximately 1,189 acres, of which of which 703.4 acres encompass the current landfill permit area. Of the 703.4-acre landfill permit area, approximately 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive 5,000 tpd and had an estimated total disposal capacity of approximately 21.1 million tons. The site has an estimated total disposal capacity of approximately 21.1 million tons. As of January 1, 2023 (beginning of day), the landfill has a total remaining capacity of approximately 7.3 million tons. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2032. From January 2022 to December 2022, the Lamb Canyon Landfill accepted a daily average of 1,969 tons with a period total of approximately 606,481 tons. Landfill expansion potential exists at the Lamb Canyon Landfill site. (RCDWR, 2023)
- Badlands Landfill. The Badlands Landfill is located northeast of the City of Moreno Valley at 31125 Ironwood Avenue and accessed from State Highway 60 at Theodore Avenue. The landfill is owned and operated by RCDWR. The existing landfill encompasses 1,168.3 acres, with a total permitted disturbance area of 278 acres, of which 150 acres are permitted for refuse disposal. The landfill is currently permitted to receive 4,500 tpd. The site has an estimated total capacity of approximately 21.4 million tons. As of January 1, 2023 (beginning of day), the landfill had a total remaining disposal capacity of approximately 3.5 million tons. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2026. From January 2022 to December 2022, the Badlands Landfill accepted a daily average of 2,660 tons with a period total of approximately 819,166 tons. Landfill expansion potential exists at the Badlands Landfill site. Data from September 2022



shows that the Badlands Landfill received an average of 2,517 tpd (including 2,304 tpd of in-County waste). As of December 18, 2020, the landfill had a total remaining disposal capacity of approximately 7.8 million cubic yards. The Badlands Landfill is projected to reach capacity at the earliest in 2059. (RCDWR, 2023)

4.20.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations related to utilities and service systems.

A. Federal Regulations

1. *Applicable Water Supply Regulations*

Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA, 2022e)

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was established to protect the quality of drinking water in the U.S. This law focuses on all waters actually or potentially designed for drinking use, whether from above ground or underground sources. The Act authorizes EPA to establish minimum standards to protect tap water and requires all owners or operators of public water systems to comply with these primary (health-related) standards. The 1996 amendments to SDWA require that EPA consider a detailed risk and cost assessment, and best available peer-reviewed science, when developing these standards. State governments, which can be approved to implement these rules for EPA, also encourage attainment of secondary standards (nuisance-related). Under the Act, EPA also establishes minimum standards for state programs to protect underground sources of drinking water from endangerment by underground injection of fluids. (EPA, 2022j)

2. *Applicable Energy Conservation Regulations*

United States Department of Energy/Federal Energy Regulatory Commission

The United States Department of Energy (DOE) is the federal agency responsible for establishing policies regarding energy conservation, domestic energy production and infrastructure. The Federal Energy Regulatory



Commission (FERC) is an independent federal agency, officially organized as part of the DOE which is responsible for regulating interstate transmission of natural gas, oil and electricity, reliability of the electric grid and approving of construction of interstate natural gas pipelines and storage facilities. The Energy Policy Act of 2005 has also granted FERC with additional responsibilities of overseeing the reliability of the nation's electricity transmission grid and supplementing state transmission siting efforts in national interest electric transmission corridors.

FERC has authority to oversee mandatory reliability standards governing the nation's electricity grid. FERC has established rules on certification of an Electric Reliability Organization (ERO) which establishes, approves and enforces mandatory electricity reliability standards. The North American Electric Reliability Corporation (NERC) has been certified as the nation's ERO by FERC to enforce reliability standards in all interconnected jurisdictions in North America. Although FERC regulates the bulk energy transmission and reliability throughout the United States, the areas outside of FERC's jurisdictional responsibility include state level regulations and retail electricity and natural gas sales to consumers which falls under the jurisdiction of state regulatory agencies.

The Federal Communications Commission (FCC) requires all new cellular tower construction to be approved by the state or local authority for the proposed site and comply with FCC rules involving environmental review. Additionally, the Telecommunications Act of 1996 requires construction of new cellular towers to comply with the local zoning authority. (FERC, n.d.)

B. State Regulations

1. Applicable Water Supply Regulations

Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act was established to ensure adequate water supplies are available for future uses. To promote the conservation and efficient use of water, the Act requires local agencies to adopt a water efficient landscape ordinance. When such an ordinance had not been adopted, a finding as to why (based on the climatic, geologic, or topographical conditions) such an ordinance is not necessary, must be adopted. In the absence of such an ordinance or findings, the policies and requirements contained in the "model" ordinance drafted by the State of California shall apply within the affected jurisdiction. (CA Legislative Info, n.d.)

Water Recycling in Landscaping Act

In 2000, Senate Bill 2095 (Water Recycling in Landscaping Act) was approved by Governor Davis requiring any local public or private entity that produces recycled water and determines that within 10 years it will provide recycled water within the boundaries of a local agency, to notify the local agency of that fact. In turn, local agencies are required to adopt and enforce within 180 days a specified recycled water ordinance, unless the local agency adopted a recycled water ordinance or other regulation requiring the use of recycled water in its jurisdiction prior to January 1, 2001. (CA Legislative Info, n.d.)



Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMP Act) was proposed and adopted to ensure that water planning is conducted at the local level, as the State of California recognized that two water agencies in the same region could have very different impacts from a drought. The UWMP Act requires water agencies to develop Urban Water Management Plans (UWMPs) over a 20-year planning horizon, and further required UWMPs to be updated every five years. UWMPs are exempt from compliance with CEQA. (DWR, 2016, p. 1-2)

The UWMPs provide a framework for long term water planning and inform the public of a supplier's plans for long-term resource planning that ensures adequate water supplies for existing and future demands. This part of the California Water Code (CWC) requires urban water suppliers to report, describe, and evaluate:

- Water deliveries and uses;
- Water supply sources;
- Efficient water uses;
- Demand management measures; and
- Water shortage contingency planning. (DWR, 2016, p. 1-3)

The UWMP Act has been modified over the years in response to the State's water shortages, droughts, and other factors. A significant amendment was made in 2009, after the drought of 2007-2009 and as a result of the governor's call for a statewide 20 percent reduction in urban water use by the year 2020. This was the Water Conservation Act of 2009, also known as SB X7-7. This Act required agencies to establish water use targets for 2015 and 2020 that would result in statewide savings of 20 percent by 2020. Beginning in 2016, retail water suppliers are required to comply with the water conservation requirements in SB X7-7 in order to be eligible for State water grants or loans. Retail water agencies are required to set targets and track progress toward decreasing daily per capita urban water use in their service area, which will assist the State in meeting its 20 percent reduction goal by 2020. (DWR, 2016, p. 1-2)

Government Code § 66473.7(b)(2) (Senate Bill 221)

Under Senate Bill (SB) 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. SB 221 is intended as a 'fail safe' mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins. SB 221 requires the legislative body of a city or county or the advisory agency, to the extent that it is authorized by local ordinance to approve, conditionally approve, or disapprove a tentative map, must include as a condition in any tentative map that includes a subdivision a requirement that a sufficient water supply shall be available. Proof of the availability of a sufficient water supply must be requested by the subdivision applicant or local agency, at the discretion of the local agency, and is based on written verification from the applicable public water system within 90 days of a request. SB 221 does not apply to any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses, or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban uses, or housing projects that are exclusively for very low and low-income households. (DWR, 2003; CA Legislative Info, n.d.)



☐ California Senate Bill 610

The California Water Code (Water Code) §§ 10910 through 10915 were amended by the enactment of SB 610 in 2002. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by a proposed project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single dry year, and multiple dry year conditions. Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code § 10912 [a]) subject to CEQA. (DWR, 2003; CA Legislative Info, n.d.) SB 610 provides specific guidance regarding how future supplies are to be calculated in the WSAs where an applicable UWMP has been prepared. Specifically, a WSA must identify existing water supply entitlements, water rights, or water service contracts held by the public water system, and prior years' actual water deliveries received by the public water system. In addition, the WSA must address water supplies over a 20-year period and consider normal, single-dry, and multiple-dry year conditions. In accordance with SB 610, projects for which a WSA must be prepared are those subject to CEQA that meet any of the following criteria:

- (1) A proposed residential development of more than 500 dwelling units.
- (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- (4) A proposed hotel or motel, or both, having more than 500 rooms.
- (5) A proposed 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 square feet of floor area.
- (6) A mixed-use project that includes one or more of the projects specified in this subdivision.
- (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project. (DWR, 2003; CA Legislative Info, n.d.)

The WSA must be approved by the public water supplier serving the project at a regular or special meeting and must be incorporated into the CEQA document. The lead agency must then make certain findings related to water supply based on the WSA.

In addition, under SB 610, a water supplier responsible for the preparation and periodic updating of an UWMP must describe the water supply projects and programs that may be undertaken to meet the total project water use of the service area. If groundwater is identified as a source of water available to the supplier, the following additional information must be included in the UWMP: (1) a groundwater management plan; (2) a description of the groundwater basin(s) to be used and the water use adjudication rights, if any; (3) a description and analysis of groundwater use in the past 5 years; and (4) a discussion of the sufficiency of the groundwater that is projected to be pumped by the supplier. (OPR, 2017c, p. 69)



Because the overall Project includes 1,280,183 s.f. of proposed light industrial building area¹, a water supply assessment was required and is included in EIR *Technical Appendix M*.

California Water Code § 10610 et seq. (Senate Bill 901)

Signed into law on October 16, 1995, Senate Bill (SB) 901 required every urban water supplier to identify as part of its urban water management plan, the existing and planned sources of water available to the supplier over a prescribed 5-year period. The code requires the water service purveyor to assess the projected water demand associated with a proposed project under environmental review. Later provisions of SB 901 required compliance in the event that the proposed Project involved the adoption of a specific plan, amendment to, or revision of the land use element of a general plan or specific plan that would result in a net increase in the state population density. Upon completion of the water assessment, cities and counties may agree or disagree with the conclusions of the water service purveyors, but cannot approve projects in the face of documented water shortfalls without first making certain findings. (CA Legislative Info, n.d.)

Executive Order B-29-15

Executive Order (EO) B-29-15 ordered the State Water Resources Control Board (SWRCB) to impose restrictions to achieve a 25-percent reduction in potable urban water usage through February 28, 2016; directed the California Department of Water Resources (DWR) to lead a statewide initiative, in partnership with local agencies, to collectively replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes; and directed the California Energy Commission to implement a statewide appliance rebate program to provide monetary incentives for the replacement of inefficient household devices. (SWRCB, 2020)

Executive Order B-37-16

Signed on May 9, 2016, EO B-37-16 established a new water use efficiency framework for California. The order bolstered the state's drought resilience and preparedness by establishing longer-term water conservation measures that include permanent monthly water use reporting, new urban water use targets, reducing system leaks and eliminating clearly wasteful practices, strengthening urban drought contingency plans, and improving agricultural water management and drought plans. (SWRCB, 2020)

Executive Order B-40-17

Signed on April 7, 2017, EO B-40-17 ended the drought state of emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne, where emergency drinking water projects will continue to help address diminished groundwater supplies. It maintains water reporting requirements and prohibitions on wasteful practices. The order was built on actions taken in Executive Order B-37-16, which remains in effect. In a related action, state agencies, including the Department of Water Resources (DWR), released a plan to continue making water conservation a way of life. (SWRCB, 2020)

¹ Although the Project's Plot Plan applications include a total of 1,219,222 s.f. of building area, for purposes of analysis throughout this EIR it is assumed that each of the proposed buildings would contain an additional 5% of building area in order to account for any minor changes to the building area as part of final design.



Sustainable Groundwater Management Act (SGMA)

The Sustainable Groundwater Management Act (SGMA) established a new structure for managing California’s groundwater resources at a local level by local agencies. SGMA required, by June 30, 2017, the formation of locally-controlled groundwater sustainability agencies (GSAs) in the State’s high- and medium-priority groundwater basins and subbasins (basins). A GSA is responsible for developing and implementing a groundwater sustainability plan (GSP) to meet the sustainability goal of the basin to ensure that it is operated within its sustainable yield, without causing undesirable results. The GSP Emergency Regulations for evaluating GSPs, the implementation of GSPs, and coordination agreements were adopted by DWR and approved by the California Water Commission on May 18, 2016. (DWR, n.d.)

Senate Bill 606 (SB 606)

SB 606 would require an urban retail water supplier to calculate an urban water use objective no later than November 1, 2023, and by November 1 every year thereafter, and its actual urban water use by those same dates. The bill would require an urban retail water supplier to submit a report to the department for these purposes by those dates. SB 606 would authorize the board to issue information orders, written notices, and conservation orders to an urban retail water supplier that does not meet its urban water use objective, as specified. The bill would authorize the board to waive these requirements for a period of up to 5 years, as specified. SB 606 would impose civil liability for a violation of an order or regulation issued pursuant to these provisions, as specified. The bill would also authorize the board to issue a regulation or informational order requiring a wholesale water supplier, urban retail water supplier, or distributor of a public water supply to provide a monthly report relating to water production, water use, or water conservation. (SWRCB, , n.d.)

Assembly Bill 1668 (AB 1668)

AB 1668 requires the State Water Resources Control Board, in coordination with the Department of Water Resources, to adopt long-term standards for the efficient use of water, as provided, and performance measures for commercial, industrial, and institutional water use on or before June 30, 2022. The bill, until January 1, 2025, establishes 55 gallons per capita daily as the standard for indoor residential water use. Beginning January 1, 2025, the bill establishes the greater of 52.5 gallons per capita daily or a standard recommended by the State Water Resources Control Board and beginning January 1, 2030, the bill establishes the greater of 50 gallons per capita daily or a standard recommended by the State Water Resources Control Board. AB 1668 imposes civil liability for a violation of an order or regulation issued pursuant to these provisions, as specified. (SWRCB, n.d.)

California Plumbing Code

Title 24, Part 5 of the California Code of Regulations establishes the California Plumbing Code. The California Plumbing Code sets forth efficiency standards (i.e., maximum flow rates) for all new federally-regulated plumbing fittings and fixtures, including showerheads and lavatory faucets. The 2022 California Plumbing Code, which is based on the 2021 Uniform Plumbing Code, was published by the California Building Standards Commission on July 1, 2022 and will go into effect on January 1, 2023. (CBSC, 2022)



California Code of Regulations (CCR) Title 20 and 24

Title 20 includes state and federal minimum efficiency requirements for energy and water use in regulated appliances. These appliances include, but are not limited to, water heaters, furnaces, heat pumps, air conditioners, refrigerators, pumps, lamps and ballasts, computers, spray sprinkler bodies and showerheads. Manufacturers are responsible for certifying regulated appliances to the California Energy Commission's Modernized Appliance Efficiency Database System. This serves as the manufacturer's claim that it has met all applicable requirements, including testing, and marking products. (CCR, n.d.)

Title 24 of the California Code of Regulations is a broad set of requirements for energy conservation, green design, construction and maintenance, fire and life safety, and accessibility that apply to the structural, mechanical, electrical, and plumbing systems in a building. Title 24 was published by the California Building Standards Commission and applies to all buildings in California. Title 24 receives updates every three years with the latest revisions being in 2019. Title 24 energy compliance requirements apply to new construction and any new installations or retrofits in existing buildings. Older buildings do not have to upgrade their systems, but if they choose to renovate, their new systems must meet Title 24 standards. (CBSC, n.d.)

California Water Plan

The California Water Plan is the State's strategic plan for sustainably managing and developing water resources for current and future generations. Required by Water Code § 10005(a), it presents the status and trends of California's water-dependent natural resources; water supplies; and agricultural, urban, and environmental water demands for a range of plausible future scenarios. The plan is updated every five years; provides a way for various groups to collaborate on findings and recommendations and make informed decisions regarding California's water future; can't mandate actions or authorize spending for specific actions; doesn't make project- or site-specific recommendations nor include environmental review or documentation as would be required by CEQA; and requires policy- and law-makers to take definitive steps to authorize the specific actions proposed in the plan and appropriate funding needed for their implementation.

California Water Plan Update 2018 (Update 2018) provides recommended actions, funding scenarios, and an investment strategy to bolster efforts by water and resource managers, planners, and decision-makers to overcome California's most pressing water resource challenges. It reaffirms State government's unique role and commitment to sustainable, equitable, long-term water resource management; it also introduces implementation tools to inform sound decision-making. The plan's broad and diverse portfolio of recommended actions address California's critical, systemic, and institutional challenges. (DWR, 2018)

California Water Action Plan

The California Water Action Plan is a roadmap for the State's journey towards sustainable water management. The first California Water Action Plan was released in January 2014 under Governor Brown's administration and updated in 2016. The California Water Action Plan discusses the challenges to water in California: uncertain water supplies, water scarcity/drought, declining groundwater supplies, poor water quality, declining native fish species and loss of wildlife habitat, floods, supply disruptions, and population growth and climate change further increasing the severity of these risks. (CDFW, n.d.)



2. *Applicable Solid Waste Regulations*

California Solid Waste Integrated Waste Management Act (AB 939, 1989)

The Integrated Waste Management Act (IWMA) established an integrated waste management hierarchy to guide the California Integrated Waste Management Board (CIWMB) and local agencies in implementation, in order of priority: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal (it should be noted that the CIWMB no longer exists, and its duties have been assumed by CalRecycle). As part of the IWMA, the CIWMB was given a purpose to mandate the reduction of disposed waste. (CalRecycle, n.d.) The IWMA also required, among other items, each county to prepare, adopt, and submit to the Board an Integrated Waste Management Plan (IWMP) and each city or county plan to include an implementation schedule which shows diversion of 50 percent of all solid waste by January 1, 2000 through source reduction, recycling, and composting activities. (CalRecycle, n.d.)

Waste Reuse and Recycling Act (AB 1327)

The Waste Reuse and Recycling Act (WRRRA) required the CIWMB to approve a model ordinance for adoption by any local government for the transfer, receipt, storage, and loading of recyclable materials in development projects by March 1, 1993. The WRRRA also required local agencies to adopt a local ordinance by September 1, 1993 or allow the model ordinance to take effect. The WRRRA requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued. (CalRecycle, n.d.)

Mandatory Commercial Recycling Program (AB 341)

Assembly Bill (AB) 341 (Chapter 476, Statutes of 2011 [Chesbro, AB 341]) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. CalRecycle initiated formal rulemaking with a 45-day comment period beginning Oct. 28, 2011. The final regulation was approved by the Office of Administrative Law on May 7, 2012. AB-341 was designed to help meet California's recycling goal of 75% by the year 2020. AB 341 requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. In addition, multi-family apartments with five or more units are also required to form a recycling program. (CalRecycle, n.d.)

California Green Building Standards Code (CAL Green; Part 11 of Title 24, California Code of Regulations)

The current edition of CalGreen became effective January 1, 2020, and the next update will become effective on January 1, 2023. CALGreen is applicable to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout the State of California (including residential structures and elementary schools). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and



conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.” The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). § 5.408.3 of the CALGreen Code requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on-site until the storage site is developed. Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code. (CBSC, 2020)

Senate Bill 1374 (SB 1374)

Signed in 2002, the Construction and Demolition Waste Materials Diversion Requirements (SB 1374) were codified in Public Resources Code Section 42919. SB 1374 requires that jurisdictions include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste. The legislation also required that CalRecycle adopt a model ordinance for diverting 50 to 75 percent of all construction and demolition waste from landfills. The model ordinance was adopted by CalRecycle on March 16, 2004. (CA Legislative Info, n.d.)

Assembly Bill 1826 (AB 1826)

AB 1826 requires jurisdictions to implement an organic waste recycling program for businesses, including outreach, education, and monitoring of affected businesses. Additionally, each jurisdiction is to identify a multitude of information, including barriers to siting organic waste recycling facilities, as well as closed or abandoned sites that might be available for new organic waste recycling facilities. AB 1826 defines “organic waste” as food waste, green waste, landscape and pruning waste, non-hazardous wood waste, and food-soiled paper waste that is mixed in with food waste. It also defines a “business” as a commercial or public entity, including, but not limited to, a firm, partnership, proprietorship, joint stock company, corporation, or association that is organized as a for-profit or nonprofit entity, or a multifamily residential dwelling consisting of five or more units. As of January 1, 2017, businesses that generate 4 cubic yards or more of organic waste per week are subject to this requirement. Commencing January 1, 2019, businesses that generate 4 cubic yards or more of commercial solid waste per week also are required to arrange for organic waste recycling services. CalRecycle may reduce this triggering threshold for organics recycling to 2 cubic yards or more of commercial solid waste per week as of January 1, 2020. (CA Legislative Info, n.d.)

Zero Waste California

Zero Waste California is a state program launched by CalRecycle in 2002 to promote a new vision for the management of solid waste by maximizing existing recycling and reuse efforts, while ensuring that products are designed for the environment and have the potential to be repaired, reused, or recycled. The Zero Waste California program promotes the goals of market development, recycled product procurement, and research and development of new and sustainable technologies. (CalRecycle, n.d.)



3. *Applicable Energy Conservation Regulations*

California Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CA. Code Regs. 6)

The Building Energy Efficiency Standards were first adopted in 1976 and have been updated periodically since then as directed by statute. In 1975 the Department of Housing and Community Development adopted rudimentary energy conservation standards under their State Housing Law authority that were a precursor to the first generation of the Standards. However, the Warren-Alquist Act was passed one year earlier with explicit direction to the Energy Commission (formally titled the State Energy Resources Conservation and Development Commission) to adopt and implement the Standards. The Energy Commission's statute created separate authority and specific direction regarding what the Standards are to address, what criteria are to be met in developing the Standards, and what implementation tools, aids, and technical assistance are to be provided. (CBSC, 2022)

The Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. Public Resources Code (PRC) §§ 25402 subdivisions (a)-(b) and 25402.1 emphasize the importance of building design and construction flexibility by requiring the Energy Commission to establish performance standards, in the form of an "energy budget" in terms of the energy consumption per square foot of floor space. For this reason, the Standards include both a prescriptive option, allowing builders to comply by using methods known to be efficient, and a performance option, allowing builders complete freedom in their designs provided the building achieves the same overall efficiency as an equivalent building using the prescriptive option. Reference Appendices are adopted along with the Standards that contain data and other information that helps builders comply with the Standards. (CBSC, 2022)

The 2022 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential Standards include the introduction of photovoltaic into the prescriptive package, improvements for attics, walls, water heating, and lighting. The most significant efficiency improvements to the nonresidential Standards include alignment with the ASHRAE 90.1 2017 national standards. The 2022 Standards also include changes made throughout all of its sections to improve the clarity, consistency, and readability of the regulatory language. (CBSC, 2022)

PRC § 25402.1 also requires the Energy Commission to support the performance standards with compliance tools for builders and building designers. The Alternative Calculation Method (ACM) Approval Manual adopted by regulation as an appendix of the Standards establishes requirements for input, output, and calculational uniformity in the computer programs used to demonstrate compliance with the Standards. From this, the Energy Commission develops and makes publicly available free, public domain building modeling software in order to enable compliance based on modeling of building efficiency and performance. The ACM Approval Manual also includes provisions for private firms seeking to develop compliance software for approval by the Energy Commission, which further encourages flexibility and innovation. (CBSC, 2022)



California Solar Rights and Solar Shade Control Acts

The Solar Rights Act sets parameters for establishing solar easements, prohibits ordinances and private covenants which restrict solar systems, and requires communities to consider passive solar and natural heating and cooling opportunities in new construction. This Act is applicable to all California cities and counties. California's solar access laws appear in the state's Civil, Government, Health and Safety, and PRCs. California PRC § 25980 sets forth the Solar Shade Control Act, which encourages the use of trees and other natural shading except in cases where the shading may interfere with the use of active and passive solar systems. (EPIC, 2014; EPIC, 2010)

Alternative Fuels Plan

On September 24, 2009, the California Air Resources Board (CARB) adopted amendments to the "Pavley" regulations that reduce greenhouse gas (GHG) emissions in new passenger vehicles from 2009 through 2016. These amendments are part of California's commitment toward a nation-wide program to reduce new passenger vehicle GHGs from 2012 through 2016. CARB's September amendments will cement California's enforcement of the Pavley rule starting in 2009 while providing vehicle manufacturers with new compliance flexibility. The amendments will also prepare California to harmonize its rules with the federal rules for passenger vehicles. (CARB, n.d.)

The U.S. EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks, and sport utility vehicles On June 30, 2009. The first California request to implement GHG standards for passenger vehicles, known as a waiver request, was made in December 2005, and was denied by the U.S. EPA in March 2008. That decision was based on a finding that California's request to reduce GHG emissions from passenger vehicles did not meet the Clean Air Act requirement of showing that the waiver was needed to meet "compelling and extraordinary conditions." (CARB, n.d.)

The ARB's Board originally approved regulations to reduce GHGs from passenger vehicles in September 2004, with the regulations to take effect in 2009. These regulations were authorized by the 2002 legislation Assembly Bill 1493 (Pavley). (CARB, n.d.)

The regulations had been threatened by automaker lawsuits and were stalled by the U.S. EPA's delay in reviewing and then initially denying California's waiver request. The parties involved entered a May 19, 2009 agreement to resolve these issues. With the granting of the waiver on June 30, 2009, it is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency and reducing motorists' costs. (CARB, n.d.)

The CARB has adopted a new approach to passenger vehicles – cars and light trucks – by combining the control of smog-causing pollutants and greenhouse gas emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California. (CARB, n.d.)



California Independent System Operator (ISO)

The California ISO is an independent public benefit corporation responsible for operating California’s long-distance electric transmission lines. The California ISO is led by a five-member board appointment by the Governor and is also regulated by FERC. While transmission owners and private electric utilities own their lines, the California ISO operates the transmission system independently to ensure that electricity flows comply with federal operational standards. The California ISO analyzes current and future electrical demand and plans for any needed expansion or upgrade of the electric transmission system. (California ISO, n.d.)

California Public Utilities Commission (CPUC)

The CPUC establishes policies and rules for electricity and natural gas rates provided by private utilities in California such as Southern California Edison (SCE) and Southern California Gas Company (SoCalGas). Public owned utilities such as the Los Angeles Department of Water and Power (LADWP) do not fall under the CPUCs jurisdiction. The Digital Infrastructure and Video Competition Act of 2006 (DIVCA) established the CPUC as the sole cable/video TV franchising authority in the State of California. DIVCA took effect January 1, 2007.

The CPUC is overseen by five commissioners appointed by the Governor and confirmed by the state Senate. The CPUC’s responsibilities include regulating electric power procurement and generation, infrastructure oversight for electric transmission lines and natural gas pipelines and permitting of electrical transmission and substation facilities. (CPUC, n.d.)

California Energy Commission (CEC)

The CEC is a planning agency which provides guidance on setting the state’s energy policy. Responsibilities include forecasting electricity and natural gas demand, promoting and setting energy efficiency standards throughout the state, developing renewable energy resources and permitting thermal power plants 50 megawatts and larger. The CEC also has regulatory specific regulatory authority over publicly owned utilities to certify, monitor and verify eligible renewable energy resources procured. (CEC, n.d.)

Senate Bill 1389 (SB 1389)

Senate Bill (SB) 1389 (PRC §§ 25300–25323), adopted in 2002, requires the development of an integrated plan for electricity, natural gas, and transportation fuels. Under the bill, the CEC must adopt and transmit to the Governor and Legislature an Integrated Energy Policy Report every two years. In 2018, the CEC decided to write the Integrated Energy Policy Report in two volumes. The Volume I, which was published on August 1, 2018, highlights the implementation of California’s innovative policies and the role they have played in moving toward a clean energy economy. Volume II, which was adopted in February 2019, identifies several key energy issues and actions to address these issues and ensure the reliability of energy resources. (CA Legislative Info, n.d.)



4.20.3 BASIS FOR DETERMINING SIGNIFICANCE

According to Section XIX of Appendix G to the State CEQA Guidelines, the proposed Project would result in a significant impact to utilities and service systems if the Project or any Project-related component would:

- *Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;*
- *Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;*
- *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;*
- *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*
- *Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste.*

The following thresholds are derived from Riverside County's Environmental Assessment Checklist, as modified by the 2018 updates to Appendix G to the State CEQA Guidelines, in order to evaluate the significance of the proposed Project's impacts on utilities and service systems. The proposed Project would result in a significant impact to utilities and service systems if the Project or any Project-related component would:

- a. *Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects;*
- b. *Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;*
- c. *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;*
- d. *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;*
- e. *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;*



- f. *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);*
- g. *Impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects:*
 - 1. *Electricity;*
 - 2. *Natural gas;*
 - 3. *Communications systems;*
 - 4. *Street lighting;*
 - 5. *Maintenance of public facilities, including roads; or*
 - 6. *Other governmental services.*

The significance thresholds set forth in Riverside County’s Environmental Assessment Checklist, as modified/updated per the 2018 updates to the State CEQA Guidelines, were used to evaluate the significance of the proposed Project’s impacts to utilities and service systems.

4.20.4 IMPACT ANALYSIS

Threshold a.: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?

A. Water Service and Facilities

Under existing conditions, there is a 24-inch water main within Harvill Avenue and a 12-inch water main within Commerce Center Drive. All of the proposed buildings would include connections to the existing water mains via 3-inch domestic water lines and 10-inch fire water mains. Specifically, water service to the Building 13 site would be provided by two points of connection to the existing 24-inch water main within Harvill Avenue. Water service to the Buildings 14A and 14B site would be provided by one point of connection to the existing 24-inch water main within Harvill Avenue and a second point of connection to the existing 12-inch water main within Commerce Center Drive. Water service for the Building 17 site would be provided via two points of connection to the existing 24-inch water main within Harvill Avenue, while water service for the Building 18 site also would be provided by two points of connection to the existing 24-inch water main within Harvill Avenue. Impacts associated with the above-described Project-related water facilities are inherent to the Project’s construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project’s impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project’s proposed water improvements. As such, with the mitigation measures specified in this EIR, Project impacts due to water improvements would be less than significant.



B. Wastewater Facilities

Under existing conditions, there is an 8-inch sewer main within Perry Street adjacent to the Building 13 site, an 8-inch sewer main within Commerce Center Drive, a 12-inch sewer line within Harvill Avenue adjacent to the Building 17 site, and a 6-inch sewer line along the southern boundary of the Building 18 site. Sewer service to the Building 13 site would be provided by 6-inch sewer lines on site that would connect to the existing 8-inch sewer main in Perry Street. Sewer service to the Buildings 14A and 14B site would be provided by on-site 6-inch sewer lines that would have two points of connection to the existing 8-inch sewer line within Commerce Center Drive. Sewer service for the Building 17 site would be provided by on-site 8-inch sewer lines that would connect to the existing 12-inch sewer main located within Harvill Avenue. Sewer service for the Building 18 site would be provided by on-site 6-inch sewer lines that would connect to the existing 6-inch sewer line located along the southern boundary of the Building 18 site. Impacts associated with the proposed sewer improvements are inherent to the Project’s construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project’s impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project’s proposed sewer improvements that have not already been addressed by this EIR. As such, with the mitigation measures specified in this EIR, Project impacts due to sewer improvements would be less than significant.

C. Wastewater Treatment

Wastewater generated by the Project would be conveyed to the Moreno Valley RWRf for treatment. As previously indicated, the Moreno Valley RWRf has a daily capacity of 16.0 million gallons per day (mgd) and typical daily flows of 11.5 mgd (EMWD, n.d.). As shown in Table 4.20-5, *Project-Related Wastewater Generation*, at buildout the Project is estimated to generate approximately 105,450 gpd of wastewater requiring treatment, based on the rates used in EIR No. 521, which was prepared in conjunction with Riverside County’s 2015 General Plan Update. The Project’s wastewater generation would represent approximately 2.3% of the current available treatment capacity at the Moreno Valley RWRf ($105,450 \text{ gpd} \div [16.0 \text{ mgd} - 11.5 \text{ mgd}] \times 100 = 2.3\%$). Accordingly, the Project would not result in or require the expansion of the existing facilities at the Moreno Valley RWRf, and impacts would therefore be less than significant. (Riverside County, 2015a, Table 4.19-BJ)

Table 4.20-5 Project-Related Wastewater Generation

Building	Land Use	Acreage	Generation Factors	Wastewater Generation
13	Industrial	19.0 acres	1,500 gpd/acre	28,500 gpd
14A/14B	Industrial	21.0 acres	1,500 gpd/acre	31,500 gpd
17	Industrial	16.1 acres	1,500 gpd/acre	24,150 gpd
18	Industrial	14.2 acres	1,500 gpd/acre	21,300 gpd
Total:		70.3 acres	--	105,450 gpd

(Riverside County, 2015a, Table 4.19-BJ)



D. Stormwater Drainage System

Runoff generated on each of the four Plot Plan sites would be collected by a series of storm drain inlets and storm drain lines that would convey flows towards one of several water quality basins that would serve to detain site runoff and provide water quality treatment. Following detention and water quality treatment, runoff from the Building 13 site would be conveyed to an existing 66-inch storm drain located at the northeast corner of the Building 13 site. For the Buildings 14A/14B site, runoff generated on site would be conveyed to one of two water quality basins proposed along Harvill Avenue. Following detention and water quality treatment, the northern water quality basin on the Buildings 14A/14B site would be routed to a series of storm drain inlets, which would convey flows easterly via 18- and 24-inch storm drain lines on site to the proposed bioretention basin in the northeast corner of the site. Runoff from the southeastern bioretention basin at the Buildings 14A/14B site would be conveyed to an existing 66-inch storm drain line within Perry Street, which would convey flows to the east towards existing drainage facilities adjacent to I-215. Following detention and water quality treatment, runoff from the Building 17 site would be conveyed to the south near the southeast corner of the Building 17 site into an existing 72-inch storm drain that extends easterly within America's Tire Drive. Following detention and water quality treatment, runoff from the Building 18 site would be conveyed to the south to an existing 60-inch storm drain line located along the southern boundary of the Building 18 site. Impacts associated with the above-described drainage system improvements are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed storm drainage improvements. As such, with the mitigation measures specified in this EIR, Project impacts due to stormwater drainage improvements would be less than significant.

Threshold b.: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

EMWD is responsible for supplying the region with its potable and non-potable water needs. July 1, 2021, the EMWD Board of Directors adopted the 2020 UWMP. This plan provides information on EMWD's projected supplies and demands in five-year increments through the year 2045, and reports EMWD's progress on water use efficiency targets as defined in the Water Conservation Act of 2009. The 2020 UWMP shows that the majority of EMWD's existing and future planned demand is to be met through imported water delivered by MWD. Demand for EMWD shown in the 2020 UWMP is projected across the EMWD service area as a whole and is not project specific. The 2020 UWMP is herein incorporated by reference and is available for public review at EMWD, 2270 Trumble Road, Perris, California 92570.

To assess the ultimate effect of the Project's water demands and service needs, the EMWD has prepared a WSA for the Project (included as *Technical Appendix M* to this EIR), in accordance with Senate Bill 610 (SB 610) and Senate Bill 221 (SB 221) (EMWD, 2023). SB 610 requires the preparation of a water supply assessment report for projects that propose to construct the equivalent of 500 or more residential dwelling units. SB 221 requires affirmative written verifications of sufficient water supply. Provided below is a summary of EMWD's water supplies and water demand projections based on the UWMP and the Project-specific WSA.



Population Projections

The population projections for EMWD’s service area were updated in the 2020 UWMP using information obtained from the most recent regional transportation plan/sustainable communities strategy completed by the Southern California Association of Governments (SCAG). This study, known as Connect SoCal, forecasted regional growth through 2045, and was adopted by SCAG on September 3, 2020. The data available from Connect SoCal includes projections of population, households, and employment within each of SCAG’s Traffic Analysis Zones, which closely resemble block groups in the United States Census. (EMWD, 2023, p. 4)

Consistent with the significant percentage of undeveloped land within EMWD’s service area, growth is anticipated to continue throughout the 2020 UWMP’s 25-year planning horizon, as shown in Table 4.20-6, *EMWD Service Area Projected Population*. Currently, approximately 40 percent of EMWD’s service area is built out. As population and the associated water demands increase, EMWD will continue to proactively manage its water supply portfolio through the development of local resources in conjunction with additional imported water purchases from MWD as outlined in the 2020 UWMP. (EMWD, 2023, p. 4)

Table 4.20-6 EMWD Service Area Projected Population

Population Served	2020	2025	2030	2035	2040	2045
Retail	603,950	649,700	695,500	741,300	774,300	807,200
Wholesale	255,210	271,500	287,800	304,000	314,000	324,100
Total	859,160	921,200	983,300	1,045,300	1,088,300	1,131,300

(EMWD, 2023, Table 1)

Overview of EMWD Supplies

EMWD has four sources of water supply: imported water purchased from MWD, potable groundwater, desalinated brackish groundwater, and recycled water (EMWD, 2023, p. 4).

Approximately half of EMWD’s retail demands are supplied through local water sources, which consists of potable groundwater, desalinated brackish groundwater, and recycled water. The remaining demands are supplied by a mix of raw and treated water purchased from MWD. EMWD treats most of its raw water for potable use at two water filtration plants, located in Perris and Hemet. A small quantity of raw water is supplied directly to agricultural customers. (EMWD, 2023, p. 4)

Over the past five years, EMWD’s retail water supply portfolio averaged approximately 49 percent imported water, 11 percent groundwater, 6 percent desalinated brackish groundwater, and 34 percent recycled water. An annual breakdown of EMWD’s retail water supplies over this five-year period is shown in Table 4.20-7, *EMWD Retail Water Supply Portfolio 2017-2021 (AFY)*. The proportions of local to imported water supplies are impacted by EMWD’s participation in MWD’s cyclic storage program in 2019, where MWD offered an incentive for member agencies to voluntarily reduce local groundwater production and purchase additional imported water due to wet hydrologic conditions at the time. (EMWD, 2023, pp. 4-5)



Table 4.20-7 EMWD Retail Water Supply Portfolio 2017-2021 (AFY)

Type	Source	2017	2018	2019	2020	2021
Imported – Treated ⁽¹⁾	Metropolitan Water District	47,527	42,419	41,167	44,726	44,866
Imported – EMWD Treated	Metropolitan Water District	12,860	18,288	18,969	17,584	18,028
Imported – Raw ⁽²⁾	Metropolitan Water District	407	503	501	642	547
Groundwater ^{(3),(4)}	San Jacinto Groundwater Basin	13,270	13,605	8,044	14,410	14,883
Desalination	San Jacinto Groundwater Basin	6,342	7,544	7,433	7,310	7,653
Recycled Water ⁽⁵⁾	Regional Water Reclamation Facilities	42,746	44,016	40,676	39,642	46,042
Total		123,152	126,375	116,790	124,314	132,018

1. EMWD increased treated imported water purchases in 2019 to offset groundwater pumping reductions made as part of its participation in MWD’s Cyclic Storage Program.
2. Raw water total does not include replenishment water recharged under the Soboba Settlement Agreement.
3. Groundwater totals may include raw, brackish groundwater used to augment recycled water system for agricultural use.
4. A portion of the San Jacinto Groundwater Basin is adjudicated under the Hemet-San Jacinto Watermaster. EMWD pumping in this portion is subject to an adjusted base production right. EMWD also receives pumping credits for a portion of any Soboba Settlement recharge water unused by the Soboba Tribe.
5. Recycled water total excludes discharge but includes system losses (such as storage pond evaporation and incidental recharge). Due to the interconnected nature of EMWD’s recycled water system, it is difficult to split retail and wholesale losses, therefore all recycled water losses are reported with the retail portfolio.

(EMWD, 2023, Table 2)

EMWD imports raw and treated water from MWD to supplement the local water supplies of its wholesale agencies. In addition, EMWD has agreements to provide recycled water to some of its wholesale agencies. An annual breakdown of EMWD sales to wholesale agencies is shown in Table 4.20-8, *EMWD Wholesale Water Supply Portfolio 2017-2021 (AFY)*. Note that Table 4.20-8 only documents sources of water sold by EMWD on a wholesale basis and does not include local supplies (such as groundwater) available and used by EMWD’s wholesale agencies to meet customer demands. (EMWD, 2023, p. 5)

As development increases the water demands within EMWD’s service area, it is anticipated that new demands will be met through a combination of additional imported water from MWD and the development of local supply projects including increased production of potable groundwater, desalination of brackish groundwater, and use of recycled water. EMWD also plans to continue its efforts to enhance water use efficiency within its service area. Table 4.20-2 and Table 4.20-3 (previously presented) show EMWD’s projected water supplies for both retail and wholesale service throughout the planning horizon set within its UWMP. These estimates



do not account for all potential new local supply projects that could potentially be developed by EMWD or by agencies to which EMWD provides wholesale service. (EMWD, 2023, p. 6)

Table 4.20-8 EMWD Wholesale Water Supply Portfolio 2017-2021 (AFY)

Type	Source	2017	2018	2019	2020	2021
Imported – Treated	Metropolitan Water District	14,103	14,672	11,070	15,008	13,719
Imported – Raw	Metropolitan Water District	10,448	14,385	11,293	14,909	14,999
Imported – Recharge (Raw)	Metropolitan Water District	19,686	4,783	20,730	6,647	0
Recycled Water	Regional Water Reclamation Facilities	1,387	1,878	1,619	1,285	1,605
Total		45,624	35,718	44,712	37,849	30,323

1. Table does not include local supply sources used by suppliers to which EMWD provides wholesale service.
2. Raw water is imported and recharged by EMWD, LHMWD, and the Cities of Hemet and San Jacinto for the Soboba Tribe under the Soboba Settlement Agreement, which requires a long-term average of 7,500 AFY to be recharged. MWD can pre-deliver recharge water. The annual volume of the 7,500 AFY requirement unused by the Soboba Tribe is credited to the agencies for use.
3. Due to the interconnected nature of EMWD’s recycled water system, it is difficult to distinguish between retail and wholesale losses, therefore, all recycled water losses are reported in Table 2 of the Project’s WSA (EIR *Technical Appendix M*), which documents retail water supplies.

(EMWD, 2023, Table 3)

EMWD Projected Demands

EMWD’s primary retail customers for potable and raw water can be divided into residential, commercial, industrial, institutional, landscape, and agricultural sectors. The residential sector is EMWD’s largest customer segment; however, each sector plays a role in the growth and development of EMWD’s service area. The historic and projected customer water use by the various potable/raw retail customer types are shown in Table 4.20-9, *EMWD Retail Potable/Raw Water Use by Customer Type*. EMWD also provides wholesale water service to a number of sub-agencies, serves recycled water, and imports water for recharge purposes. These demands are shown in Table 4.20-10, *EMWD Wholesale Deliveries to Other Agencies*. Other water demands including recycled water use, recharge that occurred prior to or outside the scope of the Soboba Settlement Agreement, system losses, non-revenue water deliveries, and other, miscellaneous water usage are shown in Table 4.20-11, *EMWD Other and Non-Potable Water Usage*. Total demands on EMWD’s water system previously were summarized in Table 4.20-1 (EMWD, 2023, pp. 17-18)



Table 4.20-9 EMWD Retail Potable/Raw Water Use by Customer Type

Use Type	Actual Water Use - AFY				Projected Water Use - AFY				
	2005	2010	2015	2020	2025	2030	2035	2040	2045
Single Family	62,300	54,000	45,700	52,200	66,900	71,700	76,700	80,500	84,000
Multi-Family	5,500	6,100	5,800	6,500	8,500	9,100	9,700	10,200	10,600
Commercial	3,900	4,200	4,600	4,300	6,100	6,500	7,000	7,300	7,600
Industrial	400	400	300	600	600	600	700	700	700
Institutional	2,900	2,300	2,000	1,600	2,700	2,900	3,100	3,200	3,400
Landscape	7,500	8,900	7,700	8,200	8,400	7,600	6,800	6,200	5,500
Agricultural	2,500	2,300	2,800	1,600	2,000	2,000	2,000	2,000	2,000
Total	85,000	78,200	68,900	75,000	95,200	100,400	106,000	110,100	113,800

(EMWD, 2023, Table 6)

Table 4.20-10 EMWD Wholesale Deliveries to Other Agencies

Supplier	Actual Deliveries - AFY				Projected Deliveries - AFY				
	2005	2010	2015	2020	2025	2030	2035	2040	2045
City of Hemet	100	0	0	0	0	0	0	0	0
City of Perris	1,900	1,700	1,500	1,685	1,800	1,900	2,100	2,200	2,300
City of San Jacinto	0	0	0	0	0	0	0	0	0
LHMWD	100	1,300	4,300	986	5,100	5,500	5,900	6,300	6,700
NWC	800	600	200	409	500	1,000	1,100	1,200	1,200
RCWD	26,300	21,900	15,000	25,028	42,300	35,200	36,200	37,500	38,800
WMWD (Murrieta)	100	1,600	700	1,809	1,000	1,300	1,600	2,000	2,300
Recharge (Soboba)	0	0	0	6,467	7,500	7,500	7,500	7,500	7,500
Total	29,300	27,100	21,700	36,384	58,200	52,400	54,400	56,700	58,800

1. The Cities of Hemet and San Jacinto plan to meet 100% of demands using local groundwater supplies, however, EMWD can deliver water to the cities during high demand periods or when city wells are undergoing maintenance.
2. Under the Soboba Settlement Agreement, MWD must provide an annual average of 7,500 AFY of water to be recharged in the Hemet/San Jacinto Management Plan Area by EMWD, LHMWD, and the Cities of Hemet and San Jacinto to fulfill the Soboba Tribe's water right. Actual deliveries will vary from year to year, and MWD has the option to pre-deliver water. Recharge water unused by the Soboba Tribe is proportioned between the four agencies.

(EMWD, 2023, Table 7)



Table 4.20-11 EMWD Other and Non-Potable Water Usage

Use Type	Actual Water Use - AFY				Projected Water Use - AFY				
	2005	2010	2015	2020	2025	2030	2035	2040	2045
Recycled ^{(1),(2)}	32,600	28,200	46,100	40,900	44,000	50,100	47,800	53,100	57,400
Recharge ⁽³⁾	7,000	0	0	0	0	0	0	0	0
Other / Losses ⁽⁴⁾	7,700	8,400	9,100	9,800	7,400	7,900	8,400	8,800	9,200
Total	47,300	36,600	55,200	50,700	51,400	58,000	56,200	61,900	66,600

1. Recycled water projections include recycled water that is delivered to sub-agencies but excludes the volume of recycled water that is planned to be recharged as part of EMWD's Purified Water Replenishment (indirect potable reuse) project to avoid double counting.
2. Recycled water supply may be supplemented by brackish groundwater or raw water during high demand months.
3. Volume of recharge water excludes water that is imported under the Soboba Settlement Agreement (shown in prior table).
4. Other/losses category includes unbilled, authorized consumption use as well as real and apparent losses in the potable system.

(EMWD, 2023, Table 8)

Project Water Demands

The Project would entail the construction and long-term operation of five light industrial warehouse buildings on non-contiguous sites totaling approximately 70.37 acres. In the EMWD 2020 UWMP, the demand projections for the parcels covering the Project site were estimated based on Light Industrial land use, with a total demand of 168.54 AFY. Based on the Project's proposed land uses (as described in detail in EIR Section 3.0, *Project Description*), the EMWD estimates that the Project's total water demand would be 43.38 AFY, which would be well below the 168.54 AFY assumed for the Project site by the 2020 UWMP.

Evaluation of Water Supply and Demand

EMWD's 2020 UWMP includes an evaluation of EMWD's water supply reliability under a range of potential hydrologic conditions. The results for normal year conditions are shown in Table 12 and Table 13 of the Project's WSA (*Technical Appendix M*) for EMWD's retail and wholesale service, respectively. The single dry year evaluation is documented in Table 14 and Table 15 of the WSA, and the results of the multiple dry year evaluation are shown in Table 16 and Table 17 of the WSA. The supply totals shown in the tables reflect EMWD's planned production and not EMWD's supply capacity. Under drought conditions, EMWD may increase local supply production, pump from stored water supplies, or purchase additional imported water from MWD if necessary. (EMWD, 2023, p. 19)

EMWD's 2020 UWMP discusses the supply reliability for EMWD during dry years. EMWD expects its local supplies to remain highly reliable and resilient, even under severe hydrologic conditions. Similarly, MWD's UWMP shows that MWD would have the ability to meet all of its member agencies' project supplemental demand through 2045, even under a repeat of historic drought scenarios. (EMWD, 2023, pp. 21-22)

EMWD maintains a Water Shortage Contingency Plan (WSCP) that aims to reduce demand during water shortage using significant penalties for wasteful water use. EMWD's WSCP details demand reductions for several stages of shortage through a 50 percent or greater reduction. Additional information about contingency planning is included in Chapter 8 of EMWD's 2020 UWMP. The WSCP was last updated on June 30, 2021, and is located in Title 5, Article 10 of the EMWD Administrative Code, which is available on EMWD's website



(www.emwd.org). EMWD continues to encourage voluntary reduction of water use and is currently in Stage 2 of the WSCP based on statewide water supply conditions. (EMWD, 2023, p. 22)

Water Supply Assessment

Potable Water

From a facilities perspective, the Project may be conditioned to construct off-site and on-site water facilities needed to distribute water throughout the project area. Prior to construction, the developer should contact EMWD staff to establish development design conditions and determine if any revisions are required to the master plan. Figure 2 of the Project's WSA (*Technical Appendix M*) shows existing water facilities in relation to the Project. EMWD plans to supply new water demands in its service area, including the Project, through a combination of additional imported water purchases from MWD and the ongoing development of EMWD's local supply resources. (EMWD, 2023, p. 22)

Recycled Water

EMWD policy recognizes recycled water as the preferred source of supply for all non-potable water demands, including irrigation of recreation areas, greenbelts, open space common areas, commercial landscaping, and supply for aesthetic impoundment or other water features. According to EMWD's policies, the Project may be conditioned to construct a recycled water system separately from the potable water system. The system would need to be constructed to recycled water standards. The Project may also be conditioned to construct off-site recycled water facilities. EMWD would make a final determination on requirements for recycled water use and facilities during the development design conditions phase of the Project. Regardless, under existing conditions the Project area is not served by recycled water, and thus no recycled water facilities are anticipated with implementation of the Project. (EMWD, 2023, p. 22)

Conclusion

EMWD relies on MWD and local resources to meet the needs of its growing population. MWD demonstrated in the 2020 MWD UWMP that with the addition of all water supplies, existing and planned, MWD has the ability to meet all of its member agencies' projected supplemental demand through 2045, even under a repeat of historic multiple-year drought scenarios. (EMWD, 2023, p. 23)

Based on present information and the assurance that MWD is engaged in identifying solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies, EMWD has determined that it will be able to provide adequate water supplies to meet the potable water demand for the proposed Project as part of its existing and future demands. (EMWD, 2023, p. 23) Accordingly, sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. The Project's effect on EMWD's regional water network would be less than significant.



Threshold c.: Would the Project 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?

No septic systems are proposed as part of the Project. As discussed under the analysis of Threshold a., the Project would be provided sanitary sewer service by the EMWD. A description of proposed sewer improvements is provided in EIR Subsection 3.5 and are depicted on EIR Figures 3-5, 3-10, 3-15, and 3-21 for the Building 18, Building 13, Building 17, and Buildings 14A/14B sites, respectively. A description of the proposed sewer improvements associated with the Project also is provided above under the analysis of Threshold a. Impacts associated with the Project's proposed sewer improvements are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed sewer improvements that have not already been addressed in pertinent sections of this EIR. Additionally, the analysis of Threshold a. demonstrates that the EMWD would not need to expand any wastewater treatment facilities as a result of the proposed Project. As such, with the mitigation measures specified in this EIR, Project impacts due to proposed sewer improvements would be less than significant.

Threshold d.: Would the Project result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As discussed under the analysis of Threshold a., wastewater generated by the Project would be conveyed to the Moreno Valley RWRf for treatment. As previously shown in Table 4.20-5, at buildout the Project is anticipated to generate approximately 105,450 gpd of wastewater requiring treatment. The Project's wastewater generation would represent approximately 2.3% of the current available treatment capacity at the Moreno Valley RWRf. Accordingly, the Project would not result in or require the expansion of the existing facilities at either the Moreno Valley RWRf, and impacts would therefore be less than significant.

Threshold e.: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Solid waste generated by the Project would be disposed of at either the El Sobrante Landfill, Lamb Canyon Landfill, or Badlands Landfill. As previously indicated, solid waste generated within the Project area is collected by WMI, with the bulk of recyclable waste and green waste delivered to the MVTS for processing prior to being sent to one of the three regional landfills. The MVTS has a permitted capacity of 2,500 tpd. The El Sobrante Landfill is currently permitted to receive 16,054 tpd, while the average daily tonnage in 2022 was 10,646 tpd. The Lamb Canyon Landfill is permitted to receive 5,000 tpd, while data from 2022 shows that the Lamb Canyon Landfill received a daily average of approximately 1,969 tpd. The Badlands Landfill is permitted to receive 4,500 tpd, while in 2022 the Badlands Landfill received an average of 2,660 tpd. (RCDWR, 2023)



As shown in Table 4.20-12, *Project Solid Waste Generation*, buildout and occupancy of the Project is estimated to produce approximately 37.9 tpd of solid waste, or approximately 13,826 tons per year (tpy). Per the Riverside Countywide Integrated Waste Management Plan (CIWMP), which applies to the Project, up to 50% of its solid waste would need to be diverted from area landfills. In conformance with the CIWMP, the Project Applicant is required to work with future contract refuse haulers to implement recycling and waste reduction programs for solid wastes.

Table 4.20-12 Project Solid Waste Generation

Land Use	Square Footage (s.f.) ¹	Generation Factors	Total Solid Waste Generated (tpy)	Average Solid Waste per Day (tpd)
Industrial	1,280,183 s.f.	10.8 tons/1,000 s.f.	13,826 tpy	37.9 tpd
Totals:	1,280,183 s.f.	--	13,826 tpy	37.9 tpd

1. The five buildings proposed as part of the Project would have a total of 1,219,222 s.f. of building area; however, for purposes of analysis herein, it is assumed that the Project would have a total of 1,280,183 s.f. of building area in order to account for any minor changes to the building area as part of final design.

(Riverside County, 2015a, Table 4.17-N)

Based on the daily capacity at the MVTS and the average daily tonnage received at area landfills in 2022, the Project’s daily generation of solid waste would represent 1.5% of the capacity at the MVTS, 0.7% of the existing excess daily capacity at the El Sobrante Landfill, 1.3% of the existing daily excess capacity at the Lamb Canyon Landfill, and 2.1% of the existing daily excess capacity at the Badlands Landfill. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities and average daily tonnage for the MVTS, El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill, it is anticipated that the MVTS and the regional landfill facilities would have sufficient daily capacity to accept solid waste generated by the Project. As such, because the MVTS and regional solid waste facilities would have adequate capacity to handle solid waste generated by the Project’s construction and operational phases, impacts would be less than significant.

Threshold f.: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

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



The proposed Project would be regulated by the RCDWR and would be required to comply with the CIWMP's requirement to divert up to 50% of its solid waste from area landfills. In conformance with the CIWMP, the Project Applicant is required to work with future contract refuse haulers to implement recycling and waste reduction programs for solid wastes. Implementation of a waste disposal strategy for the proposed Project would assist Riverside County in achieving the mandated goals of the IWMA by developing feasible waste programs that encourage source reduction, recycling, and composting. The RCDWR is specifically charged with the responsibility of implementing programs that ensure that unincorporated Riverside County achieves 50% diversion of solid waste from landfill disposal as well as monitoring and reporting unincorporated Riverside County's compliance with the CIWMP and AB 939. 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.

Threshold g.: 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:

- 1. Electricity;***
- 2. Natural Gas;***
- 3. Communications systems;***
- 4. Street lighting;***
- 5. Maintenance of public facilities, including roads; or***
- 6. Other governmental services?***

Electric service is currently available to the proposed Project site through Southern California Edison, although existing facilities would need to be expanded as necessary to provide service to the Project. However, the Project area already is served by existing electrical lines; therefore, the construction of electricity facilities as necessary to serve the proposed Project would occur within the areas already planned for impact by the Project or within existing, improved roadways. Therefore, the construction of electrical facilities necessary to serve the proposed Project would not result in any significant impacts to the environment that are not already addressed by this EIR. No additional mitigation would be required.

~~The Project's proposed warehouse buildings would not be served with natural gas; therefore, the Project would not result in any significant environmental effects associated with the installation of infrastructure for natural gas. There are no anticipated capacity restrictions which could limit the ability of the SoCal Gas Company to provide service to the proposed Project. Points of connection to SoCal Gas Company main lines would be resolved as the proposed Project and other projects planned for the area commence their utility design and interconnection plans. It is anticipated that construction of any off-site natural gas utility connections would occur within existing disturbed public rights-of-way. As such, the construction of these utility connections is evaluated under the appropriate subject headings within this EIR, and no new impacts would occur specifically related to natural gas service that have not already been addressed.~~



~~Due to long range planning efforts by the energy purveyors, Project implementation is not anticipated to result in the need for the construction or expansion of off site gas generation facilities, although some new distribution lines would be necessary (as discussed above). Any future need for regional energy facilities related to cumulative growth in the service areas of SoCal Gas would be determined by the service agencies as part of their long range growth projections. Accordingly, provision of gas service to the proposed Project site would not result in any significant environmental impacts not already addressed under relevant sections of this EIR.~~

Points of connection to telecommunication facilities would be resolved as the proposed Project and other projects planned for the area commence their utility design and interconnection plans. It is anticipated that any off-site construction of communication utility connections would occur within existing disturbed public rights-of-way. As such, the construction of communication utility connections is evaluated under the appropriate subject headings within this EIR. No environmental impacts would occur from the provision of these utilities, as all lines would be installed within the disturbance areas of existing roadway rights-of-way and/or on site within areas already planned for physical impacts as part of the Project.

The Project would require a number of drainage features on site, as described in detail under the analysis of Threshold a. The proposed drainage improvements would be located in on-site areas or within improved roadway ROWs. Impacts associated with the Project's proposed drainage improvements have been evaluated throughout this EIR, and mitigation is identified where necessary to reduce impacts to a level below significance. Therefore, the construction of stormwater drainage facilities needed to serve the Project would not result in any impacts to the environment beyond what is evaluated, disclosed, and mitigated by other sections of this EIR. Additional mitigation would not be required.

The Project would provide street lighting as required by Riverside County in accordance with Ordinance No. 461 (Roadway Standards) and Ordinance No. 460 (Subdivision of the Land). All physical environmental impacts associated with street lighting and maintenance would occur within the boundaries of the on- and off-site improvement areas, the impacts of which are described throughout this EIR. Therefore, no additional impacts to the environment would occur that are not already addressed by this EIR, and additional mitigation would not be required.

Implementation of the proposed Project would result in minor improvements to Harvill Avenue, Martin Street, Perry Street, Seaton Avenue, Commerce Center Drive, Peregrine Way, and Old Oleander Avenue. With exception of Perry Street, all of these roadways are improved under existing conditions; thus, the Project only would result in a nominal increase in the need for maintenance along these roadways. While Perry Street would be improved as part of the Project, this segment of Perry Street is a planned improvement within the local area and would not result in the need for excessive amounts of maintenance by Riverside County. Maintenance of the public roadways abutting the Project site also would not result in any significant impacts to the environment. Impacts associated with the proposed improvements to these roadways already are evaluated in appropriate sections of this EIR, and any identified impacts have been mitigated to the maximum feasible extent. Maintenance of the major roadway facilities within the Project site would be funded through the Project developer's payment of Development Impact Fees (DIF) and future building owners' payment of property taxes. Therefore, the maintenance of roadways proposed by the Project would not result in any new



impacts to the environment beyond that which is already disclosed and mitigated by this EIR, and a less-than-significant impact would occur.

No known other facilities would require off-site construction or maintenance as a result of the proposed Project.

Based on the foregoing analysis, impacts associated with the construction or expansion of utility facilities would be less than significant or otherwise mitigated to the maximum feasible extent by this EIR. No additional mitigation would be required.

4.20.5 CUMULATIVE IMPACT ANALYSIS

The cumulative study area used for the analysis of water and wastewater includes areas within EMWD's service area for water and wastewater services, and is based on the buildout of the Riverside County General Plan and the general plans of cities within EMWD service area. The cumulative study area for solid waste comprises western Riverside County, as all areas of western Riverside County are served by WMIE, and is based on the buildout of the Riverside County General Plan and the general plans of cities within western Riverside County. For the remaining issue areas, the cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the vicinity of the Project site.

As discussed under the analysis of Threshold a., the Project would require a number of improvements related to water, wastewater treatment, and storm drainage systems, although such improvements are inherent to the Project's construction phase. Cumulatively-considerable impacts associated with Project construction activities have been evaluated throughout this EIR, and where necessary mitigation measures have been identified to reduce the Project's cumulatively-considerable effects to the maximum feasible extent. There are no components of the Project's proposed water, wastewater, or storm drainage systems that could result in impacts not already evaluated by other sections of this EIR. Accordingly, impacts associated with the construction of new or expanded water, wastewater treatment, and stormwater drainage systems would be less-than-cumulatively considerable.

The analysis of Threshold b., which is based on the Project-specific WSA (*Technical Appendix M*), demonstrates that the EMWD would have sufficient water supplies available to serve the Project as well as other reasonably foreseeable future development during normal, dry, and multiple dry years. Because the WSA evaluates the water demands of both the Project and other cumulative developments within EMWD's service area, the WSA demonstrates that cumulatively-considerable impacts due to water supply would be less than significant.

As discussed under the analysis of Thresholds c. and d., the Project would require a number of improvements to provide sewer service to the Project site, although impacts associated with such improvements are inherent to the Project's construction phase. Cumulatively-considerable impacts associated with Project construction activities have been evaluated throughout this EIR, and where necessary mitigation measures have been identified to reduce the Project's cumulatively-considerable effects to the maximum feasible extent. There are no components of the Project's proposed wastewater improvements that would result in impacts not already



evaluated by other sections of this EIR. Accordingly, impacts associated with the construction of new or expanded wastewater treatment conveyance facilities would be less-than-cumulatively considerable.

The Project's wastewater generation would represent approximately 2.3% of the current available treatment capacity at the Moreno Valley RWRf. Accordingly, the Project would not result in or require the expansion of the existing facilities at the Moreno Valley RWRf. Although the Project and other cumulative developments ultimately would contribute to the need for expanded capacity at the Moreno Valley RWRf, impacts associated with such expansion would be subject to CEQA once plans for such expansion have been prepared by the EMWD. As no such plans are currently available, it would be speculative to evaluate potential cumulatively-considerable impacts associated with the proposed expansion (CEQA Guidelines § 15145). As such, Project impacts due to wastewater capacity would be less-than-cumulatively considerable.

As previously discussed in the analysis provided under Threshold e., solid waste generated by construction and operation of the Project would represent nominal proportions of the daily capacity at the MVTS and the daily disposal capacity at the El Sobrante Landfill, Lamb Canyon Landfill, and/or Badlands Landfill. The MVTS and area landfills are currently projected to remain open until as far into the future as 2057 (El Sobrante Landfill) and have sufficient daily capacity to handle solid waste generated by the Project and other cumulative developments both during construction and long-term operation. The Project would not directly result in the need for expanded solid waste disposal facilities, as the MVTS, El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill have sufficient existing capacity to handle solid waste generated by the Project. Rather, the Project's incremental contribution to solid waste generation may contribute to an ultimate need for expanding the solid waste disposal facilities that would serve the Project and/or the construction of additional solid waste disposal facilities. Moreover, it is possible that as other developments in the region are proposed, the RCDWR and/or WMIE may opt to construct new solid waste disposal facilities to serve those developments, and such facilities may or may not receive solid waste generated by the Project. Although the Project has the potential to cumulatively contribute to the demand for new or expanded solid waste disposal facilities, the construction of which could significantly impact the environment, it is too speculative for evaluation in the absence of a proposed expansion or development plan (CEQA Guidelines, 14 CCR § 15145). Therefore, the Project's cumulatively-considerable impacts to solid waste disposal facilities are evaluated as less than significant.

The Project would adhere to regulations set forth by local and State regulations (including AB 341 and AB 939) during both construction and long-term operations. Other cumulative developments also would be required to comply with such regulations. As such, the Project as well as other cumulative developments in the area would not result in cumulative impacts with respect to compliance with federal, State, and local statutes and regulations related to solid wastes. Impacts would be less-than-cumulatively considerable.

Cumulative impacts associated with 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 are inherent to the Project's construction phase and have been evaluated throughout the appropriate issue areas in this EIR. In all cases, where cumulatively-considerable impacts associated with any Project component are identified, mitigation measures have been imposed to reduce such



impacts to the maximum feasible extent. Accordingly, cumulatively-considerable impacts associated with the provision of utility facilities to serve the proposed Project would be less than significant.

4.20.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a.: Less-than-Significant Impact. Although the Project would require construction of new or expanded water, wastewater conveyance, and stormwater drainage systems, impacts associated with the construction of such facilities have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed water, sewer, and drainage improvements that have not already been addressed. As such, with the mitigation measures specified in this EIR, Project impacts due to water, sewer, and drainage improvements would be less than significant. Additionally, the Project's wastewater generation would represent approximately 2.3% of the current available treatment capacity at the Moreno Valley RWRf. Accordingly, the Project would not result in or require the expansion of the existing facilities at the Moreno Valley RWRf, and impacts would therefore be less than significant.

Threshold b.: Less-than-Significant Impact. Based on present information and the assurance that MWD is engaged in identifying solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies, EMWD has determined that it will be able to provide adequate water supplies to meet the potable water demand for the proposed Project as part of its existing and future demands. Accordingly, sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. The Project's effect on EMWD's regional water network would be less than significant.

Threshold c.: Less-than-Significant Impact. Impacts associated with the Project's proposed sewer improvements are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed sewer improvements that have not already been addressed in pertinent sections of this EIR. As such, with the mitigation measures specified in this EIR, Project impacts due to proposed sewer improvements would be less than significant.

Threshold d.: Less-than-Significant Impact. The Project's wastewater generation would represent approximately 2.3% of the current available daily treatment capacity at the Moreno Valley RWRf. Accordingly, the Project would not result in or require the expansion of the existing facilities at the Moreno Valley RWRf, and impacts would therefore be less than significant.

Threshold e.: Less-than-Significant Impact. Regional solid waste facilities would have adequate capacity to handle solid waste generated by the Project's construction and operational phases. 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. Accordingly, impacts would be less than significant.

Threshold f.: Less-than-Significant Impact. With mandatory compliance to AB 939, AB 341, and RCDWR's programs and policies, the Project would not result in a significant impact due to noncompliance with regulations related to solid waste. A less-than-significant impact would occur.

Threshold g.: Less-than-Significant Impact. Impacts associated with the construction or expansion of utility facilities would be less than significant or otherwise mitigated to the maximum feasible extent by this EIR. No additional mitigation would be required.

4.20.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Applicable Regulations and Design Requirements

The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable county regulations and design requirements.

- The Project is required to comply with the provisions of the California IWMA of 1989 (AB 939) which mandates a reduction of disposed waste throughout California.
- The Project is required to comply with the provisions of the California Solid Waste Reuse and Recycling Act (AB 1327) which developed a model ordinance for adoption of recyclable materials in development projects. AB 1327 requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued.
- The Project is required to comply with the provisions of the Mandatory Commercial Recycling Program (AB 341): AB 341 made a legislative declaration that it is the policy goal of the State that not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020, and required by the California Department of Resources, Recycling, and Recovery, by January 1, 2014, to provide a report to the Legislature that provides strategies to achieve that policy goal and also includes other specified information and recommendations.
- The Project would be subject to the following applicable standard conditions of approval imposed on the Project by the RCDWR:
 - Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Riverside County Department of Waste Resources for approval. At a minimum, the WRP must identify the materials (i.e., cardboard, concrete, asphalt, wood, etc.) that will be generated by construction and development; the projected amounts; the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of material; the facilities and/or haulers that will be



utilized; and the targeted recycling or reduction rate. During Project construction, the Project site shall have, at a minimum, two bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept in order to demonstrate compliance with the WRP requirements.

- Prior to final building inspection, evidence (i.e., receipts or other type of verification) to demonstrate Project compliance with the approved WRP shall be presented by the Project proponent to the Planning Division of the Riverside County Department of Waste Resources in order to clear the project for occupancy permits. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled.
- Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, State, and local regulations and ordinances, any hazardous waste generated in association with the Project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents.

Mitigation

The mitigation measures identified throughout this EIR for Project-related construction impacts (e.g., air quality, biological resources, etc.) shall apply. Project impacts to utilities and service systems would be less than significant; therefore, no additional mitigation is required related to utilities and service system improvements proposed as part of the Project.



4.21 WILDFIRE

4.21.1 EXISTING CONDITIONS

Under existing conditions, portions of the areas surrounding the Project site are undeveloped and contain natural vegetation that is routinely subject to discing for fire abatement purposes. According to Riverside County Geographic Information Systems (GIS), the Project site and areas surrounding the Project site to the north, east, south, and west are not classified as having a susceptibility to wildfire hazards, indicating that the chance of wildfires affecting these areas is low (RCIT, n.d.).

A. Topography

EIR Figure 2-8, previously depicted, shows the topography of the overall 70.37-acre Project site. Provided below is a description of the topography for each of the individual building sites.

- Building 13 Site: The Building 13 site generally slopes gently downwards from the southwest corner to the northeast corner. Elevations on site range from 1,536 feet above mean sea level (amsl) in the southern portion of the western boundary to 1,521 feet amsl at the northeastern corner of the site. Overall topographic relief is approximately 15 feet. (Google Earth, 2021)
- Buildings 14A/B Site: The site proposed for Buildings 14A and 14B generally slopes gently downward from the west to the east. Elevations on site range from 1,544 feet amsl at the southwest corner of the site to 1,517 feet amsl at the southeast corner of the site. Overall topographic relief is approximately 27 feet. (Google Earth, 2021)
- Building 17 Site: The Building 17 site generally slopes gently downward from northwest to southeast. Elevations on site range from 1,534 feet amsl at the southwest corner to 1,516 feet amsl at the southeast corner of the site. Overall topographic relief is approximately 18 feet. (Google Earth, 2021)
- Building 18 Site: The building 18 site generally slopes gently downward from west to east. Elevations on site range from 1,549 feet amsl along the western boundary to 1,536 feet amsl at the southeast corner of the site. Overall topographic relief is approximately 13 feet. (Google Earth, 2021)

B. Existing Vegetation

Under existing conditions, the 70.37-acre Project site comprises disturbed land that contains ruderal vegetation and that is routinely disced for fire abatement purposes.

4.21.2 APPLICABLE REGULATORY REQUIREMENTS

The following is a brief description of the federal, State, and local environmental laws and related regulations related to wildfire hazards.



A. Wildland Fire Hazards Regulations and Plans

1. *Federal Regulations*

Healthy Forests Restoration Act of 2003

On August 22, 2002, President Bush established the Healthy Forests Initiative, directing the Departments of Agriculture and the Interior, and the Council on Environmental Quality, to improve regulatory processes to ensure more timely decisions, greater efficiency, and better results in reducing the risk of catastrophic wildland fires. On June 5, 2003, the Departments of Agriculture and the Interior adopted two new categorical exclusions from documentation in an environmental assessment or environmental impact statement (EIS): an exclusion for hazardous-fuel reduction and another for rehabilitation of resources and infrastructure damaged by wildfire (68 FR 33814). (DOI, n.d.)

2. *State Regulations*

Public Resources Code (PRC) Sections 4290-4299

These sections establish minimum statewide fire safety provisions pertaining to: roads for fire equipment access; signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. With certain exceptions, all new construction after July 1, 1991, in potential wildland fire areas, is required to meet these statewide standards. The state requirements, however, do not supersede more restrictive local regulations. (CA Legislative Info, n.d.)

As defined by the California Department of Forestry and Fire Protection (CalFire), wildland areas defined as State Responsibility Areas (SRAs) may contain substantial wildfire risks and hazards. They consist of lands exclusive of cities, and federal lands regardless of ownership. The primary financial responsibility for preventing and suppressing fires within wildlands belongs to the State of California. However, it is not the State of California's responsibility to provide fire protection services to buildings or structures located within the wildlands unless CalFire has entered into a cooperative agreement with a local agency for those purposes pursuant to PRC Section 4142. As such, wildland areas require disclosure of these fire hazards in real estate transactions, and owners of properties in wildland areas are subject to PRC Section 4291 maintenance requirements. The law requires CalFire every five years (1991, 1996, 2001, etc.) to provide maps identifying the boundaries of lands classified as SRAs to the Riverside County Assessor. (CA Legislative Info, n.d.)

PRC Section 4213 – Fire Prevention Fees

Pursuant to PRC Section 4213, in July of 2011, the State of California began assessing an annual "Fire Prevention Fee" for all habitable structures within SRAs to pay for fire prevention services. SRAs are the portions of California where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within incorporated city boundaries, Tribal or federally owned land. As a result of Assembly Bill (AB) 398, California Global Warming Solutions Act of 2006, the fire prevention fee was suspended as of July 1, 2017. (CA Legislative Info, n.d.)



California Government Code (CGC) Section 51178

This section specifies that the Director of CalFire, in cooperation with local fire authorities, shall identify areas that are Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas (LRAs), based on consistent statewide criteria, and the expected severity of fire hazard. Per CGC § 51178, a local agency may, at its discretion, exclude from the requirements of § 51182 an area within its jurisdiction that has been identified as a VHFHSZ, if it provides substantial evidence in the record that the requirements of § 51182 are not necessary for effective fire protection within the area. Alternatively, local agencies may include areas not identified as VHFHSZ by CalFire, following a finding supported by substantial evidence in the record that the requirements of § 51182 are necessary for effective fire protection within the new area. According to § 51182, such changes made by a local agency shall be final and shall not be rebuttable by CalFire. (CA Legislative Info, n.d.)

California Code of Regulations (CCR) Title 14 – Natural Resources

These regulations constitute the basic wildland fire protection standards of the California Board of Forestry and Fire Protection. They were prepared and adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development within SRAs. Among other things, Title 14 requires the design, and construction of structures, subdivisions, and developments in an SRA provide for basic emergency access and perimeter wildfire protection measures (fire fuel modification zones, etc.). (CCR, n.d.)

CCR Title 24, Parts 2 and 9 – Fire Codes

Part 2 of Title 24 of the CCR refers to the California Building Code, which contains complete regulations and general construction building standards of state adopting agencies, including administrative, fire and life safety, and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, Chapter 7A, “Materials and Construction Methods for Exterior Wildfire Exposure,” in the 2010 California Building Code addresses fire safety standards for new construction. In addition, Section 701A.3.2, “New Buildings Located in Any Fire Hazard Severity Zone,” states: (CBSC, 2022)

“New buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted on or after January 1, 2008, shall comply with all sections of this chapter.”

B. Local Regulations

1. Riverside County Ordinance No. 787 – Fire Code Standards

This ordinance addresses implementation of the California Fire Code, based on the International Code Council. The codes prescribe performance characteristics and materials to be used to achieve acceptable levels of fire protection and include the Wildland-Urban Interface (WUI) fire area building standards mentioned above. Collectively, the ordinance establishes the requirements and standards for fire hazard reduction regulations



within Riverside County (including additions and deletions to the California Fire Code) to fully protect the health, safety, and welfare of existing and future residents and workers of Riverside County. (Riverside County, n.d.)

Among other things, this ordinance assures that structural and nonstructural architectural elements of the building do not: a) impede emergency egress for fire safety staffing/ personnel, equipment, and apparatus; nor b) hinder evacuation from fire, including potential blockage of stairways or fire doors. In addition, for the purposes of California Fire Code implementation, the ordinance also adds a statement noting: “In accordance with Government Code sections 51175 through 51189, Very High Fire Hazard Severity Zones are designated as shown on a map titled Very High Fire Hazard Severity Zones, dated April 8, 2010, and retained on file at the office of the Fire Chief and supersedes other maps previously adopted by Riverside County designating high fire hazard areas.” It also defines a “hazardous fire area” as: “private or public land not designated as State or local fire hazard severity zone (FHSZ) which is covered with grass, grain, brush or forest and situated in a location that makes suppression difficult resulting in great damage. Such areas are designated on Hazardous Fire Area maps filed with the office of the Fire Chief.” (Riverside County, 2015a, p. 4.13-49)

2. *Riverside County Ordinance No. 695 – Hazardous Vegetation*

Hillsides throughout Riverside County are predominantly mapped as having a substantial fire risk; thus, much of Riverside County is subject to PRC Sections 4291-4299 and Riverside County Ordinance No. 695. This ordinance requires property owners in such areas to reduce fire danger through mowing and other fuel modification methods. This ordinance affects anyone who “owns, leases, controls, operates, or maintains any building or structure in, upon, or adjoining any mountainous area or forest-covered lands, brush-covered lands, or grass-covered lands or any land covered with flammable material.” (Riverside County, 2015a, p. 4.13-50)

Among other measures, Ordinance No. 695 requires the abatement of “hazardous vegetation,” which is defined in the ordinance as vegetation that is flammable and endangers the public safety by creating a fire hazard. The type of abatement can depend on the location, terrain, and vegetation present, but typically includes the mowing or discing (plowing up) of vegetation, such as seasonal and recurrent weeds, stubble, brush, dry leaves, and tumbleweeds. Abatement is generally required along roadways and habitable structures either on or adjacent to the property. (Riverside County, 2015a, pp. 4.13-50 to 4.13-51)

Prior to development, Riverside County requires a development within a high fire hazard area (SRA or VHFHSZ Local Responsibility Area [LRA]) to design and implement fuel modification programs for the interface between developed and natural areas within and adjacent to the proposed project area. Such fuel modification plans shall be subject to approval by the Riverside County Fire Department (RCFD). The fuel modification programs shall be achieved through graduated transition from native vegetation to irrigated landscape. The program shall also establish parameters for the percent, age, extent, and nature of native plant removal necessary to achieve Riverside County fire prevention standards to protect human lives and property, while preserving as much natural habitat as practicable. (Riverside County, 2015a, p. 4.13-51)



4.21.3 BASIS FOR DETERMINING SIGNIFICANCE

Section XX of Appendix G to the California Environmental Quality Act (CEQA) Guidelines identifies the following threshold questions for evaluating impacts due to wildfire:

- If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?
- If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risk, and thereby expose project occupants to pollutant concentrations for a wildfire or the uncontrolled spread of a wildfire?
- If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The following thresholds are derived from Riverside County's Environmental Assessment Checklist and are supplemented by the thresholds listed in Appendix G to the CEQA Guidelines, in order to evaluate the significance of the proposed Project's impacts due to wildfires. The proposed Project would result in a significant impact due to wildfires if the Project or any Project-related component would:

- a. *Substantially impair an adopted emergency response plan or emergency evacuation plan;*
- b. *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;*
- c. *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment;*
- d. *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; or*
- e. *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.*



The significance thresholds set forth in Riverside County’s Environmental Assessment Checklist, as modified/updated per the 2018 updates to the CEQA Guidelines, were used to evaluate the significance of the proposed Project’s impacts due to wildfires.

4.21.4 IMPACT ANALYSIS

Threshold a.: Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency evacuation plans in effect in the local area. During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would be required to be maintained along public streets that abut the Project site. Furthermore, improvements planned as part of the Project would not adversely affect emergency vehicle access in the local area, including along nearby segments of Harvill Avenue, Martin Street, Perry Street, Seaton Avenue, America’s Tire Drive, or Oleander Avenue. As part of the County’s discretionary review process, Riverside County reviewed the Project’s application materials to ensure that appropriate emergency ingress and egress would be available to and from the Project site and that circulation on the Project site was adequate for emergency vehicles. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and impacts would be less than significant.

Threshold b.: Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Threshold e.: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Implementation of the proposed Project would result in the conversion of an undeveloped property to a proposed light industrial warehouse development that includes five warehouse buildings comprising a total of 1,280,183 s.f. of building area¹, along with hardscape and landscape areas. As compared to existing conditions, the Project would reduce the potential for wildfire hazards on site, and there are no components of the proposed Project that have a potential to exacerbate wildfire risks.

As previously indicated, according to Riverside County GIS, the Project site and areas surrounding the Project site to the north, east, south, and west are not classified as having a susceptibility to wildfire hazards, indicating that the chance of wildfires affecting these areas is low (RCIT, n.d.). Furthermore, each of the proposed Plot Plan sites would be developed primarily with non-flammable surfaces (e.g., parking areas, drive aisles, buildings, etc.), and all landscaping on site would be irrigated. As such, the Project has no potential to

¹ Although the Project’s Plot Plan applications include a total of 1,219,222 s.f. of building area, for purposes of analysis throughout this EIR it is assumed that each of the proposed buildings would contain an additional 5% of building area in order to account for any minor changes to the building area as part of final design.



exacerbate wildfire risks, expose Project occupants to wildfire-related pollutant concentrations, or expose occupants to the uncontrolled spread of a wildfire. The Project also would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

Threshold c.: Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

As noted under the analysis of Thresholds b. and e., the Project site and areas surrounding the Project site to the north, east, south, and west are not classified as having a susceptibility to wildfire hazards, indicating that the chance of wildfires affecting these areas is low (RCIT, n.d.). Furthermore, each of the proposed Plot Plan sites would be developed primarily with non-flammable surfaces (e.g., parking areas, drive aisles, buildings, etc.), and all landscaping on site would be irrigated. Accordingly, the Project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, and no impact would occur.

Threshold d.: Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Under existing and proposed conditions, the Project site exhibits little topographic variation, and development on site as proposed would not involve any uses containing natural vegetation or other features subject to wildland fire hazards. Thus, improvements proposed as part of the Project would not result in an increase in wildfire hazard-related risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Areas surrounding the Project site also are not classified as having a susceptibility to wildfire hazards, indicating that the chance of wildfires affecting these areas is low (RCIT, n.d.). Therefore, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and no impact would occur.

4.21.5 CUMULATIVE IMPACT ANALYSIS

The cumulative study area for the issue of wildfire includes areas within a five-mile radius of the Project site. This study area is appropriate for analysis because fire events located more than five miles from the Project site are unlikely to affect the Project site, and any fires starting in the Project area likely would not affect lands located more than five miles away.

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route, and the Project would not serve as an evacuation route under long-term conditions. During construction and at Project build-out, the proposed Project would be required to maintain adequate access for emergency vehicles. Other cumulative developments similarly would be required to accommodate emergency access and facilities. As such, cumulatively-considerable impacts would be less than significant.



As indicated under the analysis of Thresholds b. and e., the Project site and areas surrounding the Project site to the north, east, south, and west are not classified as having a susceptibility to wildfire hazards, indicating that the chance of wildfires affecting these areas is low. Furthermore, each of the proposed Plot Plan sites would be developed primarily with non-flammable surfaces (e.g., parking areas, drive aisles, buildings, etc.), and all landscaping on site would be irrigated. There are no components of the proposed Project that would exacerbate wildland fire hazards in the local area. Accordingly, cumulatively-considerable impacts would not occur.

As discussed under the analysis of Threshold c., the Project site and areas surrounding the Project site to the north, east, south, and west are not classified as having a susceptibility to wildfire hazards, indicating that the chance of wildfires affecting these areas is low. Furthermore, each of the proposed plot plan sites would be developed primarily with non-flammable surfaces (e.g., parking areas, drive aisles, buildings, etc.), and all landscaping on site would be irrigated. As such, the Project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, cumulatively-considerable impacts would be less than significant.

Under existing and proposed conditions, the Project site exhibits little topographic variation, and development on site as proposed would not involve any uses containing natural vegetation or other features subject to wildland fire hazards. Moreover, improvements proposed as part of the Project would not result in an increase in wildfire hazard-related risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. As such, the Project has no potential to cumulatively contribute to impacts associated with the exposure of people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Cumulatively-considerable impacts would not occur.

4.21.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold a.: Less-than-Significant Impact. The Project site and surrounding areas are not identified as evacuation routes, and there are no adopted emergency response plans or emergency evacuation plans applicable to the Project area. During construction and at Project build-out, the proposed Project would be required to maintain adequate access for emergency vehicles. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and impacts would be less than significant.

Threshold b. and e.: No Impact. The Project site and areas surrounding the Project site to the north, east, south, and west are not classified as having a susceptibility to wildfire hazards, indicating that the chance of wildfires affecting these areas is low. Furthermore, each of the proposed plot plan sites would be developed primarily with non-flammable surfaces (e.g., parking areas, drive aisles, buildings, etc.), and all landscaping on site would be irrigated. As such, the Project has no potential to exacerbate wildfire risks, expose Project occupants to wildfire-related pollutant concentrations, or expose occupants to the uncontrolled spread of a wildfire. The Project also would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.



Threshold c.: No Impact. The Project site and areas surrounding the Project site to the north, east, south, and west are not classified as having a susceptibility to wildfire hazards, indicating that the chance of wildfires affecting these areas is low (RCIT, n.d.). Furthermore, each of the proposed plot plan sites would be developed primarily with non-flammable surfaces (e.g., parking areas, drive aisles, buildings, etc.), and all landscaping on site would be irrigated. Accordingly, the Project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, and no impact would occur.

Threshold d.: No Impact. Under existing and proposed conditions, the Project site exhibits little topographic variation, and development on site as proposed would not involve any uses containing natural vegetation or other features subject to wildland fire hazards. Thus, improvements proposed as part of the Project would not result in an increase in wildfire hazard-related risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Areas surrounding the Project site also are not classified as having a susceptibility to wildfire hazards, indicating that the chance of wildfires affecting these areas is low. Therefore, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and no impact would occur.

4.21.7 APPLICABLE REGULATIONS, DESIGN REQUIREMENTS, AND MITIGATION

Significant impacts would not occur; therefore, mitigation measures are not required.



5.0 OTHER CEQA CONSIDERATIONS

5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

The California Environmental Quality Act (CEQA) Guidelines require that an EIR disclose the significant environmental effects of a project which cannot be avoided if the proposed project is implemented (CEQA Guidelines § 15126[b]). As described in detail in Section 4.0 of this EIR, the proposed Project is anticipated to result in one impact to the environment that cannot be reduced to below a level of significance after the implementation of relevant standard conditions of approval, compliance with applicable laws and regulations, and application of feasible mitigation measures. The significant environmental effect of the proposed Project that cannot be feasibly mitigated is as follows:

- Transportation: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Buildout of the Overall Project would exceed the County's adopted Vehicle Miles Traveled (VMT) threshold by 4.9%, buildout of the Building 13 site would exceed the County's adopted VMT threshold by 3.7%, buildout of the Buildings 14A and 14B site would exceed the County's adopted VMT threshold by 3.9%, buildout of the Building 17 site would exceed the County's adopted VMT threshold by 5.6%, and buildout of the Building 18 site would exceed the County's adopted VMT threshold by 7.8%. As the future building tenants are not known for the Project, the effectiveness of any potential commute trip reduction measure may be limited. Although the Project would be subject to compliance with Mitigation Measure MM 4.18-2, which would serve to reduce the Project's VMT, the effectiveness of commute trip reduction measures such as those listed in Mitigation Measure MM 4.18-2 cannot be guaranteed to reduce Project VMT to a level of less than significant. No additional feasible mitigation measures are available to measurably reduce the Project's VMT. Therefore, the Project's VMT impacts are considered significant and unavoidable.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL IMPACTS WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

The CEQA Guidelines require EIRs to address any significant irreversible environmental changes that would be involved in the proposed action should it be implemented (CEQA Guidelines § 15126.2(c)). An environmental change would fall into this category if: a) the project would involve a large commitment of non-renewable resources; b) the primary and secondary impacts of the project would generally commit future generations to similar uses; c) the project involves uses in which irreversible damage could result from any potential environmental accidents; or d) the proposed consumption of resources is not justified (e.g., the project results in the wasteful use of energy).

Determining whether the proposed Project may result in significant irreversible environmental changes requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. Natural resources in the form of construction materials and energy resources would be used in the construction of the proposed Project, but development of



the Project site as proposed would have no measurable adverse effect on the availability of such resources, including resources that may be non-renewable (e.g., fossil fuels). Construction and operation of the proposed Project would not involve the use of large sums or sources of non-renewable energy. Additionally, the Project is required by law to comply with the California Green Building Standards Code (CALGreen), compliance with which reduces a building operation's energy volume that is produced by fossil fuels. The Project would be subject to regulations to reduce the Project's reliance on non-renewable energy sources. The Project also would be subject to the Energy Independence and Security Act of 2007, which contains provisions designed to increase energy efficiency and availability of renewable energy. The Project also would be subject to California Energy Code, or Title 24, which contains measures to reduce natural gas and electrical demand, thus requiring less non-renewable energy resources. Although the Project would entail the long-term, on-going use of natural resources (i.e., water, electricity, natural gas, and fossil fuels), the analysis EIR Subsections 4.6, *Energy*, and 4.20, *Utilities and Service Systems*, demonstrate that the Project would avoid the inefficient, wasteful, and unnecessary consumption of energy during Project construction, operation, maintenance, and/or removal, and that the Project's demands for water, electricity, natural gas, and fossil fuels would not directly or cumulatively affect the availability of these resources. With mandatory compliance to the energy efficiency regulations and mitigation measures, the Project would not involve the use of large sums or sources of non-renewable energy.

EIR Subsection 4.9, *Hazards and Hazardous Materials*, provides an analysis of the proposed Project's potential to transport or handle hazardous materials which, if released into the environment, could result in irreversible damage. As concluded in the analysis, compliance with federal, State, and local regulation related to hazardous materials would be required of all contractors working on the property during the Project's construction and of all the future occupants of the Project's buildings. As such, construction and long-term operation of the proposed Project would not have the potential to cause significant irreversible damage to the environment, including damage that may result from upset or accident conditions.

5.3 GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

CEQA requires a discussion of the ways in which the proposed Project would be growth inducing. The CEQA Guidelines identify a project as growth inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines § 15126.2(d)). New employees and new residential developments represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and including additional economic activity in the area.

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with an increase in population or employment and thus reducing or removing the barriers to growth. This typically occurs in suburban or rural environments where population or employment growth results in increased demand for service and commodity markets responding to the new population of residents or employees. Economic growth would likely take place as a result of the proposed Project's operation as a light industrial development. The Project's construction- and operational-related employees would purchase goods and services in the region, but any secondary increase in employment associated with meeting these goods and services needs would be marginal, accommodated by existing goods and service providers, and



highly unlikely to result in any new physical impacts to the environment. Although the Project would result in the long-term generation of 1,243 employees, the Project site is fully consistent with the site's adopted General Plan land use designations. Because the Southern California Association of Governments (SCAG) bases its population projections in part on the land use designations of local agency general plans, the employees that would be generated by the Project would not exceed SCAG's population or employment projections for the Project area and would not result in unplanned growth. Therefore, while the Project would create economic opportunities by introducing new job opportunities to the Project site, this change would not induce substantial new growth in the region.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of significance to the environment. Typically, 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 pertinent master plans, land use plans, or in projections made by regional planning agencies such as the Southern California Association of Governments (SCAG). Significant growth impacts also could occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, 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, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

Areas surrounding the Project site are primarily characterized by existing and planned light industrial developments, with residential development occurring to the west of Seaton Avenue. Development of the Project site with up to 1,280,183 square feet (s.f.) of light industrial/warehouse uses¹ would not directly induce surrounding properties to develop, because undeveloped areas in the immediate Project vicinity are already designated by the Riverside County General Plan for future development with light industrial uses. Furthermore, roadway and utility improvements proposed as part of the Project have been designed to serve the proposed Project, and would not remove infrastructure-related obstacles to development of other off-site properties. Additionally, with improvements, fee payments, and fair-share monetary contributions, as would be imposed as conditions of approval for the Project based on the results of the site-specific Traffic Analyses (*EIR Technical Appendices L6 through L9*), all roadways that would serve the Project would have the capacity to accommodate Project and cumulative traffic. Based on the analysis provided in EIR Subsection 4.20, *Utilities and Service Systems*, the Project would be adequately served by water service, sewer service, drainage facilities, and other utilities and service systems. Accordingly, the growth-inducing impacts of the Project would be less than significant. The Project is not expected to induce growth of land use changes on other parcels in the vicinity, as other lands surrounding the site are either already developed or planned to be developed consistent with their general plan land use designations.

Furthermore, the proposed Project's improvements to the public infrastructure, including roads, drainage infrastructure, and other utility improvements are consistent with Riverside County's General Plan and would not indirectly induce substantial and unplanned population growth in the local area.

¹ Although the Project's Plot Plan applications include a total of 1,219,222 s.f. of building area, for purposes of analysis throughout this EIR it is assumed that each of the proposed buildings would contain an additional 5% of building area in order to account for any minor changes to the building area as part of final design.



5.4 EFFECTS FOUND NOT TO BE SIGNIFICANT DURING THE INITIAL STUDY PROCESS

An Initial Study was not prepared and was not required for the Project. In accordance with CEQA requirements, this Project EIR evaluates all of the environmental topics contained in Appendix G to the CEQA Guidelines, as well as the supplemental topics and thresholds of significance included in Riverside County's Environmental Assessment Checklist.



6.0 ALTERNATIVES

CEQA Guidelines § 15126.6(a) describes the scope of analysis that is required when evaluating alternatives to proposed projects, as follows:

“An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.”

As discussed in Section 4.0 of this EIR, the Project would result in significant adverse environmental effects under one environmental issue areas that cannot be mitigated to below a level of significance after the implementation of Project design features, mandatory regulatory requirements, and feasible mitigation measures. The unavoidable significant impact is as follows:

- Transportation: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Buildout of the Overall Project would exceed the County’s adopted Vehicle Miles Traveled (VMT) threshold by 4.9%, buildout of the Building 13 site would exceed the County’s adopted VMT threshold by 3.7%, buildout of the Buildings 14A and 14B site would exceed the County’s adopted VMT threshold by 3.9%, buildout of the Building 17 site would exceed the County’s adopted VMT threshold by 5.6%, and buildout of the Building 18 site would exceed the County’s adopted VMT threshold by 7.8%. As the future building tenants are not known for the Project, the effectiveness of any potential commute trip reduction measure may be limited. Although the Project would be subject to compliance with Mitigation Measure MM 4.18-2, which would serve to reduce the Project’s VMT, the effectiveness of commute trip reduction measures such as those listed in Mitigation Measure MM 4.18-2 cannot be guaranteed to reduce Project VMT to a level of less than significant. No additional feasible mitigation measures are available to measurably reduce the Project’s VMT. Therefore, the Project’s VMT impacts are considered significant and unavoidable.

6.1 ALTERNATIVES UNDER CONSIDERATION

CEQA Guidelines Section 15126.6(e) requires that an EIR include an alternative that describes what would reasonably be expected to occur on the Project site in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., “No Project” Alternative). For projects that include a revision to an existing land use plan, the “No Project” Alternative may be the continuation of the existing land use plan into the future. For projects other than a land use plan



(for example, a development project on an identifiable property), the “No Project” Alternative is considered to be a circumstance under which the project does not proceed (CEQA Guidelines Section 15126(e)(3)(A-B)). Because the Project includes only a site-specific development proposal that is fully consistent with the site’s adopted land use designations, this EIR evaluates a “No Development Alternative (NDA),” which assumes that the Project site remains in its current undeveloped condition.

In compliance with CEQA Guidelines Section 15126.6(a), an EIR must describe “a range of reasonable alternatives to the project, or to the location of the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.” The EIR need not consider every conceivable alternative; rather it must consider a reasonable range of potentially feasible alternatives to the project, or to the location of the project, which would avoid or substantially lessen significant effects of the project, even if “these alternatives would impede to some degree the attainment of the project objectives, or would be more costly” (CEQA Guidelines Section 15126.6(b)).

The following scenarios are identified by Riverside County as potential alternatives to implementation of the proposed Project. The Small Buildings Alternative (SBA) is considered the Environmentally Superior Alternative pursuant to CEQA Guidelines § 15126.6.

6.1.1 NO DEVELOPMENT ALTERNATIVE (NDA)

The No Development Alternative (NDA) considers no development on the Project site beyond what occurs on the site under existing conditions. Under this Alternative, the approximately ±70.37-acre site would remain vacant and undeveloped for the foreseeable future. The Project site would be subject to routine maintenance (i.e., discing) for weed abatement. This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would leave the Project site in its existing condition.

6.1.2 PARTIAL APPROVAL ALTERNATIVE (PAA)

The Partial Approval Alternative (PAA) considers a scenario where one or more of the Project’s Plot Plan applications are not approved, in which case portions of the Project site would remain vacant and undeveloped. Under the PAA, it is assumed that at least one of the Project’s Plot Plan applications would be approved, which would allow for a minimum of 268,955 s.f. of light industrial warehouse development on site with implementation of Plot Plan No. 220009 for proposed Building 17, only. The maximum amount of building area that could be allowed under the PAA would be 1,011,228 s.f. of light industrial building area, which assumes approval and implementation of Plot Plan Nos. 220003, 220008, and 220015 for Buildings 18, 13, and 14A/14B, respectively. This alternative was selected to allow the Lead Agency (Riverside County) to consider the potential environmental effects of the Project assuming one or more of the Project’s Plot Plan applications are not approved.

6.1.3 SMALL BUILDINGS ALTERNATIVE (SBA)

The Small Building Alternative (SBA) considers a scenario where the total building area is restricted to a maximum of 178,000 s.f. across the Project’s four Plot Plan sites. Specifically, as part of this alternative, the



Building 13 site would be developed with up to 44,910 s.f. of warehouse uses, the Buildings 14A/14B site would be developed with a single building containing up to 49,302 s.f. of building area, the Building 17 site would be developed with up to 37,396 s.f. of warehouse uses, and the Building 18 site would be developed with up to 46,391 s.f. of warehouse uses. The areas of each site not covered by a building would contain truck trailer and passenger vehicle parking areas, drive aisles, landscaping, and other features to support building operations. No portions of the sites would be left vacant and all infrastructure improvements on and off-site would be identical to the proposed Project. Pursuant to the County's *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020), general light industrial developments with less than 179,000 s.f. of building area are presumed to result in a less-than-significant transportation impact due to VMT. Thus, this alternative was selected to allow the Lead Agency (Riverside County) to consider a design for the Project site that would avoid the Project's significant and unavoidable impacts due to VMT.

6.2 ALTERNATIVES CONSIDERED AND REJECTED

An EIR is required to identify any alternatives that were considered by the Lead Agency but were rejected as infeasible. Among the factors described by CEQA Guidelines Section 15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR are: a) failure to meet most of the basic project objectives, b) infeasibility, or c) inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to the Project, CEQA Guidelines Section 15126.6(f)(1) notes:

“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries...and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site...”

In determining an appropriate range of alternatives to be evaluated in this EIR, one alternative was initially considered and, for a variety of reasons, rejected. The alternative was rejected because either: 1) it could not accomplish the basic objectives of the Project, 2) it would not have resulted in a reduction of significant adverse environmental impacts, or 3) it was considered infeasible to construct or operate. A summary of the alternative that was considered but rejected is described below.

6.2.1 ALTERNATIVE SITES

CEQA does not require that an analysis of alternative sites be included in an EIR. However, if the surrounding circumstances make it reasonable to consider an alternative site, then an alternative sites analysis should be considered and analyzed in the EIR. In making the decision to include or exclude an analysis of an alternative site, the “key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR” (CEQA Guidelines Section 15126.6(f)(2)).

The Project Applicant does not own or otherwise have control of any other properties in the Mead Valley community that are of similar size as the Project site and that are not already entitled for development with



light industrial uses. Furthermore, and based on the analysis presented in EIR Section 4.0, *Environmental Analysis*, the proposed Project would result in significant and unavoidable impacts due to vehicle miles traveled (VMT). Given the Project site's close proximity to regional transportation corridors (i.e., I-15), development of the Project site at an alternative location could result in an increase in VMT if developed on a property located further from regional transportation facilities. As noted above, only locations that would avoid or substantially lessen a Project's significant environmental effects need to be considered in an EIR. Accordingly, because development of the Project site at an alternative site location would not reduce or avoid the Project's significant and unavoidable impacts due to VMT, a more detailed analysis of alternative site locations is not warranted.

6.3 ALTERNATIVE ANALYSIS

The discussion on the following pages compares the environmental impacts expected from each alternative considered by the Lead Agency relative to the impacts of the Project. A conclusion is provided for each topic as to whether the alternative results in one of the following: (1) reduction of elimination of the Project's impact, (2) a greater impact than would occur under the Project, (3) the same impact as the Project, or (4) a new impact in addition to the Project's impacts. Table 6-1, *Alternatives to the Project – Comparison of Environmental Impacts*, at the end of this Section compares the impacts of the alternatives against those of the Project and identifies the ability of the alternative to meet the basic objectives of the Project. As previously listed in EIR Section 3.0, the Project's basic objectives are:

- A. To diversify the mix of uses in the Mead Valley community of Riverside County to support the growing goods movement supply chain.
- B. To develop supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways.
- C. To expand economic development, facilitate job creation, and increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain.
- D. To develop Class A light industrial buildings in the Mead Valley community of unincorporated Riverside County that are designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region.
- E. To attract new employment-generating businesses in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment.
- F. To develop uses that have architectural design and operational characteristics that are compatible with other existing and planned developments in the local area.
- G. To develop a property that has access to available infrastructure, including roads and utilities.



6.3.1 NO DEVELOPMENT ALTERNATIVE (NDA)

The No Development Alternative (NDA) allows decision-makers to compare the environmental impacts of approving the Project to the environmental impacts that would occur if the property were left in its existing undeveloped condition for the foreseeable future. Under existing conditions, the Project site is vacant and undeveloped and where vegetation is present, it consists of disturbed annual grassland and ruderal species. The Project site would continue to be subject to routine maintenance (i.e., discing) for weed abatement. Refer to the description of the Project site's existing physical conditions in Section 2.0, *Environmental Setting*, of this EIR. This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would leave the Project site in its existing undeveloped condition.

A. Aesthetics

The NDA considers no development or disturbance on the Project site beyond that which occurs under existing conditions. As such, the 70.37-acre site would remain vacant and undeveloped. Thus, the Project's less-than-significant impacts to scenic vistas would be avoided under this alternative. The Project site is not visible from any officially-designated scenic highways, although the Project site is visible from I-215, a County-Eligible scenic highway; thus, impacts to scenic highways would be less than significant and would be reduced in comparison to the proposed Project. Although the Project is not expected to degrade the existing visual character or quality of the site or its surroundings, implementation of the NDA would retain the site's existing visual character and impacts would be reduced in comparison to the Project. Although the Project would be subject to compliance with Riverside County Ordinance Nos. 655 and 915 and would result in less-than-significant light and glare impacts, no new lighting sources or sources of potential glare would occur on site under the NDA; thus, impacts associated with light and glare would be reduced in comparison to the proposed Project.

B. Agriculture and Forestry Resources

Under the NDA, no new development would occur on site. Thus, implementation of the NDA would avoid the Project's less-than-significant impacts due to the conversion of approximately 70.37 acres of "Farmland of Local Importance" to non-agricultural use. Neither the Project nor the NDA would result in a conflict with existing agricultural zoning, existing agricultural uses on site, or land subject to a Williamson Act or Riverside County Agricultural Preserve. As such, neither the Project nor the NDA would result in a conflict with existing agricultural uses, agricultural preserves, or lands subject to a Williamson Act Contract, resulting in similar less-than-significant impacts. Both the Project and the NDA would be subject to Riverside County Ordinance No. 625, which requires that when lands are developed adjacent to properties zoned primarily for agricultural purposes (that support agricultural operations that have been in place for at least three years and not considered a nuisance operation at the time the operation began), future land buyers must be notified of any agricultural operations that are on-going in the area, and mandates that such agricultural uses shall not be the subject of nuisance complaints. Thus, no conflicts with existing agricultural land uses would occur under the Project or the NDA, and impacts would be similar and less than significant. 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 Govt. Code



section 51104(g)). As such, neither the Project nor the NDA would result in impacts to forestry resources, and impacts would be the same.

C. Air Quality

With implementation of the NDA, there would be no new development on site. As such, the Project's near-term construction- and operational-related air quality emissions would be completely avoided under this alternative. Thus, implementation of the NDA would avoid the Project's less-than-significant impacts due to regional criteria pollutant emissions, and also would avoid the Project's less-than-significant impacts due to a conflict with the SCAQMD 2022 AQMP. The Project's less-than-significant impacts due to localized air quality emissions, including diesel particulate matter emissions, also would be completely avoided under this alternative. In addition, implementation of the NDA also would avoid the Project's less-than-significant impacts due to the emission of objectionable odors.

D. Biological Resources

Under the NDA, there would be no new construction or development on the Project site. Because the Project site would be left in an undeveloped state in perpetuity, the NDA would completely avoid the Project's less-than-significant impacts (after mitigation) due to a conflict with the Multiple Species Habitat Conservation Plan (MSHCP) and Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP). Implementation of the NDA also would completely avoid the Project's less-than-significant impacts (after mitigation) to the burrowing owl and nesting birds. The NDA also would allow for increased wildlife movement in the local area as compared to the Project; thus, implementation of the NDA would avoid the Project's less-than-significant impacts to wildlife movement corridors. The NDA also would avoid the Project's less-than-significant impacts (after mitigation) to areas considered jurisdictional by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife (CDFW), and/or the MSHCP, including direct, temporary, and indirect impacts associated with buildout of the Building 13 site. Neither the Project nor the NDA would conflict with any other local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; thus, impacts would not occur under the NDA or the proposed Project, and the level of impact would be the same.

E. Cultural Resources

Under the NDA, there would be no new construction or development on the Project site. Although the Project would not result in impacts to any known historical resources, the NDA would nonetheless avoid the Project's less-than-significant impacts (after mitigation) to subsurface historical resources that may be encountered during grading activities. Similarly, although there are no known significant archaeological resources on site, the NDA would avoid the Project's less-than-significant (after mitigation) impacts to subsurface archaeological resources that may be impacted during site grading operations. Additionally, because there would be no new grading on site, the NDA would avoid the Project's less-than-significant impacts (after mitigation) to buried human remains that may be uncovered during site grading activities. Thus, impacts to cultural resources would be reduced under the NDA in comparison to the Project.



F. Energy

Under the NDA, there would be no increase in demand from the Project site for energy resources. As such, the NDA would avoid the Project's less-than-significant impacts due to the wasteful, inefficient, or unnecessary consumption of energy resources. Neither the Project nor the NDA would conflict with a State or local plan for renewable energy or energy efficiency, although impacts would be reduced under the NDA in comparison to the Project because the NDA would not result in an increase in use of energy resources.

G. Geology and Soils

Under the NDA, there would be no new construction or development on the Project site. Thus, with exception of potential erosion impacts, the NDA would completely avoid the Project's less-than-significant impacts (after mitigation) to geology and soils. Because there would be no new development on the Project site under the NDA, the site would remain in its current, largely unvegetated state. In the absence of stabilizing vegetation, the NDA would result in increased impacts due to erosion and sedimentation in the near term as compared to the proposed Project. In the long-term, it is expected that the Project site ultimately would be covered with natural vegetation, thereby reducing the site's erosion potential as compared to existing conditions. However, in comparison to the proposed Project, which would develop the site with impervious surfaces and landscaped areas, the risk of erosion under the NDA would be increased in the long term as compared to the proposed Project.

H. Greenhouse Gas Emissions

Under the NDA, there would be no new construction or development on the Project site. As such, there would be no increase in GHG emissions from the Project site under the NDA. Accordingly, the NDA would completely avoid the Project's less-than-significant impacts (after mitigation) due to GHG emissions. Similarly, the Project's less-than-significant impacts due to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs also would be avoided with implementation of the NDA.

I. Hazards and Hazardous Materials

Because no development would occur under the NDA, the NDA would have no potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and would have no potential to 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; thus, no impact would occur, and impacts would be reduced in comparison to the proposed Project. There are no existing or proposed schools within 0.25-mile of the Project site; thus, no impact would occur under the Project or the NDA, although impacts would be reduced under the NDA because no new sources of potential hazardous materials would be introduced on site. Because the Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, neither the Project nor the NDA have the potential to create a significant hazard to the public or the environment due to existing site conditions, and the level of impact would be similar. Additionally, since no new development would occur on site, the NDA also would completely avoid the Project's less-than-significant impacts due to a conflict with the March Air



Reserve Base (MARB) Airport Land Use Compatibility Plan (ALUCP). The Project site is not within two miles of a private airstrip; thus, no airport-related impacts would occur under the Project or NDA, although the level of impact would be reduced under the NDA because the NDA would not introduce any new residents or workers to the Project site. Neither the Project nor the NDA has the potential to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; thus, no impact would occur under the Project or NDA, and the level of impact would be similar.

J. Hydrology and Water Quality

With respect to water quality, the NDA would not involve any new development on site. With the exception of erosion potential on site, the NDA would result in reduced impacts to hydrology and water quality as compared to the proposed Project's less-than-significant water quality impacts. While the risk of erosion would increase during construction of the proposed Project, under long-term operating conditions the Project would result in the introduction of impervious surfaces and landscaped areas; thus, long-term operational erosion impacts would be increased under the NDA due to the lack of vegetative cover on portions of the Project site. While the Project would result in less-than-significant impacts due to groundwater recharge, impacts to groundwater recharge would be reduced under the NDA because there would be no new impervious surfaces on site. Although the Project would result in less-than-significant impacts to the site's existing drainage pattern, because there would be no changes to the site's drainage patterns under the NDA, impacts would be reduced in comparison to the proposed Project. Similarly, although the Project would not exceed the capacity of any existing or planned stormwater drainage systems, because there would be no changes to site drainage under the NDA, impacts would be reduced in comparison to the Project. The Project site is not subject to flood hazards under existing conditions; thus, impacts under the NDA and proposed Project would be similar and would be less than significant. The Project site is not subject to inundation from tsunamis or seiches; thus, impacts would be less than significant and would be similar under the Project and NDA.

K. Land Use and Planning

The NDA would not be consistent with the land use designations applied to the property by the Riverside County General Plan and Mead Valley Area Plan (MVAP). Impacts would be slightly increased in comparison to the proposed Project. Neither the Project nor the NDA would conflict with Connect SoCal. Additionally, neither the Project nor the NDA would disrupt or divide the physical arrangement of an established community. Thus, impacts would be less than significant and the level of impact would be similar.

L. Mineral Resources

The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, no impacts to mineral resources would occur under the Project or the NDA, and the level of impact would be similar. Additionally, neither the Project nor the NDA would represent an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and neither the NDA nor the Project would expose people or property to hazards from proposed, existing, or abandoned quarries or mines. No impacts would occur, and the level of impact would be similar.



M. Noise

The Project site is located outside of areas subject to public and private airport-related noise levels exceeding 60 dBA CNEL; thus, impacts due to airport-related noise would be less than significant under both the Project and the NDA. The NDA would avoid the Project's less-than-significant impacts due to construction-related and operational noise levels and would avoid the Project's less-than-significant impact due to traffic-related noise impacts to study area roadway segments because there would be no new development and no increase in traffic generated by the site under the NDA. Additionally, the NDA would avoid the Project's less-than-significant impacts due to construction-related vibration, and also would avoid the Project's less-than-significant impacts due to operational-related vibration.

N. Paleontological Resources

Under the NDA, there would be no new construction or development on site. Therefore, the NDA would avoid the Project's less-than-significant construction-related impacts (after mitigation) to paleontological resources that may be buried beneath the site's surface.

O. Population and Housing

Neither the Project nor the NDA would eliminate any residents or housing or generate any demand for additional housing. Thus, impacts due to the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, would be less than significant under both the Project and the NDA, although the level of impact would be slightly increased under the Project due to the generation of employees and the potential indirect demand for new housing. Although the Project would result in less-than-significant impacts due to substantial unplanned population growth, the NDA would not result in any new development on site; thus, impacts under the NDA would be reduced in comparison to the proposed Project.

P. Public Services

There would be no new development on site under the NDA; thus, the NDA would avoid the Project's less-than-significant impacts to fire protection, police protection, school services, library services, and health services.

Q. Recreation

The Project does not include any residential uses or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Likewise, the NDA would not result in any new development on site and thus would not generate any increase in demand for recreational resources, nor would any recreational resources be constructed on site under the NDA. Therefore, impacts to recreation would be similar under the Project and the NDA, although impacts due to the construction of recreational facilities (i.e., trails) under the proposed Project would be completely avoided under the NDA.



R. Transportation

Under the NDA, there would be no new development on site, and the Project site only would generate nominal amounts of traffic associated with site maintenance and discing activities. As such, the NDA would completely avoid the Project's less-than-significant impacts due to a conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. In addition, because no new traffic would be generated under the NDA, the NDA would avoid the Project's significant and unavoidable impacts due to employee-related VMT. Additionally, there would be no new land uses introduced on site under the NDA, nor would the NDA result in any changes to existing circulation facilities; thus, the NDA would avoid the Project's less-than-significant impacts due to a substantial increase in hazards from a geometric design feature or incompatible uses. Additionally, because there would be no development on site under the NDA, the NDA would completely avoid the Project's less-than-significant impacts due to inadequate emergency access.

S. Tribal Cultural Resources

There would be no new development on site under the NDA. Accordingly, the NDA would avoid the Project's less-than-significant impacts (after mitigation) to tribal cultural resources.

T. Utilities and Service Systems

Under the NDA, there would be no increased demand for water, wastewater treatment, or stormwater drainage; thus, the NDA would avoid the Project's less-than-significant impacts due to the construction of such facilities and due to the provision of water or wastewater treatment services. There would be no increase in demand for water resources under the NDA; thus, the NDA would avoid the Project's less-than-significant impacts to water supply. Additionally, the NDA would avoid the Project's less-than-significant impacts due to the construction of wastewater conveyance facilities on and off site, and would avoid the Project's less-than-significant impacts to wastewater treatment capacity. There would be no increase in solid waste generated on site; thus, the NDA would avoid the Project's less-than-significant impacts due to solid waste. There are no components of the NDA or the proposed Project that would conflict with federal, State, and local management and reduction statutes and regulations related to solid wastes, including the County Integrated Waste Management Plan (CIWMP); thus, impacts would be less than significant and the level of impact would be similar. The NDA also would avoid the Project's less-than-significant impacts due to the construction of facilities for electricity, natural gas, communication systems, and street lighting, and due to increased roadway maintenance.

U. Wildfire

Under the NDA, there would be no new development on site. Although impacts due to wildfire would be less than significant under the proposed Project, the NDA would result in reduced impacts due to wildfires in comparison to the Project because no new structures would be developed on site. However, under the NDA the Project site would remain in its existing condition, and ultimately would consist of natural vegetation that could serve as potential fuel for future wildfires in the local area; thus, impacts due to wildland fire hazards would be increased under the NDA as compared to the proposed Project.



V. Conclusion

Implementation of the NDA would result in no physical environmental impacts beyond those that have historically occurred on the property. Almost all effects of the proposed Project would be avoided or lessened by the selection of the NDA, although a few new impacts, such as sedimentation impacts, would be increased under this alternative. Because this alternative would avoid most of the Project's impacts, it warrants consideration as the "environmentally superior alternative." However, pursuant to CEQA Guidelines § 15126.6(e)(2), if a no project alternative is identified as the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Accordingly, the Small Building Alternative (SBA), as discussed in subsection 6.3.3, is identified as the environmentally superior alternative.

The NDA would fail to meet all of the Project's objectives. Specifically, the NDA would not diversify the mix of uses in the Mead Valley community of Riverside County to support the growing goods movement supply chain. The NDA also would not result in the development of supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways. In addition, the NDA would not expand economic development, facilitate job creation, or increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain. Additionally, the NDA would not result in the development of Class A light industrial buildings in the Mead Valley community of unincorporated Riverside County that is designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region. Because no new development would occur on site, the NDA also would not attract new employment-generating businesses in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment. The NDA also would fail to meet the Project's objectives to develop uses that have architectural design and operational characteristics that are compatible with other existing and planned developments in the local area, or to develop a property that has access to available infrastructure, including roads and utilities.

6.3.2 PARTIAL APPROVAL ALTERNATIVE (PAA)

The Partial Approval Alternative (PAA) considers a scenario where one or more of the Project's Plot Plan applications are not approved, in which case portions of the Project site would remain vacant and undeveloped. Under the PAA, it is assumed that at least one of the Project's Plot Plan applications would be approved, which would allow for a minimum of 268,955 s.f. of light industrial warehouse development on site with implementation of Plot Plan No. 220009 for proposed Building 17, only. The maximum amount of building area that could be allowed under the PAA would be 1,011,228 s.f. of light industrial building area, which assumes approval and implementation of Plot Plan Nos. 220003, 220008, and 220015 for Buildings 18, 13, and 14A/14B, respectively. This alternative was selected to allow the Lead Agency (Riverside County) to consider the potential environmental effects of the Project assuming one or more of the Project's Plot Plan applications are not approved. An analysis of environmental effects associated with each of the Project's Plot Plan applications individually was presented in EIR Section 4.0, and are briefly referenced below.



A. Aesthetics

Under the PAA, between 14.24 and 56.13 acres of the Project site would remain vacant and undeveloped. Thus, the Project's less-than-significant impacts to scenic vistas would be reduced under this alternative. The Project site is not visible from any officially-designated scenic highways, although the Project site is visible from I-215, a County-Eligible scenic highway; thus, impacts to scenic highways would be less than significant and would be reduced in comparison to the proposed Project. Although the Project is not expected to degrade the existing visual character or quality of the site or its surroundings, implementation of the PAA would retain the existing visual character on portions of the Project site and as such impacts would be reduced in comparison to the Project. Although the Project would be subject to compliance with Riverside County Ordinance Nos. 655 and 915 and would result in less-than-significant light and glare impacts, because portions of the Project site would remain vacant under the PAA and would include fewer lighting elements than the proposed Project, impacts due to new lighting sources or sources of potential glare would be reduced in comparison to the proposed Project.

B. Agriculture and Forestry Resources

Under the PAA, between 14.24 and 56.13 acres of the Project site would remain vacant and undeveloped. Thus, implementation of the PAA would reduce the Project's less-than-significant impacts to Farmland of Local Importance by between 14.24 and 56.13 acres. Neither the Project nor the PAA would result in a conflict with existing agricultural zoning, existing agricultural uses on site, or land subject to a Williamson Act or Riverside County Agricultural Preserve. As such, neither the Project nor the PAA would result in a conflict with existing agricultural uses, agricultural preserves, or lands subject to a Williamson Act Contract, resulting in similar less-than-significant impacts. Both the Project and the PAA would be subject to Riverside County Ordinance No. 625, which requires that when lands are developed adjacent to properties zoned primarily for agricultural purposes (that support agricultural operations that have been in place for at least three years and not considered a nuisance operation at the time the operation began), future land buyers must be notified of any agricultural operations that are on-going in the area, and mandates that such agricultural uses shall not be the subject of nuisance complaints. Thus, no conflicts with existing agricultural land uses would occur under the Project or the PAA, and impacts would be similar and less than significant. 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 Govt. Code section 51104(g)). As such, neither the Project nor the PAA would result in impacts to forestry resources, and impacts would be the same.

C. Air Quality

With implementation of the PAA, there would be no new development on portions of the Project site, as air quality emissions only would result from the Project's Plot Plans that would be implemented under this alternative. As such, implementation of the PAA would reduce the Project's less-than-significant impacts (after mitigation) due to a conflict with the SCAQMD 2022 AQMP, and also would result in a substantial reduction in the Project's less-than-significant impacts due to regional air quality emissions during both construction and long-term operation. The Project's less-than-significant impacts due to localized air quality



emissions, including diesel particulate matter emissions and associated health risk impacts, also would be reduced with implementation of the PAA. In addition, due to the reduction in the number of buildings under the PAA, implementation of the PAA also would reduce the Project's less-than-significant impacts due to the emission of objectionable odors.

D. Biological Resources

Under the PAA, between 14.24 and 56.13 acres of the Project site would remain vacant and undeveloped. As such, implementation of the PAA would result in reduced impacts due to a conflict with the Multiple Species Habitat Conservation Plan (MSHCP) and Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) as compared to the proposed Project. Because the PAA would entail less ground disturbance during construction, the PAA would result in reduced and less-than-significant impacts (with mitigation) to the burrowing owl and nesting birds. Because portions of the Project site would remain vacant and undeveloped, the PAA also would allow for increased wildlife movement in the local area as compared to the Project; thus, implementation of the PAA would reduce the Project's less-than-significant impacts to wildlife movement corridors. In the event that the Building 13 site is not developed as part of the PAA, then the PAA would avoid the Project's less-than-significant impacts (after mitigation) to areas considered jurisdictional by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife (CDFW), and/or the MSHCP. In the event that the Building 13 site is developed as part of the PAA, then the PAA would result in the same significant but mitigable impacts as the proposed Project to areas under jurisdiction of the USACE, RWQCB, CDFW, and/or MSHCP. Neither the Project nor the PAA would conflict with any other local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; thus, impacts would not occur under the PAA or the proposed Project, and the level of impact would be the same.

E. Cultural Resources

Under the PAA, between 14.24 and 56.13 acres of the Project site would remain vacant and undeveloped. Although the Project would not result in impacts to any known historical resources, because the PAA would result in less areas of physical ground disturbance the PAA would reduce the Project's less-than-significant impacts (after mitigation) to subsurface historical resources that may be encountered during grading activities. Similarly, although there are no known significant archaeological resources on site, the PAA would reduce the Project's less-than-significant (after mitigation) impacts to subsurface archaeological resources that may be impacted during site grading operations. Additionally, because there would be less grading on site under the PAA, the PAA would reduce the Project's less-than-significant impacts (after mitigation) to buried human remains that may be uncovered during site grading activities. Thus, impacts to cultural resources would be reduced under the PAA in comparison to the Project.

F. Energy

Under the PAA, the Project site would be developed with between 268,955 s.f. and 1,011,228 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. As such, the PAA would reduce the Project's less-than-significant impacts due to the wasteful, inefficient, or unnecessary consumption of energy resources. Neither the Project nor the PAA would conflict



with a State or local plan for renewable energy or energy efficiency, although impacts would be reduced under the PAA in comparison to the Project because the PAA would result in a demand for fewer energy resources.

G. Geology and Soils

Under the PAA, between 14.24 and 56.13 acres of the Project site would remain vacant and undeveloped. Thus, with exception of potential erosion impacts, the PAA would result in reduced impacts to geology and soils. Because portions of the Project site would remain vacant and undeveloped under the PAA, portions of the site would remain in its current, largely unvegetated state. In the absence of stabilizing vegetation, the PAA would result in increased impacts due to erosion and sedimentation in the near term as compared to the proposed Project. In the long-term, it is expected that the undeveloped portions of the Project site ultimately would be covered with natural vegetation, thereby reducing the site's erosion potential as compared to existing conditions. However, in comparison to the proposed Project, which would develop the entire site with impervious surfaces and landscaped areas, the risk of erosion under the PAA would be increased in the long term as compared to the proposed Project.

H. Greenhouse Gas Emissions

Under the PAA, the Project site would be developed with between 268,955 s.f. and 1,011,228 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. As such, the level of GHG emissions associated with the Project site would be reduced under the PAA in comparison to the proposed Project. Specifically, as documented in EIR Tables 4.8-8 through 4.8-11, implementation of any of the Project's Plot Plans individually (i.e., without implementation of any other of the Project's Plot Plans) would result in emissions that are less than 3,000 MTCO₂e/yr, and would therefore avoid the Project's less-than-significant impacts (after mitigation) due to GHG emissions. However, implementation of two or more of the Project's Plot Plans, regardless as to which Plot Plans are implemented, would result in emissions that would exceed the identified threshold of significance of 3,000 MTCO₂e/yr. Thus, implementation of two or more of the Project's Plot Plans would result in significant but mitigable impacts due to GHG emissions, although the level of impact would be reduced in comparison to the Project due to the reduction in building area that would occur under the PAA. Both the Project and the PAA would be required to achieve a minimum of 100 points pursuant to the CAP Update Screening Tables, thereby ensuring that the Project and the PAA would be consistent with the reduction targets established Senate Bill 32, the CARB 2017 Scoping Plan, and the CARB 2022 Scoping Plan. Accordingly, neither the Project nor the PAA would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, resulting in similar less-than-significant impacts.

I. Hazards and Hazardous Materials

Under the PAA, between 14.24 and 56.13 acres of the Project site would remain vacant and undeveloped, and the Project site would be developed with between 268,955 s.f. and 1,011,228 s.f. of light industrial building area. Accordingly, the PAA would have a reduced potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and would have reduced impacts due to the creation of 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;



thus, the PAA would result in reduced impacts in comparison to the Project due to hazardous materials. There are no existing or proposed schools within 0.25-mile of the Project site; thus, no impact would occur under the Project or the PAA, although impacts would be reduced under the PAA because there would be less light industrial building area as compared to the Project. Because the Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, neither the Project nor the PAA have the potential to create a significant hazard to the public or the environment due to existing site conditions, and the level of impact would be similar. Additionally, because less development would occur on site, the PAA also would reduce the Project's less-than-significant impacts due to a conflict with the March Air Reserve Base (MARB) Airport Land Use Compatibility Plan (ALUCP). The Project site is not within two miles of a private airstrip; thus, no airport-related impacts would occur under the Project or PAA, although the level of impact would be reduced under the PAA because the PAA would result in less light industrial building area and fewer employees as compared to the Project. Neither the Project nor the PAA has the potential to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; thus, no impact would occur under the Project or PAA, and the level of impact would be similar.

J. Hydrology and Water Quality

With respect to water quality, the PAA would not involve any new development on portions of the Project site. With the exception of erosion potential on site, the PAA would result in reduced impacts to hydrology and water quality as compared to the proposed Project's less-than-significant water quality impacts. While the risk of erosion would increase during construction of the proposed Project, under long-term operating conditions the Project would result in the introduction of impervious surfaces and landscaped areas; thus, long-term operational erosion impacts would be increased under the PAA due to the lack of vegetative cover on portions of the Project site. While the Project would result in less-than-significant impacts due to groundwater recharge, impacts to groundwater recharge would be reduced under the PAA because there would be less areas of impervious surfaces on site. Although the Project would result in less-than-significant impacts to the site's existing drainage pattern, because there would be no changes to the drainage patterns on portions of the Project site under the PAA, impacts would be reduced in comparison to the proposed Project. Similarly, although the Project would not exceed the capacity of any existing or planned stormwater drainage systems, because there would be fewer changes to site drainage under the PAA, impacts would be reduced in comparison to the Project. The Project site is not subject to flood hazards under existing conditions; thus, impacts under the PAA and proposed Project would be similar and would be less than significant. The Project site is not subject to inundation from tsunamis or seiches; thus, impacts would be less than significant and would be similar under the Project and PAA.

K. Land Use and Planning

Under the PAA, between 14.24 and 56.13 acres of the Project site would remain vacant and undeveloped, and the Project site would be developed with between 268,955 s.f. and 1,011,228 s.f. of light industrial building area. Thus, the PAA would not be consistent with the General Plan and MVAP land use designations applied to the portions of the Project site that would remain vacant and undeveloped, and impacts would be slightly increased in comparison to the proposed Project. Neither the Project nor the PAA would conflict with Connect



SoCal. Additionally, neither the Project nor the PAA would disrupt or divide the physical arrangement of an established community. Thus, impacts would be less than significant and the level of impact would be similar.

L. Mineral Resources

The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, no impacts to mineral resources would occur under the Project or the PAA, and the level of impact would be similar. Additionally, neither the Project nor the PAA would represent an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and neither the PAA nor the Project would expose people or property to hazards from proposed, existing, or abandoned quarries or mines. No impacts would occur, and the level of impact would be similar.

M. Noise

Under the PAA, the Project site would be developed with between 268,955 s.f. and 1,011,228 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. The Project site is located outside of areas subject to public and private airport-related noise levels exceeding 60 dBA CNEL; thus, impacts due to airport-related noise would be less than significant under both the Project and the PAA. The PAA would result in reduced impacts due to construction-related and operational noise levels and would reduce the Project's less-than-significant impact due to traffic-related noise impacts to study area roadway segments because there would be less development and less traffic generated by the site under the PAA. Additionally, the PAA would reduce the Project's less-than-significant impacts due to construction-related vibration, and also would reduce the Project's less-than-significant impacts due to operational-related vibration.

N. Paleontological Resources

Under the PAA, between 14.24 and 56.13 acres of the Project site would remain vacant and undeveloped. Therefore, the PAA would result in reduced impacts to paleontological in comparison to the proposed Project. Both the Project and PAA would be subject to mitigation measures related to the discovery of previously unknown paleontological resources, which would reduce impacts to paleontological resources that may be buried beneath the site's surface to below a level of significance.

O. Population and Housing

Neither the Project nor the PAA would eliminate any residents or housing or generate any demand for additional housing. Thus, impacts due to the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, would be less than significant under both the Project and the PAA, although the level of impact would be slightly increased under the Project due to the generation of more employees and the potential resulting indirect demand for new housing. Although the Project would result in less-than-significant impacts due to substantial unplanned population growth, the PAA would result in less development on site; thus, impacts under the PAA would be reduced in comparison to the proposed Project.



P. Public Services

Under the PAA, the Project site would be developed with between 268,955 s.f. and 1,011,228 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. Thus, in comparison to the Project the PAA would result in reduced impacts to fire protection, police protection, school services, library services, and health services, although impacts would be less than significant under both the Project and PAA.

Q. Recreation

Under the PAA, the Project site would be developed with between 268,955 s.f. and 1,011,228 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. Neither the Project nor the PAA would include residential uses or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Additionally, although community trail segments would be constructed under both the Project and the PAA, no trail segments would be constructed along the portions of the Project site that would remain undeveloped under the PAA. Therefore, impacts to recreation would be similar under the Project and the PAA, although impacts due to the construction of recreational facilities (i.e., trails) under the proposed Project would be reduced under the PAA in comparison to the Project.

R. Transportation

Under the PAA, the Project site would be developed with between 268,955 s.f. and 1,011,228 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. As such, the PAA would result in reduced impacts due to a conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. In addition, because less traffic would be generated under the PAA, the PAA would result in reduced, but still significant and unavoidable impacts due to employee-related VMT. Additionally, because fewer transportation improvements would occur under the PAA, the PAA would result in reduced impacts due to a substantial increase in hazards from a geometric design feature or incompatible uses. Additionally, because there would be less development on site under the PAA, the PAA would result in reduced impacts due to inadequate emergency access.

S. Tribal Cultural Resources

Under the PAA, between 14.24 and 56.13 acres of the Project site would remain vacant and undeveloped. As such, the PAA would result in reduced impacts to tribal cultural resources in comparison to the Project, although both the Project and PAA would be subject to mitigation measures to ensure impacts to tribal cultural resources remain below a level of significance.

T. Utilities and Service Systems

Under the PAA, the Project site would be developed with between 268,955 s.f. and 1,011,228 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. Under the PAA there would be a reduced demand for water, wastewater treatment, or



stormwater drainage in comparison to the Project; thus, the PAA would result in reduced impacts due to the construction of water, wastewater treatment, or stormwater drainage facilities and due to the provision of water and wastewater treatment services. There would be less increase in demand for water resources under the PAA; thus, the PAA would result in reduced impacts to water supply in comparison to the Project. Additionally, the PAA would result in reduced impacts due to the construction of wastewater conveyance facilities on and off site, and would result in reduced impacts to wastewater treatment capacity. There would be less wastewater generated under the PAA in comparison to the Project; thus, the PAA would result in reduced impacts due to solid waste as compared to the Project. There are no components of the PAA or the proposed Project that would conflict with federal, State, and local management and reduction statutes and regulations related to solid wastes, including the CIWMP; thus, impacts would be less than significant and the level of impact would be similar. The PAA also would result in reduced impacts due to the construction of facilities for electricity, natural gas, communication systems, and street lighting, and due to increased roadway maintenance.

U. Wildfire

Under the PAA, the Project site would be developed with between 268,955 s.f. and 1,011,228 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. Although impacts due to wildfire would be less than significant under the proposed Project, the PAA would result in reduced impacts due to wildfires in comparison to the Project because fewer structures would be developed on site. However, under the PAA portions of the Project site would remain in its existing condition, and ultimately would consist of natural vegetation that could serve as potential fuel for future wildfires in the local area; thus, impacts due to wildland fire hazards would be increased under the PAA as compared to the proposed Project.

V. Conclusion

Under the PAA, between 14.24 and 56.13 acres of the Project site would remain vacant and undeveloped, and the Project site would be developed with between 268,955 s.f. and 1,011,228 s.f. of light industrial building area. Almost all effects of the proposed Project would be lessened by the selection of the PAA, although a few new impacts, such as sedimentation impacts, would be increased under this alternative.

The PAA would meet all of the Project's objectives, though generally to a lesser extent. Specifically, the PAA would diversify the mix of uses in the Mead Valley community of Riverside County to support the growing goods movement supply chain, but less effectively than the Project due to the reduction in light industrial building area. The PAA also would meet the Project's objective to develop supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways, although the PAA would be less effective in meeting this objective due to the reduction on light industrial building area. Similarly, the PAA would meet the Project's objective to expand economic development, facilitate job creation, and increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain, but the PAA would be less effective in meeting this objective in comparison to the Project due to the reduction in light industrial building area. Due to the reduction in light industrial building area, the PAA also would be less effective than the Project in meeting the Project's objective to develop Class A light industrial buildings in the Mead Valley community of



unincorporated Riverside County that are designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region. Likewise, because the PAA would generate fewer employment opportunities, the PAA would be less effective than the proposed Project in meeting the Project's objective to attract new employment-generating businesses in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment. The PAA would, however, be equally effective as the proposed Project in meeting the Project's objective to develop uses that have architectural design and operational characteristics that are compatible with other existing and planned developments in the local area, as both the Project and PAA would be required to comply with the design requirements of the Plot Plan application materials. Finally, due to the reduction in building area the PAA would be less effective than the Project in meeting the Project's objective to develop a property that has access to available infrastructure, including roads and utilities.

6.3.3 SMALL BUILDING ALTERNATIVE (SBA)

The Small Building Alternative (SBA) considers a scenario where the total building area is restricted to a maximum of 178,000 s.f. across the Project's four Plot Plan sites. Specifically, as part of this alternative, the Building 13 site would be developed with up to 44,910 s.f. of warehouse uses, the Buildings 14A/14B site would be developed with a single building containing up to 49,302 s.f. of building area, the Building 17 site would be developed with up to 37,396 s.f. of warehouse uses, and the Building 18 site would be developed with up to 46,391 s.f. of warehouse uses. The areas of each site not covered by a building would contain truck trailer and passenger vehicle parking areas, drive aisles, landscaping, and other features to support building operations. No portions of the sites would be left vacant and all infrastructure improvements on and off-site would be identical to the proposed Project. Pursuant to the County's *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020), general light industrial developments with less than 179,000 s.f. of building area are presumed to result in a less-than-significant transportation impact due to VMT. Thus, this alternative was selected to allow the Lead Agency (Riverside County) to consider a design for the Project site that would avoid the Project's significant and unavoidable impacts due to VMT.

A. Aesthetics

Under the SBA, the total amount of building area allowed on the four portions of the Project site would be restricted to a maximum of 178,000 s.f. Thus, the Project's less-than-significant impacts to scenic vistas would be reduced under this alternative. The Project site is not visible from any officially-designated scenic highways, although the Project site is visible from I-215, a County-Eligible scenic highway; thus, impacts to scenic highways would be less than significant and would be reduced in comparison to the proposed Project. Although the Project is not expected to degrade the existing visual character or quality of the site or its surroundings, implementation of the SBA would involve less intense development on site and as such impacts to visual character and quality would be reduced in comparison to the Project. Although the Project would be subject to compliance with Riverside County Ordinance Nos. 655 and 915 and would result in less-than-significant light and glare impacts, because the SBA would include much less building area than the Project, it is expected that the SBA would include fewer lighting elements than the proposed Project, thereby resulting in reduced impacts due to new lighting sources or sources of potential glare in comparison to the proposed Project.



B. Agriculture and Forestry Resources

Under the SBA, although the Project site would be developed with a substantial reduction in building area, implementation of the proposed Project would nonetheless preclude potential agricultural uses from occurring on site. Thus, implementation of the SBA would result in similar less-than-significant impacts to Farmland of Local Importance as compared to the Project. Neither the Project nor the SBA would result in a conflict with existing agricultural zoning, existing agricultural uses on site, or land subject to a Williamson Act or Riverside County Agricultural Preserve. As such, neither the Project nor the SBA would result in a conflict with existing agricultural uses, agricultural preserves, or lands subject to a Williamson Act Contract, resulting in similar less-than-significant impacts. Both the Project and the SBA would be subject to Riverside County Ordinance No. 625, which requires that when lands are developed adjacent to properties zoned primarily for agricultural purposes (that support agricultural operations that have been in place for at least three years and not considered a nuisance operation at the time the operation began), future land buyers must be notified of any agricultural operations that are on-going in the area, and mandates that such agricultural uses shall not be the subject of nuisance complaints. Thus, no conflicts with existing agricultural land uses would occur under the Project or the SBA, and impacts would be similar and less than significant. 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 Govt. Code section 51104(g)). As such, neither the Project nor the SBA would result in impacts to forestry resources, and impacts would be the same.

C. Air Quality

With implementation of the SBA, there would be a substantial reduction in the amount of building area on site. As such, implementation of the SBA would reduce the Project's less-than-significant impacts (after mitigation) due to a conflict with the SCAQMD 2022 AQMP, and also would result in a substantial reduction in the Project's less-than-significant impacts due to regional air quality emissions during both construction and long-term operation. The Project's less-than-significant impacts due to localized air quality emissions, including diesel particulate matter emissions and associated health risk impacts, also would be substantially reduced with implementation of the SBA. In addition, due to the reduction in the amount of building area under the SBA, implementation of the SBA also would reduce the Project's less-than-significant impacts due to the emission of objectionable odors.

D. Biological Resources

Under the SBA, all portions of the Project site would be subject to physical disturbance during construction and long-term operation. As such, implementation of the SBA would result in similar less-than-significant impacts (after mitigation) due to a conflict with the Multiple Species Habitat Conservation Plan (MSHCP) and Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) as compared to the proposed Project. Additionally, the SBA would result in similar less-than-significant impacts (with mitigation) to the burrowing owl and nesting birds as compared to the Project. Because both the Project and SBA would result in full development of the Project site, impacts to wildlife movement corridors under the Project and SBA would be similar and would be less than significant. The SBA also would result in similar significant but mitigable



impacts to areas considered jurisdictional by the USACE, RWQCB, CDFW, and/or the MSHCP. Neither the Project nor the SBA would conflict with any other local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; thus, impacts would not occur under the SBA or the proposed Project, and the level of impact would be the same.

E. Cultural Resources

Areas planned for physical disturbance under the SBA would be identical to the proposed Project. Accordingly, the SBA would result in similar less-than-significant impacts (after mitigation) to subsurface historical resources that may be encountered during grading activities. Similarly, although there are no known significant archaeological resources on site, the SBA would result in similar less-than-significant (after mitigation) impacts to subsurface archaeological resources that may be impacted during site grading operations. Additionally, because there would be the same amount of grading on site under the SBA, the SBA would result in the same significant but mitigable impacts to buried human remains that may be uncovered during site grading activities. Thus, impacts to cultural resources would be the same under the SBA and the proposed Project.

F. Energy

Under the SBA, the Project site would be developed with up to 178,000 s.f. of building area, which represents a substantial reduction in building area in comparison to the 1,280,183 s.f. of building area proposed as part of the Project. Accordingly, implementation of the SBA would result in a substantial reduction in the amount of energy demand generated by the Project site during both construction and long-term operation, although impacts due to the wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant under both the SBA and proposed Project. Neither the Project nor the SBA would conflict with a State or local plan for renewable energy or energy efficiency, although impacts would be reduced under the SBA in comparison to the Project because the SBA would result in a demand for fewer energy resources.

G. Geology and Soils

Areas planned for grading and development under the SBA would be similar to the proposed Project, although the SBA would result in less building area in comparison to the Project. Due to the reduction in building area, the SBA would result in an overall reduction in impacts due to geology and soils in comparison to the Project, although as with the Project all impacts to geology and soils would be reduced to less-than-significant levels with implementation of mitigation measures.

H. Greenhouse Gas Emissions

Under the SBA, the Project site would be developed with up to 178,000 s.f. of building area, which represents a substantial reduction in building area in comparison to the 1,280,183 s.f. of building area proposed as part of the Project. As such, the level of GHG emissions associated with the Project site would be reduced under the SBA in comparison to the proposed Project. Although implementation of the SBA would result in significant but mitigable impacts due to GHG emissions, the level of impact would be substantially reduced in comparison to the Project due to the reduction in building area that would occur under the SBA. Both the Project and the



SBA would be required to achieve a minimum of 100 points pursuant to the CAP Update Screening Tables, thereby ensuring that the Project and the SBA would be consistent with the reduction targets established Senate Bill 32, the CARB 2017 Scoping Plan, and the CARB 2022 Scoping Plan. Accordingly, neither the Project nor the SBA would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, resulting in similar less-than-significant impacts.

I. Hazards and Hazardous Materials

Under the SBA, the Project site would be developed with up to 178,000 s.f. of building area, which represents a substantial reduction in building area in comparison to the 1,280,183 s.f. of building area proposed as part of the Project. Accordingly, the SBA would have a reduced potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and would have reduced impacts due to the creation of 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; thus, the SBA would result in reduced impacts in comparison to the Project due to hazardous materials. There are no existing or proposed schools within 0.25-mile of the Project site; thus, no impact would occur under the Project or the SBA, although impacts would be reduced under the SBA because there would be less light industrial building area as compared to the Project. Because the Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, neither the Project nor the SBA have the potential to create a significant hazard to the public or the environment due to existing site conditions, and the level of impact would be similar. Additionally, because less development would occur on site, the SBA also would reduce the Project's less-than-significant impacts due to a conflict with the March Air Reserve Base (MARB) Airport Land Use Compatibility Plan (ALUCP). The Project site is not within two miles of a private airstrip; thus, no airport-related impacts would occur under the Project or SBA, although the level of impact would be reduced under the SBA because the SBA would result in less light industrial building area and fewer employees as compared to the Project. Neither the Project nor the SBA has the potential to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; thus, no impact would occur under the Project or SBA, and the level of impact would be similar.

J. Hydrology and Water Quality

Under the SBA, all portions of the Project site would be subject to disturbance and development, although the SBA would result in a substantial reduction in the amount of building area as compared to the Project. As such, impacts to groundwater supplies would be reduced under the SBA in comparison to the Project, although impacts would be less than significant under both the Project and SBA. Neither the Project nor the SBA would conflict with the Basin Plan or the West San Jacinto GMP, and the level of impact would be similar. Drainage improvements under the SBA would be similar to the proposed Project, and thus impacts due to changes to drainage patterns or due to runoff that could exceed the capacity of existing or planned drainage systems would be similar and less than significant under the Project and SBA. Both the Project and SBA would be required to implement BMPs during construction and long-term operation, and would have similar less-than-significant impacts to water quality. Impacts due to erosion and siltation would be similar under the Project and SBA, and impacts would be less than significant. Neither the Project nor the SBA would result in an increase in



flood hazards on or off site, resulting in similar less-than-significant impacts. Neither the Project nor the SBA would be subject to inundation due to flood hazards, tsunamis, or seiches, resulting in similar less-than-significant impacts.

K. Land Use and Planning

Under the SBA, the Project site would be developed with only 178,000 s.f. of building area as compared to the 1,280,183 s.f. of building area proposed as part of the Project. Both the Project and the SBA would be consistent with the Project site's underlying General Plan land use designations and zoning classifications, and both the Project and SBA would result in similar less-than-significant impacts due to a conflict with General Plan policies and Connect SoCal. Neither the Project nor the SBA would disrupt or divide the physical arrangement of an established community; thus, impacts would be less than significant and the level of impact would be similar.

L. Mineral Resources

The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, no impacts to mineral resources would occur under the Project or the SBA, and the level of impact would be similar. Additionally, neither the Project nor the SBA would represent an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and neither the SBA nor the Project would expose people or property to hazards from proposed, existing, or abandoned quarries or mines. No impacts would occur, and the level of impact would be similar.

M. Noise

Under the SBA, the Project site would be developed with 178,000 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. The Project site is located outside of areas subject to public and private airport-related noise levels exceeding 60 dBA CNEL; thus, impacts due to airport-related noise would be less than significant under both the Project and the SBA and the level of impact would be similar. The SBA would result in reduced impacts due to construction-related and operational noise levels and would reduce the Project's less-than-significant impact due to traffic-related noise impacts to study area roadway segments because there would be less development and less traffic generated by the site under the SBA. Additionally, the SBA would reduce the Project's less-than-significant impacts due to construction-related vibration, and also would reduce the Project's less-than-significant impacts due to operational-related vibration.

N. Paleontological Resources

Under the SBA, all portions of the Project site would be subject to grading and development. As such, impacts to paleontological resources under the SBA would be similar to the proposed Project, and such impacts would be reduced to less-than-significant levels with the implementation of mitigation measures.



O. Population and Housing

Neither the Project nor the SBA would eliminate any residents or housing or generate any demand for additional housing. Thus, impacts due to the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, would be less than significant under both the Project and the SBA, although the level of impact would be slightly increased under the Project due to the generation of more employees and the potential resulting indirect demand for new housing. Although the Project would result in less-than-significant impacts due to substantial unplanned population growth, the SBA would result in less development on site; thus, impacts under the SBA would be reduced in comparison to the proposed Project.

P. Public Services

Under the SBA, the Project site would be developed with 178,000 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. Thus, in comparison to the Project the SBA would result in reduced impacts to fire protection, police protection, school services, library services, and health services, although impacts would be less than significant under both the Project and SBA.

Q. Recreation

Under the SBA, the Project site would be developed with 178,000 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. Neither the Project nor the SBA would include residential uses or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities, although impacts would be reduced under the SBA due to the reduction in the number of employees. Additionally, community trail segments would be constructed under both the Project and the SBA, and impacts due to the construction of recreation facilities would be similar under the Project and the SBA and would be less than significant.

R. Transportation

Under the SBA, the Project site would be developed with 178,000 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. As such, the SBA would result in reduced impacts due to a conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Pursuant to the County's *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020), general light industrial developments with less than 179,000 s.f. of building area are presumed to result in a less-than-significant transportation impact due to VMT. Therefore, because the SBA only would include up to 178,000 s.f. of building area, the SBA would avoid the Project's significant and unavoidable impacts due to VMT. Additionally, because fewer transportation improvements would occur under the SBA, the SBA would result in reduced impacts due to a substantial increase in hazards from a geometric design feature or incompatible uses. Additionally, because there would be less development on site under the SBA, the SBA would result in reduced impacts due to inadequate emergency access.



S. Tribal Cultural Resources

Under the SBA, areas subject to grading and development would be similar to the proposed Project. Accordingly, impacts to Tribal Cultural Resources would be similar under the Project and SBA, and would be reduced to less-than-significant levels with implementation of mitigation measures.

T. Utilities and Service Systems

Under the SBA, the Project site would be developed with 178,000 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. Under the SBA there would be a reduced demand for water and wastewater treatment in comparison to the Project; thus, the SBA would result in reduced impacts due to the construction of water and wastewater treatment facilities and due to the provision of water and wastewater treatment services. Because drainage facilities would be similar under the Project and SBA, impacts due to the construction of storm drain facilities would be similar and would be less than significant. There would be less increase in demand for water resources under the SBA; thus, the SBA would result in reduced impacts to water supply in comparison to the Project. Additionally, the SBA would result in reduced impacts due to the construction of wastewater conveyance facilities on and off site, and would result in reduced impacts to wastewater treatment capacity. There would be less wastewater generated under the SBA in comparison to the Project; thus, the SBA would result in reduced impacts due to solid waste as compared to the Project. There are no components of the SBA or the proposed Project that would conflict with federal, State, and local management and reduction statutes and regulations related to solid wastes, including the CIWMP; thus, impacts would be less than significant and the level of impact would be similar. The SBA also would result in reduced impacts due to the construction of facilities for electricity, natural gas, communication systems, and street lighting, and due to increased roadway maintenance.

U. Wildfire

Under the SBA, the Project site would be developed with 178,000 s.f. of light industrial building area, which is less than the 1,280,183 s.f. of light industrial building area proposed as part of the Project. Although impacts due to wildfire would be less than significant under the proposed Project, the SBA would result in reduced impacts due to wildfires in comparison to the Project because less building area would be constructed on site, although impacts due to wildfire would be less than significant under both the Project and SBA.

V. Conclusion

As compared to the proposed Project, the SBA would completely avoid the Project's significant and unavoidable impacts due to VMT, and also would result in reduced impacts under the issues of aesthetics, air quality, energy, geology/soils, GHG emissions, hazards/hazardous materials, hydrology/water quality (groundwater supply), noise, population/housing, public services, recreation, transportation, utilities/service systems, and wildfire. Implementation of the SBA would result in similar impacts to the proposed Project under the issue areas of agriculture/forestry resources, biological resources, cultural resources, hydrology/water quality (except groundwater supply), land use/planning, mineral resources, paleontological resources, and tribal cultural resources. The SBA would not result in any increased impacts to the environment



in comparison to the proposed Project. In accordance with State CEQA Guidelines § 15126.6(e)(2), the SBA is identified as the environmentally superior alternative.

The SBA would meet the Project’s objectives, but generally to a lesser extent. Due to the reduction in light industrial building area, the SBA would be less effective than the proposed Project in diversifying the mix of uses in the Mead Valley community of Riverside County to support the growing goods movement supply chain. Similarly, due to the reduction in building area, the SBA would be less effective than the proposed Project in developing supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways. The SBA also would be less effective than the proposed Project in expanding economic development, facilitating job creation, and increasing the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain. The SBA also would be less effective than the Project in meeting the Project’s objective to develop Class A light industrial buildings in the Mead Valley community of unincorporated Riverside County that are designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region. Due to the reduction in industrial building area, the SBA would be less effective than the proposed Project in attracting new employment-generating businesses in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment. The SBA would meet the Project’s objectives to develop uses that have architectural design and operational characteristics that are compatible with other existing and planned developments in the local area. Finally, due to the reduction in building area the SBA would be less effective than the Project in meeting the Project’s objective to develop a property that has access to available infrastructure, including roads and utilities.

6.3.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines § 15126.6 requires the identification of the environmentally superior alternative. As discussed herein, implementation of the NDA would result in no physical environmental impacts beyond those that have historically occurred on the property. Because the NDA would avoid most of the Project’s impacts, it warrants consideration as the “environmentally superior alternative.” However, pursuant to CEQA Guidelines § 15126.6(e)(2), if a no project alternative is identified as the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Accordingly, the Small Building Alternative (SBA), as discussed above in subsection 6.3.3, is identified as the Environmentally Superior Alternative pursuant to CEQA Guidelines § 15126.6.



Table 6-1 Alternatives to the Project – Comparison of Environmental Impacts

Environmental Topic/Project Objective	Proposed Project Significance of Impacts After Mitigation	Level of Impact Compared to the Proposed Project/Compliance with Project Objectives		
		No Project/No Development Alternative (NDA)	Partial Approval Alternative (PAA)	Small Building Alternative (SBA)
Aesthetics	Less than Significant	Reduced	Reduced	Reduced
Agriculture and Forestry Resources	Less than Significant	Reduced	Reduced	Similar
Air Quality	Less than Significant	Reduced	Reduced	Reduced
Biological Resources	Less than Significant	Reduced	Reduced	Similar
Cultural Resources	Less than Significant	Reduced	Reduced	Similar
Energy	Less than Significant	Reduced	Reduced	Reduced
Geology and Soils	Less than Significant	Reduced	Reduced	Reduced
Greenhouse Gas Emissions	Less than Significant	Reduced	Reduced	Reduced
Hazards and Hazardous Materials	Less than Significant	Reduced	Reduced	Reduced
Hydrology and Water Quality	Less than Significant	Most Issues: Reduced Erosion/Siltation: Increased	Most Issues: Reduced Erosion/Siltation: Increased	Reduced (Groundwater Supply) Similar (Except Groundwater Supply)
Land Use and Planning	Less than Significant	Increased	Increased	Similar
Mineral Resources	Less than Significant	Similar	Similar	Similar
Noise	Less than Significant	Reduced	Reduced	Reduced
Paleontological Resources	Less than Significant	Reduced	Reduced	Similar
Population and Housing	Less than Significant	Reduced	Reduced	Reduced
Public Services	Less than Significant	Reduced	Reduced	Reduced
Recreation	Less than Significant	Similar	Reduced	Reduced
Transportation	Significant and Unavoidable Direct and Cumulatively-Considerable Impacts	Reduced to Less-than-Significant Levels	Reduced, but not to Less-than-Significant Levels	Reduced to Less-than-Significant Levels
Tribal Cultural Resources	Less than Significant	Reduced	Reduced	Similar
Utilities and Service Systems	Less than Significant	Reduced	Reduced	Reduced
Wildfire	Less-than-Significant	Mixed (No new buildings would be constructed on site, but the natural vegetation on site would be subject to wildland fire hazards)	Mixed (Fewer buildings would be constructed on site, but the natural vegetation on the undeveloped portions of the site would be subject to wildland fire hazards)	Reduced



Environmental Topic/Project Objective	Proposed Project Significance of Impacts After Mitigation	Level of Impact Compared to the Proposed Project/Compliance with Project Objectives		
		No Project/No Development Alternative (NDA)	Partial Approval Alternative (PAA)	Small Building Alternative (SBA)
Objective A: To diversify the mix of uses in the Mead Valley community of Riverside County to support the growing goods movement supply chain.		No	Yes, but less effectively	Yes, but less effectively
Objective B: To develop supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways.		No	Yes, but less effectively	Yes, but less effectively
Objective C: To expand economic development, facilitate job creation, and increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain.		No	Yes, but less effectively	Yes, but less effectively
Objective D: To develop Class A light industrial buildings in the Mead Valley community of unincorporated Riverside County that is designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region.		No	Yes, but less effectively	Yes, but less effectively
Objective E: To attract new employment-generating businesses in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment.		No	Yes, but less effectively	Yes, but less effectively
Objective F: To develop uses that have architectural design and operational characteristics that are compatible with other existing and planned developments in the local area.		No	Yes	Yes
Objective G: To develop a property that has access to available infrastructure, including roads and utilities.		No	Yes, but less effectively	Yes, but less effectively



7.0 REFERENCES

7.1 PERSONS CONTRIBUTING TO EIR PREPARATION

7.1.1 COUNTY OF RIVERSIDE PLANNING DEPARTMENT

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7.1.2 T&B PLANNING, INC.

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7.2 DOCUMENTS APPENDED TO THIS EIR

The following reports, studies, and supporting documentation were used in preparing the Temescal Valley Commerce Center EIR and are bound separately as Technical Appendices. A copy of the Technical Appendices is available for review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92502.

- Appendix A: Notice of Preparation (NOP) and Written Comments on the NOP.
- Appendix B1: Urban Crossroads, Inc., 2023a. *Majestic Freeway Business Center (Building 13) (PPT220008) Air Quality Impact Analysis*. January 24, 2023.
- Appendix B2: Urban Crossroads, Inc., 2023b. *Majestic Freeway Business Center (Building 14A/14B) (PPT220015) Air Quality Impact Analysis*. January 24, 2023.
- Appendix B3: Urban Crossroads, Inc., 2023c. *Majestic Freeway Business Center (Building 17) (PPT220009) Air Quality Impact Analysis*. January 24, 2023.
- Appendix B4: Urban Crossroads, Inc., 2023d. *Majestic Freeway Business Center (Building 18) (PPT220003) Air Quality Impact Analysis*. January 24, 2023.



- Appendix B5: Urban Crossroads, Inc., 2023e. *Majestic Freeway Business Center (Building 13) (PPT220008) Mobile Source Health Risk Assessment*. January 24, 2023.
- Appendix B6: Urban Crossroads, Inc., 2023f. *Majestic Freeway Business Center (Building 14) (PPT220015) Mobile Source Health Risk Assessment*. January 24, 2023.
- Appendix B7: Urban Crossroads, Inc., 2023g. *Majestic Freeway Business Center (Building 17) (PPT220009) Mobile Source Health Risk Assessment*. January 24, 2023.
- Appendix B8: Urban Crossroads, Inc., 2023h. *Majestic Freeway Business Center (Building 18) (PPT220003) Mobile Source Health Risk Assessment*. January 24, 2023.
- Appendix B9: Urban Crossroads, Inc., 2023q. *Majestic Freeway Business Center (Buildings 13, 14, 17 & 18) (PPT220008, PPT220015, PPT220009, PPT220003) Air Quality Impact Analysis*. February 24, 2023.
- Appendix B10: Urban Crossroads, Inc., 2023r. *Majestic Freeway Business Center (Buildings 13, 14, 17 & 18) (PPT220008, PPT220015, PPT220009, PPT220003) Mobile Source Health Risk Assessment*. February 24, 2023.
- Appendix C1: Glenn Lukos Associates, Inc., 2022a. *Biological Technical Report for the Majestic Freeway Business Center Project, Building 13, Case# PPT 220008*. December 20, 2022.
- Appendix C2: Glenn Lukos Associates, Inc., 2022b. *Biological Technical Report for the Majestic Freeway Business Center Project, Building 14, Case# PPT 220015*. December 20, 2022.
- Appendix C3: Glenn Lukos Associates, Inc., 2022c. *Biological Technical Report for the Majestic Freeway Business Center Project, Building 17, Case# PPT 220009*. December 20, 2022.
- Appendix C4: Glenn Lukos Associates, Inc., 2022d. *Biological Technical Report for the Majestic Freeway Business Center Project, Building 18, Case# PPT 220003*. December 20, 2022.
- Appendix D: CRM Tech, 2022a. *Historical/Archaeological Resources Survey Report, Majestic Freeway Business Center (Phase 2)*. July 10, 2022.
- Appendix E1: Urban Crossroads, Inc., 2023i. *Majestic Freeway Business Center (Building 13) (PPT220008) Energy Analysis*. January 24, 2023.
- Appendix E2: Urban Crossroads, Inc., 2023j. *Majestic Freeway Business Center (Building 14A/14B) (PPT220015) Energy Analysis*. January 24, 2023.



- Appendix E3: Urban Crossroads, Inc., 2023k. *Majestic Freeway Business Center (Building 17) (PPT220009) Energy Analysis*. January 24, 2023.
- Appendix E4: Urban Crossroads, Inc., 2023l. *Majestic Freeway Business Center (Building 18) (PPT220003) Energy Analysis*. January 24, 2023.
- Appendix E5: Urban Crossroads, Inc., 2023s. *Majestic Freeway Business Center (Buildings 13, 14, 17 & 18) (PPT220008, PPT220015, PPT220009, PPT) Energy Analysis*. February 24, 2023.
- Appendix F1: Southern California Geotechnical, 2021a. *Geotechnical Investigation, Majestic Freeway Business Center Building No. 13*. December 20, 2021.
- Appendix F2: Southern California Geotechnical, 2022. *Geotechnical Investigation, Majestic Freeway Business Center-Buildings 14A & 14B*. January 11, 2022.
- Appendix F3: Southern California Geotechnical, 2021b. *Geotechnical Investigation, Majestic Freeway Business Center Building No. 17*. December 17, 2021.
- Appendix F4: Southern California Geotechnical, 2021c. *Geotechnical Investigation, Majestic Freeway Business Center – Building No. 18*. December 13, 2021.
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- Appendix G4: Urban Crossroads, Inc., 2023p. *Majestic Freeway Business Center (Building 18) (PPT220003) Greenhouse Gas Analysis*. January 24, 2023.
- Appendix G5: Urban Crossroads, Inc., 2023t. *Majestic Freeway Business Center (Buildings 13, 14, 17 & 18) (PPT220008, PPT220015, PPT220009, PPT220003) Greenhouse Gas Analysis*. February 24, 2023.
- Appendix H1: SCS Engineers, 2022a. *Phase I Environmental Site Assessment, Building 13 Site, Majestic Freeway Business Center*. June 30, 2022.
- Appendix H2: SCS Engineers, 2022b. *Phase I Environmental Site Assessment, Building 14A Site, Majestic Freeway Business Center*. July 19, 2022.



- Appendix H3: SCS Engineers, 2022c. *Phase I Environmental Site Assessment, Building 14B Site, Majestic Freeway Business Center*. July 19, 2022.
- Appendix H4: SCS Engineers, 2022d. *Phase I Environmental Site Assessment, Building 17 Site, Majestic Freeway Business Center*. July 5, 2022.
- Appendix H5: SCS Engineers, 2022e. *Phase I Environmental Site Assessment, Building 18 Site, Majestic Freeway Business Center*. July 29, 2022.
- Appendix I1: PBLA Engineering, Inc., 2021a. *Preliminary Hydrology Study, Majestic Freeway Business Center Building No. 13*. December 2021.
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- Appendix I5: PBLA Engineering, Inc., 2022b. *Preliminary Hydrology Study, Majestic Freeway Business Center Building No. 17*. January 2022.
- Appendix I6: PBLA Engineering, Inc., 2023c. *Project Specific Water Quality Management Plan, Majestic Freeway Business Center, Building 17*. August 2023.
- Appendix I7: PBLA Engineering, Inc., 2021b. *Preliminary Hydrology Study, Majestic Freeway Business Center Building No. 18*. October 2021.
- Appendix I8: PBLA Engineering, Inc., 2023d. *Project Specific Water Quality Management Plan, Majestic Freeway Business Center, Building 18*. January 2023.
- Appendix J1: Urban Crossroads, Inc., 2023u. *Majestic Freeway Business Center (Building 13) (PPT220008) Noise and Vibration Analysis*. December 8, 2022.
- Appendix J2: Urban Crossroads, Inc., 2023v. *Majestic Freeway Business Center (Building 14A/14B) (PPT220015) Noise and Vibration Analysis*. December 8, 2022.
- Appendix J3: Urban Crossroads, Inc., 2023w. *Majestic Freeway Business Center (Building 17) (PPT220009) Noise and Vibration Analysis*. December 8, 2022.



- Appendix J4: Urban Crossroads, Inc., 2023x. *Majestic Freeway Business Center (Building 18) (PPT220003) Noise and Vibration Analysis*. December 8, 2022.
- Appendix J5: Urban Crossroads, Inc., 2022a. *Majestic Freeway Business Center Buildings 13, 14A/14B, 17 & 18 Noise Assessment*. December 8, 2022.
- Appendix K: CRM Tech, 2022b. *Paleontological Resources Assessment Report, Majestic Freeway Business Center (Phase 2)*. July 11, 2022.
- Appendix L1: Urban Crossroads, Inc., 2022b. *Majestic Phase II Vehicle Miles Traveled (VMT) Analysis*. November 21, 2022.
- Appendix L2: Urban Crossroads, Inc., 2022c. *Plot Plan No. 220008 Vehicle Miles Traveled (VMT) Analysis*. November 21, 2022.
- Appendix L3: Urban Crossroads, Inc., 2022d. *Plot Plan No. 220015 Vehicle Miles Traveled (VMT) Analysis*. November 21, 2022.
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- [Appendix L10: Urban Crossroads, Inc., 2023y. *Majestic Phase II Vehicle Miles Traveled \(VMT\) Mitigation Assessment*. November 30, 2023.](#)
- Appendix M: Eastern Municipal Water District (EMWD), 2023. *Water Supply Assessment Report, Majestic Freeway Business Center Phase II*. February 15, 2023.



- Appendix N: Airport Land Use Commission Consistency Determination Letters, dated August 11, 2022 and September 14, 2022.
- Appendix O: T&B Planning, Inc., 2023. *Land Evaluation and Site Assessment Model, Majestic Freeway Business Center Phase II Project*. May 25, 2023.

7.3 DOCUMENTS INCORPORATED BY REFERENCE

The following reports, studies, and supporting documentation were used in the preparation of this EIR and are incorporated by reference within this EIR. A copy of the following reports, studies, and supporting documentation is a matter of public record and is generally available to the public at the location listed.

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