



BCI IV Harvill Industrial Center Project

Environmental Assessment/Mitigated Negative Declaration

Lead Agency:

County of Riverside
4080 Lemon Street
Riverside, CA 92501

Project Applicant:

BCI IV Harvill Industrial Center LP
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March 2023

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1 INTRODUCTION

1.1 PURPOSE AND SCOPE

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed BCI IV Harvill Industrial Center Project (proposed Project). This IS/MND has been prepared in accordance with CEQA, Public Resources Code Sections 21000 et seq., and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines).

An initial study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with State CEQA Guidelines Section 15064, an environmental impact report (EIR) must be prepared if the initial study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371). According to State CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

- (a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identified potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

If revisions are adopted into the proposed project in accordance with the State CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared. This document includes such revisions in the form of mitigation measures. Therefore, this document is a Mitigated Negative Declaration and incorporates all of the elements of an Initial Study. Hereafter this document is referred to as an IS/MND.

This IS/MND incorporates by reference the technical documents that relate to the proposed Project or provide additional information concerning the environmental setting of the proposed Project. The information within this IS/MND is based on the following technical studies and/or planning documents:

- County of Riverside General Plan (<https://planning.rctlma.org/General-Plan-Zoning/General-Plan>)
- Riverside County Ordinances (<https://www.rivcocob.org/ordinances>)
- Technical studies, personal communications, and web sites listed in Section IV, *Sources*, for each impact analysis.

In addition to the websites listed above, all documents are available for review at the Riverside County Planning Department, located at 4080 Lemon Street, Riverside, CA 92501.

The proposed Project evaluated herein involves a plot plan and development plan review for the construction of an approximately 99,770 square foot (SF) light industrial warehouse building and a 118 stall truck trailer parking lot on an approximately 9.58 gross acre site located at the northeast corner of

Harvill Avenue and Cajalco Road. The site has a land use designation of Light Industrial and is zoned Manufacturing, Service Commercial (M-SC). The proposed building would result in an FAR of 0.25, which is below the allowable maximum FAR of 0.60 for the Light Industrial land use designation.

This IS/MND serves as the environmental review for the proposed BCI IV Harvill Industrial Center Project. The Project proposes the development of a site within the boundaries of the County, which would fulfill the purpose of the County's General Plan land use and zoning designation for the site.

2 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The proposed Project site is located within the western portion of the County of Riverside, west of the City of Perris and comprised of two parcels at the northeast corner of Harvill Avenue and Cajalco Road. Regional access to the Project site is provided by Interstate 215 (I-215). Local access to the site is provided from Harvill Avenue and Cajalco Road. The Project site and surrounding area is shown in Figure 2-1, *Regional Location* and Figure 2-2, *Local Vicinity*.

2.2 EXISTING PROJECT SITE

The Project site comprises two parcels encompassing approximately 9.58 gross acres (9.13 net acres). The parcels are identified as Riverside County Assessor's Parcel Numbers 317-130-034 and -035. The Project site is currently vacant, but disturbed, with multiple ornamental trees along the Project site's property lines. The site is relatively flat with a gentle slope from west to east. The Project site's existing conditions are shown in Figure 2-3, *Aerial*, and Figure 2-4, *Site Photos*.

Existing Easements

The Project site includes a 25-foot-wide Riverside County Flood Control drainage easement through the center of the site. The site also includes a 50-foot-wide Eastern Municipal Water District sewer easement along the eastern property line.

2.3 EXISTING LAND USES AND ZONING DESIGNATION OF THE PROJECT SITE

The Project site has a General Plan Land Use designation of Light Industrial (LI), as shown in Figure 2-5, *Existing General Plan Designation*, and zoning designation of Manufacturing-Service Commercial (M-SC), as shown on Figure 2-6, *Existing Zoning Designations*. The General Plan states that the LI 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.

2.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

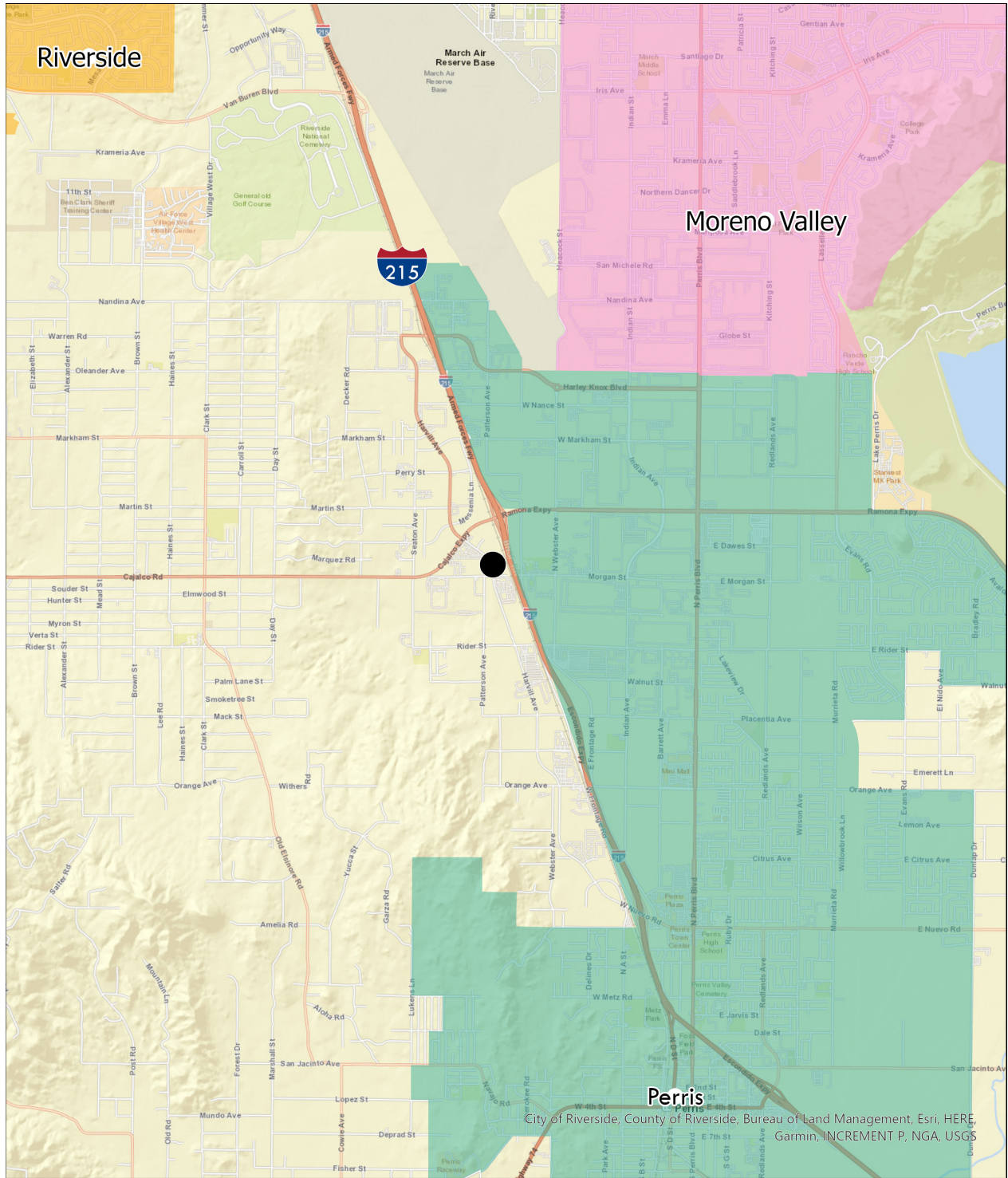
The Project site is located within a predominately developed area. The surrounding land uses are described in Table 1.

Table 1: Surrounding Existing Land Use and Zoning Designations

	Existing Land Use	General Plan Designation	Zoning Designation
North	Vacant land and a hotel.	Light Industrial (LI), Commercial Office (CO)	Manufacturing-Service Commercial (M-SC), Commercial Office (CO)
West	Harvill Avenue followed by vacant land and industrial uses.	Light Industrial (LI), Commercial Retail (CR)	Manufacturing-Service Commercial (M-SC), Industrial Park (I-P), Scenic Highway Commercial (C-P- S)

	Existing Land Use	General Plan Designation	Zoning Designation
South	Cajalco Road followed by a manufacturing facility.	Light Industrial (LI)	Manufacturing Heavy (M-H)
East	Santa Fe Railroad followed by Interstate 215 E Frontage Road and I-215.	Light Industrial (LI)	Manufacturing Heavy (M-H)

Regional Location

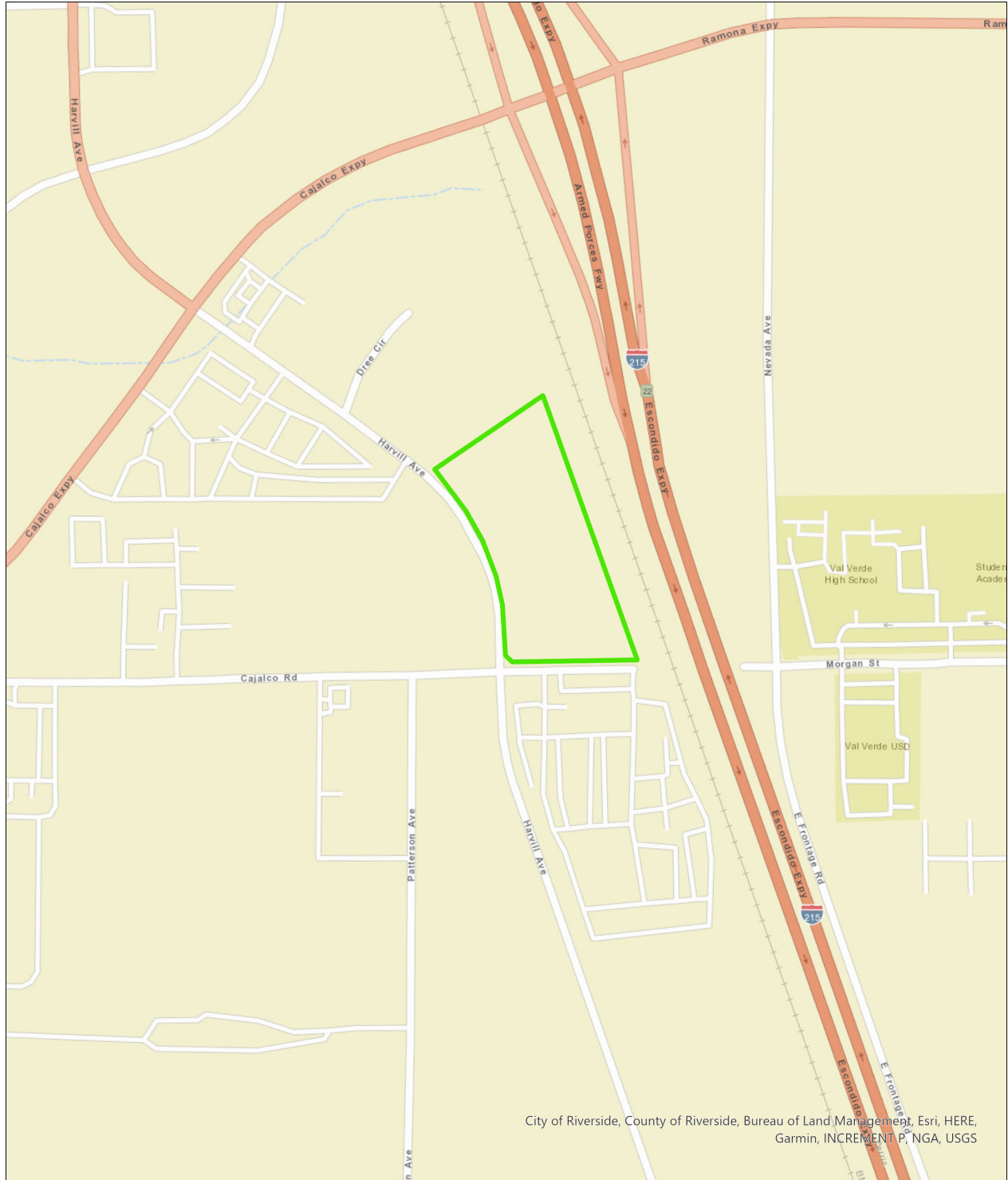


Harvill Ave. and Cajalco Rd.
County of Riverside

Figure 2-1

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Local Vicinity



 Project Site

0 0.05 0.1 0.2 Miles

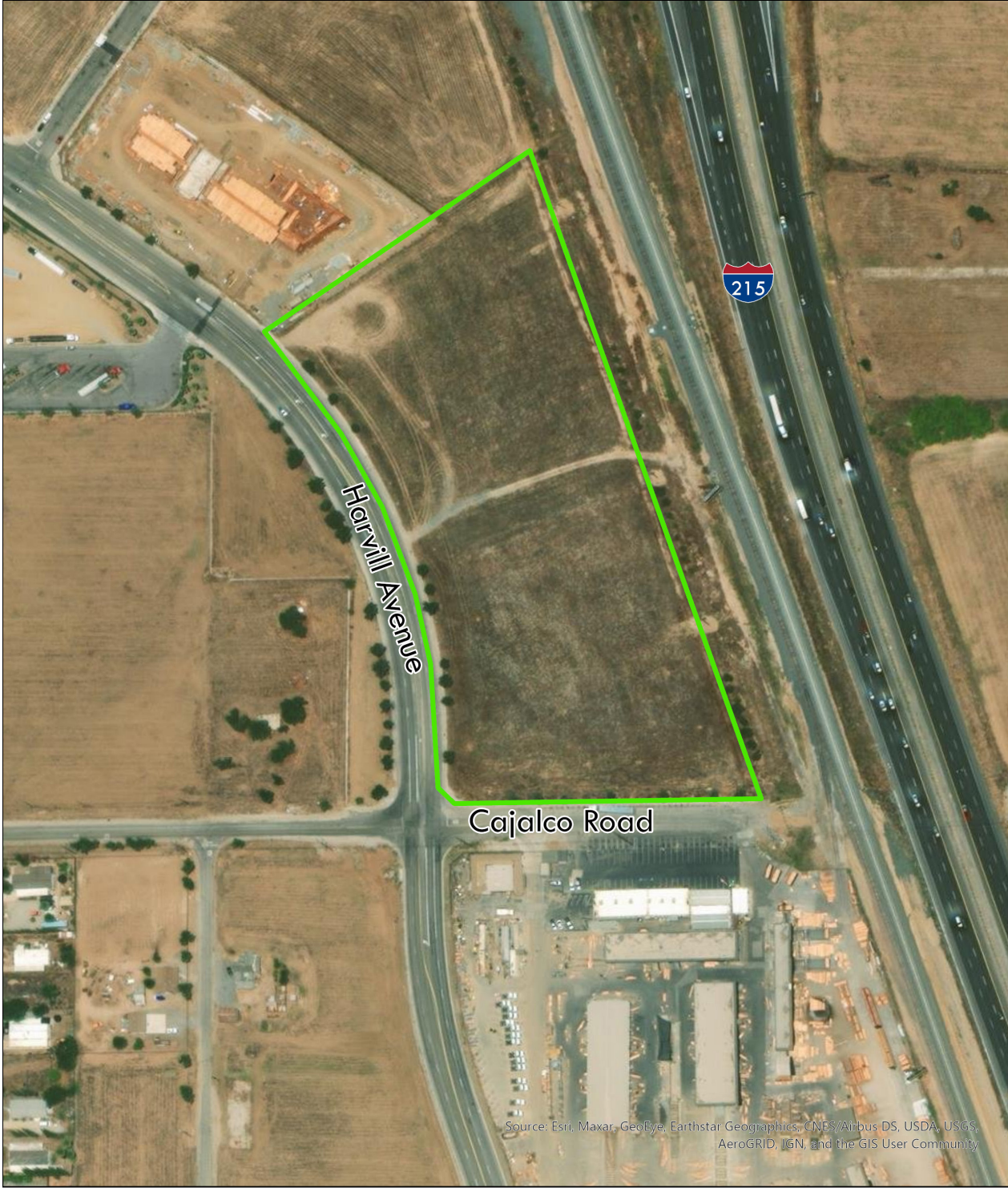


Harvill Ave. and Cajalco Rd.
County of Riverside

Figure 2-2

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Aerial View



 Project Site

0 0.03 0.05 0.1 Miles



Harvill Ave. and Cajalco Rd.
County of Riverside

Figure 2-3

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Site Photos



View from southwest corner of site on the corner of Harvill Ave and Cajalco Rd.



Southeast corner of site from Cajalco Rd.

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Site Photos



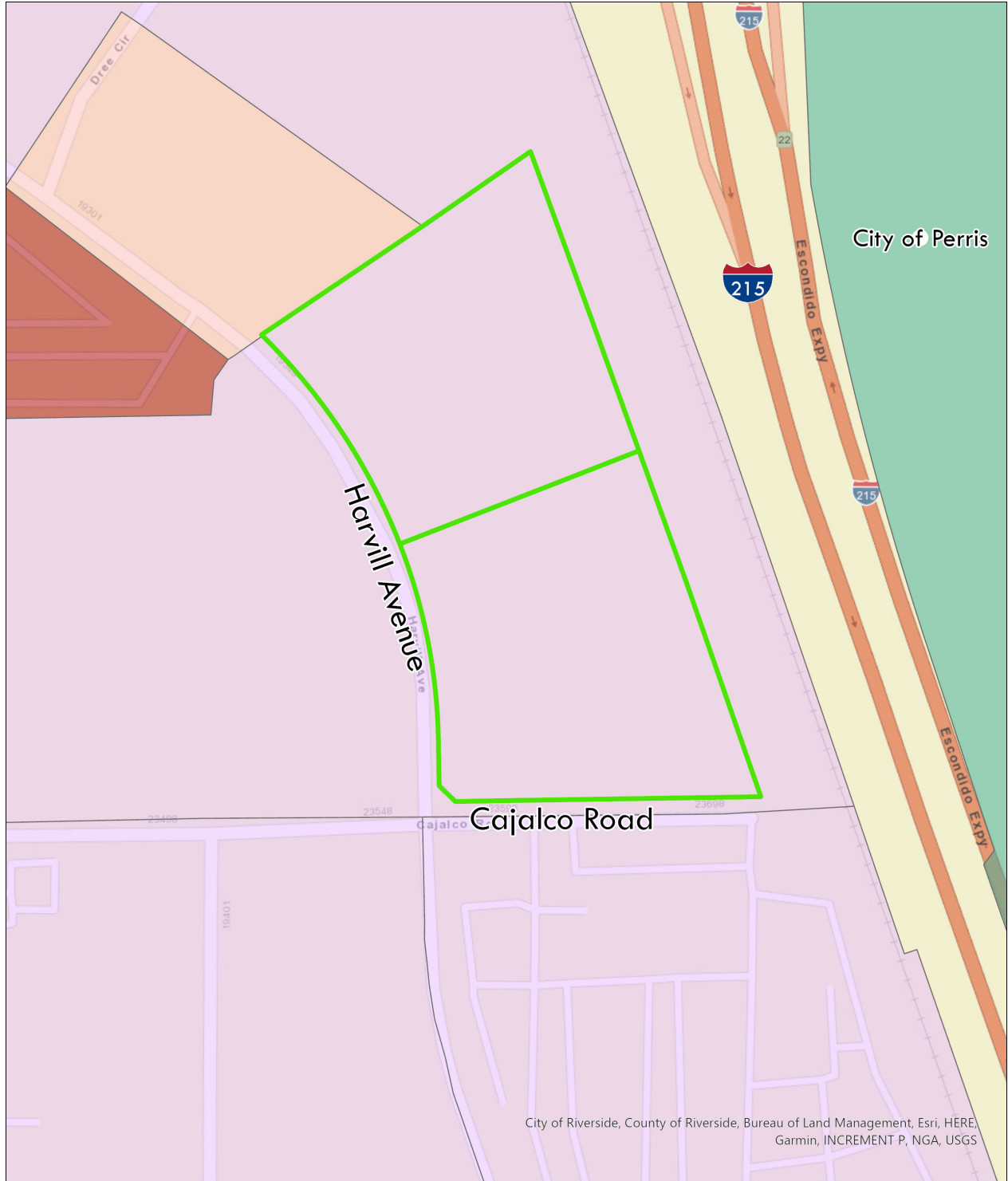
Northwest corner of project site on Harvill Ave.





Northeast view of the site from the southbound i215 service road.

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Existing General Plan Designation

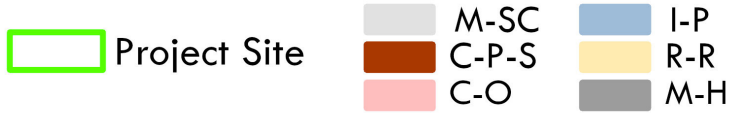


-  Project Site
-  Light Industrial
-  Commercial Retail
-  Commercial Office



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Existing Zoning Designations



Harvill Ave. and Cajalco Rd.
County of Riverside

Figure 2-6

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3 PROJECT DESCRIPTION

3.1 Project Overview

The applicant for the proposed Project is requesting approval from the County of Riverside to construct an approximately 99,770 SF light industrial or warehouse building, truck trailer parking lot, ornamental landscaping, and associated infrastructure on a 9.13 net acre site. The proposed building would result in a FAR of 0.25, which is consistent with the allowable maximum FAR of 0.60 for the Light Industrial land use designation. Figure 3-1, *Conceptual Site Plan*, illustrates the proposed site plan.

3.2 Project Features

Building Summary and Architecture

The proposed 99,770 SF general light industrial or warehouse building would be single-story and approximately 41 feet and six inches tall at the parapet and include loading docks and associated vehicle and truck trailer parking spaces.¹ The building would provide approximately 96,270 SF of warehouse space and approximately 3,500 SF of office space.

As shown in Figure 3-2, *Elevations*, the proposed Project would establish an architectural presence through an emphasis on building finish materials and consistent material use and color scheme. The building would also be set back from both street frontages and landscaping would be provided along Cajalco Road and Harvill Avenue. The use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along both Cajalco Road and Harvill Avenue.

Parking and Loading Dock Summary

The Project would include 17 loading dock doors and 118 trailer parking stalls. For modeling purposes, the truck trailer lot was analyzed as a separate use with 133 trailer parking stalls, in order to provide a conservative analysis of Project impacts. Truck loading docks and trailer parking would be along the northern side of the building. The Project would also include 73 passenger car parking stalls, including electric vehicle, vanpool, and accessible spaces. The passenger car parking stalls would be located along the southern side of the building.

Landscaping and Fencing

The Project would include a 14-foot-high steel fence along the northern property line to screen the truck yard and an 8-foot-high steel fence the eastern property line. The Project would also install an 8-foot-high fence along the western side of the truck court. The Project would include swinging and sliding gates with Knox gates to control access to the truck loading and trailer parking area.

The proposed Project includes approximately 57,883 square feet of ornamental landscaping that would cover slightly over 14.6 percent of the site, as shown in Figure 3-3, *Landscape Plan*. Proposed landscaping would include 24-inch and 36-inch box trees, various shrubs, and ground covers to screen the proposed building, infiltration/detention basins, and parking and loading areas from offsite viewpoints.

¹ In order to analyze all potential worst-case scenario impacts from construction and operation of the Project, the 99,770 SF building was analyzed as General Light Industrial (Option A) and Warehouse (Option B) in the associated technical studies.

Access and Circulation

Access to the proposed Project would be provided via three driveways: one on Harvill Avenue and two on Cajalco Road. The Harvill Avenue driveway would be 50-feet-wide and limited to right in/right out truck access only. The westernmost driveway on Cajalco Road would be 32-feet-wide and limited to passenger vehicles only. The easternmost driveway on Cajalco Road would be 45-feet-wide and provide access for both trucks and passenger vehicles. The Project would include a 24-foot-wide fire access road throughout the site. The Project would include swinging and sliding gates with Knox gates to control access to the truck loading and trailer parking area.

Infrastructure Improvements

Street Improvements

The proposed Project would repave Harvill Avenue and extend the existing 14-foot wide median along Harvill Avenue. The Project would include the construction of a right turn pocket along northbound Harvill Avenue at the Project driveway. The Project would also repave 46-feet of the existing 56-foot width of Cajalco Road and would include the addition of a sidewalk and a cul-de-sac along Cajalco Road. Additionally, the Project would construct a sidewalk along the Harvill Avenue frontage. The Project would include a 9-foot-wide right-of-way dedication along Harvill Avenue.

Water and Sewer Improvements

The Project applicant would install onsite water lines that would connect to the existing 24-inch diameter water line in Harvill Avenue, as well as install an onsite sewer system that would connect to the existing 8-inch sewer line in Harvill Avenue.

Drainage Improvements

Three proposed water infiltration/detention basins would be located at the northwest, southwest, and southeast corners of the Project site. The proposed basins would provide retention and infiltration of the proposed Project's stormwater drainage. The Project also proposes the construction of a new manhole over the existing 54" storm drain connecting to Harvill Ave.

3.3 General Plan and Zoning

The Project site has a land use designation of Light Industrial (LI) that allows development of the site up to a maximum FAR of 0.60. The Project site's zoning designation is Manufacturing-service commercial (M-SC). The proposed Project would be consistent with the existing land use and zoning designations associated with the Project site.

3.4 Construction and Phasing

Construction activities for the Project would occur over one phase and include site preparation, grading, building construction, paving, and architectural coatings. Grading work of soils would result in 12,957 cubic yards (CY) of cut and approximately 14,352 CY of fill for approximately 1,755 CY of import. Construction is expected to occur over 12 months and would occur within the hours allowable by the Riverside County Ordinance No. 847 Regulating Noise Section 2i, which states that construction shall occur only between the hours of 6:00 AM and 6:00 PM during the months of June through September and the hours of 7:00 AM and 6:00 PM during the months of October through May.

3.5 Operational Characteristics

The Project would be operated as either a General Light Industrial building and a truck parking lot or a Warehouse building and a truck parking lot. Typical operational characteristics include employees and customers traveling to and from the site, delivery of materials and supplies to the site, truck loading and unloading, and manufacturing activities. The Project is anticipated to operate 7 days a week 24 hours a day. Truck trailer parking would be limited to between 7:00 a.m. to 10:00 p.m.

3.6 Discretionary Approvals, Permits, and Studies

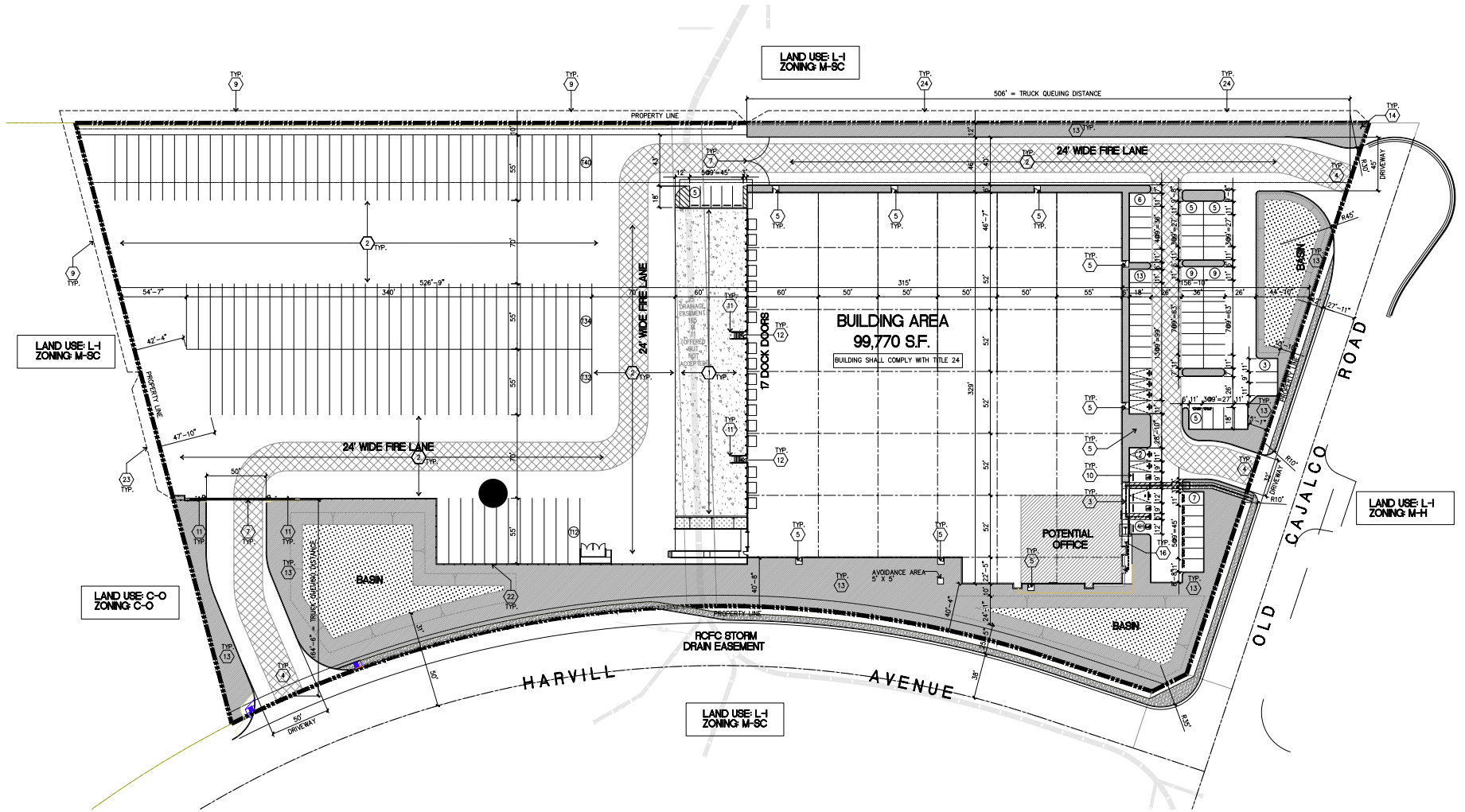
The following discretionary approval, permits, and studies anticipated to be necessary for implementation of the proposed Project include:

County of Riverside

- Plot Plan
- Development Review
- Adoption of this Mitigated Negative Declaration
- Approvals and permits necessary to execute the proposed Project, including but not limited to, demolition permit, grading permit, building permit, etc.

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Conceptual Site Plan

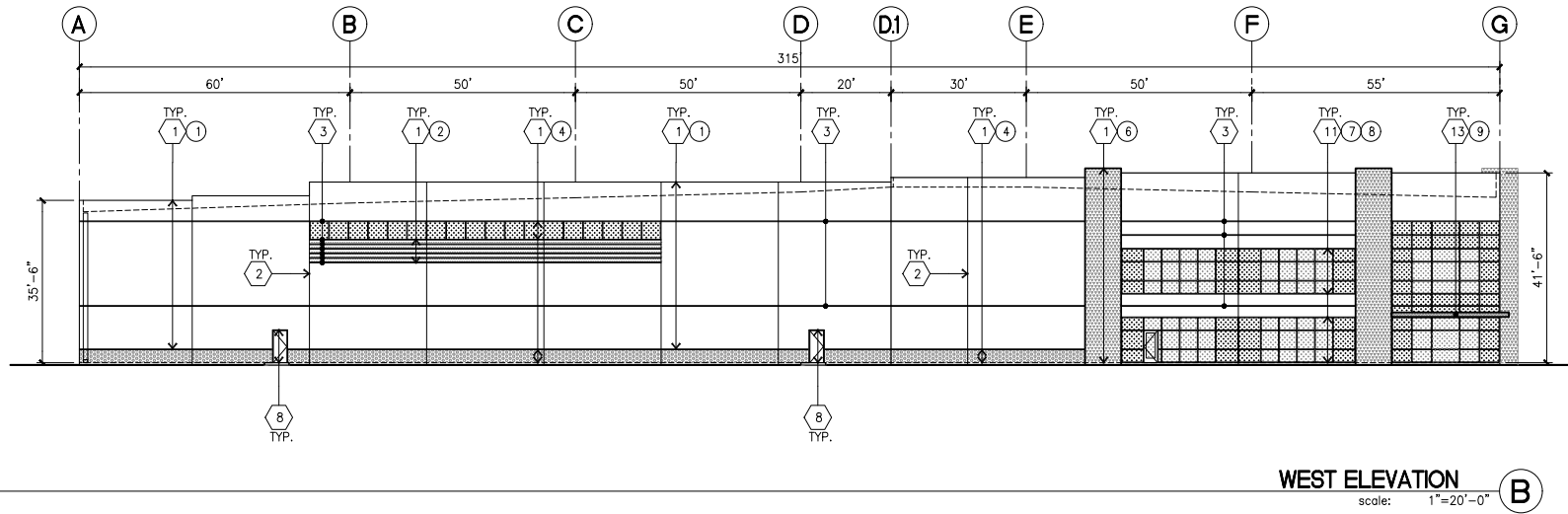
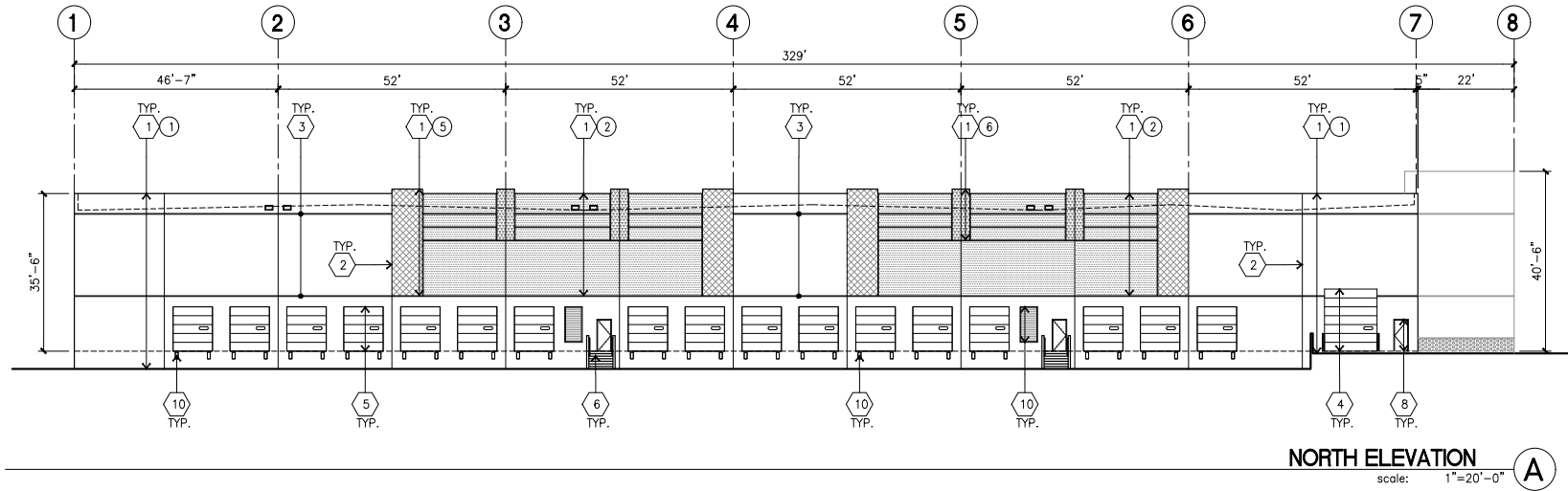


Harvill Ave. and Cajalco Rd.
County of Riverside

Figure 3-1

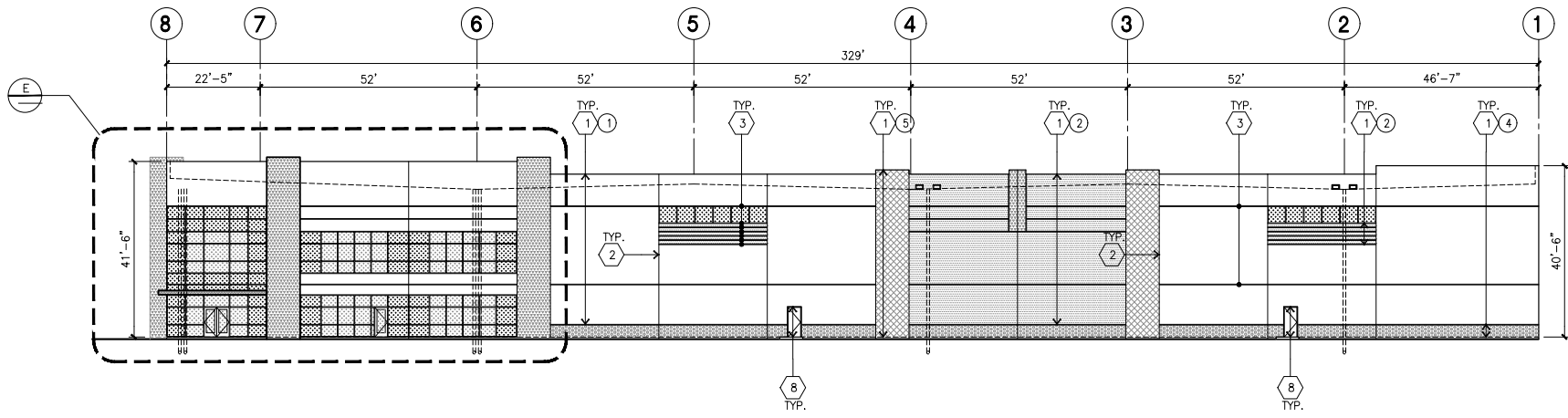
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Elevations

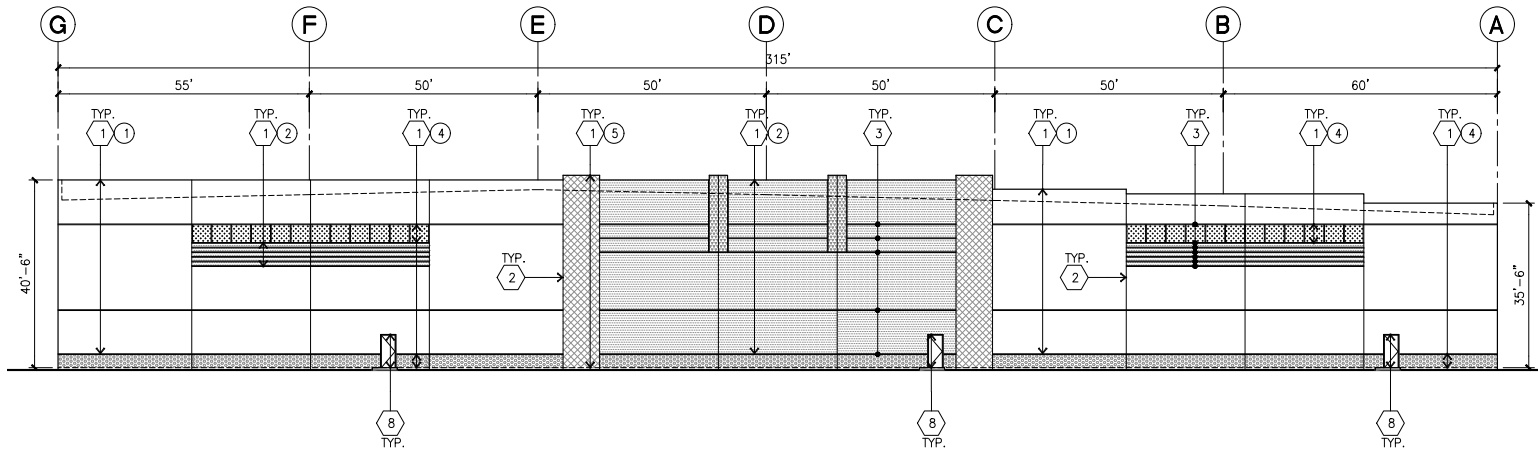


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Elevations



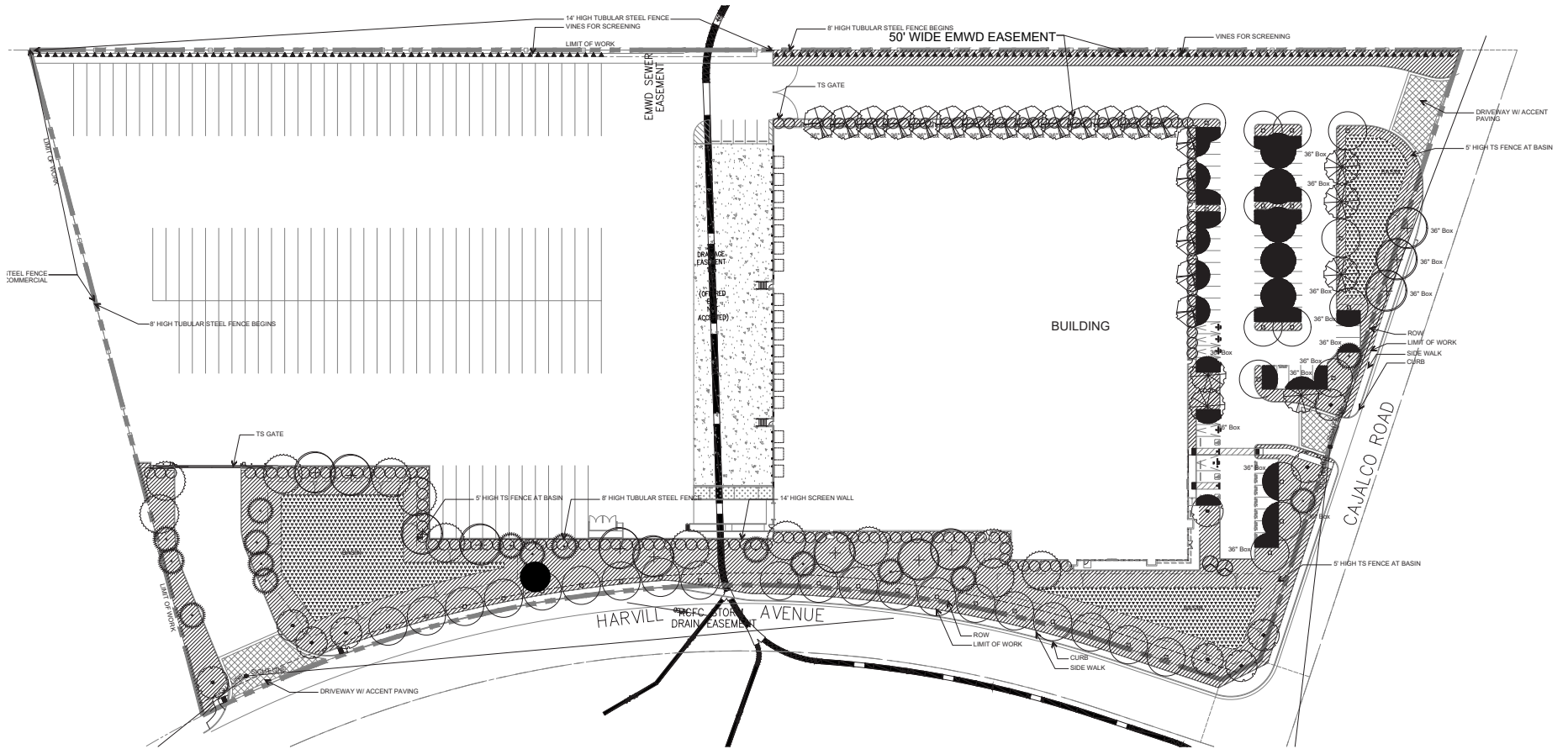
SOUTH ELEVATION
scale: 1"=20'-0" (C)



EAST ELEVATION
scale: 1"=20'-0" (D)

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Landscape Plan



PLANTING LEGEND

TREES						
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS	REMARKS
	Chippis linearis	30" Box	2	L	Multi	Accent Tree
	Desert Willow	24" Box	14	L	Multi	Accent Tree
	Chippis banksiana 'Pink Dawn'	30" Box	6	L	Standard	Parking Lot Tree
	Tree Green Shrub	24" Box	5	L	Standard	Parking Lot Tree
	Lagerstroemia 'Muskogee'	24" Box	2	M	Multi	Parking Lot Tree
	Crataegus Myrtle	48" Box	10	L	Multi	Project Entry Tree
	Olive	48" Box	10	L	Multi	Project Entry Tree
	Rhododendron	24" Box	12	L	Standard	Screen Tree
	Nymphaea	24" Box	9	L	Standard	Screen Tree
	Protea chinensis	30" Box	3	L	Standard	Screen Tree
	Chinese Parasole	24" Box	9	L	Standard	Screen Tree
	Rhododendron	30" Box	4	L	Standard	Parking Lot Tree
	African Sunac	24" Box	32	L	Standard	Parking Lot Tree
	Salvia confinis	30" Box	14	M	Standard	Screen Tree
	Brisbane Box	24" Box	5	L	Standard	Screen Tree

SHRUBS						
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING	SPACING
	Agave americana	5 Gal	30	L		
	Century Plant	5 Gal	24	M	2' OC	2' OC
	Artichoke Leafed	5 Gal	24	M	2' from	2' from
	Strawberry Tree	5 Gal	24	M	2' from	2' from
	Baccharis p. 'Centennial'	5 Gal	85	L	4' OC	4' OC
	Coyote Bush	5 Gal	1140	M	2' from	2' from
	Castanopsis 'Little Jewel'	5 Gal	1140	M	2' from	2' from
	Dwarf Bottle Brush	5 Gal	250	L	2' from	2' from
	Cassia g. 'Robusta'	5 Gal	250	L	4' OC	4' OC
	Silverleaf Cassia	5 Gal	640	M	2' from	2' from
	Dielsia bicolor	5 Gal	640	M	2' from	2' from
	Forsythia Lily	5 Gal	107	M	2' from	2' from
	Heliconia arthuriana	5 Gal	140	M	2' from	2' from
	Foyon	5 Gal	140	M	2' from	2' from
	Lantana 'Teaum'	5 Gal	459	M	2' from	2' from
	Kava Plant	5 Gal	195	M	2' from	2' from
	Mulicocarya rigens	5 Gal	195	M	4' OC	4' OC
	Deer Grass	5 Gal	52	M	2' from	2' from
	Nicotiana glauca 'Vanguard'	5 Gal	52	M	2' from	2' from
	Variegated Mock Orange	5 Gal	39	L	2' from	2' from
	Salvia 'Allen Chalkstone'	5 Gal	39	L	2' from	2' from
	Allot Chalkstone Sage	5 Gal	351	L	2' from	2' from
	Salvia greggii	5 Gal	351	L	2' from	2' from
	Autumn Sage	5 Gal	159	L	2' from	2' from
	Salvia leucantha	5 Gal	159	L	2' from	2' from
	Moroccan Sage	5 Gal	407	L	2' from	2' from
	Westringia hollosa	5 Gal	407	L	2' from	2' from
	Coast Rosemary	5 Gal	407	L	2' from	2' from

GROUND COVER						
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS	REMARKS
	Anolis redens 'Low Boy'	1 Gal	8" O.C.	L		
	Dwarf Anise	1 Gal	36" O.C.	M		
	Cassia m. 'Green Carpet'	1 Gal	36" O.C.	M		
	Prostrate Natal Plum	1 Gal	24" O.C.	M		
	Yellow Day Lily	1 Gal	24" O.C.	M		
	Hemerocallis hybridus Yellow	1 Gal	24" O.C.	M		
	Lantana 'Gold Mound'	1 Gal	36" O.C.	L		
	Yellow Lantana	1 Gal	36" O.C.	L		
	Rosa 'Silver Carpet' Red	1 Gal	30" O.C.	L		
	Red Flower Carpet Rose	1 Gal	30" O.C.	L		
	Rosmarinus p. 'Huntington Carpet'	1 Gal	48" O.C.	L		
	Prostrate Rosemary	1 Gal	18" O.C.	L		
	Salvia subulnaris	1 Gal	18" O.C.	L		
	Autumn Moore Grass	1 Gal	18" O.C.	L		

VINES						
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS	REMARKS
	Diplazium acrostichum	1 Gal	300	L		
	Wood-net Trumpet Vine	1 Gal	300	L		

BASIN PLANTING						
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS	REMARKS
	Salvia leucantha	1 Gal	18" O.C.	M		Basin Slopes
	California Meadow Sedge	5 Gal	4" O.C.	L		Basin Slopes
	Baccharis p. 'Centennial'	5 Gal	4" O.C.	L		Basin Slopes
	Coyote Bush	5 Gal	4" O.C.	L		Basin Slopes
	Baccharis p. 'Pigeon Point'	1 Gal	6" O.C.	L		Basin Slopes
	Dwarf Coyote Bush	5 Gal	4" O.C.	L		Basin Slopes
	Cassia g. 'Robusta'	5 Gal	4" O.C.	L		Basin Slopes
	Silverleaf Cassia	5 Gal	4" O.C.	L		Basin Slopes
	Lantana 'Gold Mound'	1 Gal	36" O.C.	L		Basin Top
	Yellow Lantana	1 Gal	36" O.C.	L		Basin Top
	Salvia p. 'Allen Chalkstone'	5 Gal	4" O.C.	L		Basin Slopes
	Allen Chalkstone Sage	5 Gal	4" O.C.	L		Basin Slopes



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COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (CEQ / EA) Number: CEQ220002/ EA36236
Project Case Type (s) and Number(s): PPT220001
Lead Agency Name: County of Riverside Planning Department
Address: 4080 Lemon Street 12th Floor, Riverside, CA 92501
Contact Person: Krista Mason
Telephone Number: (951) 955-3200
Applicant's Name: BCI IV Harvill Industrial Center LP
Applicant's Address: 4675 MacArthur Court, Suite 625, Newport Beach, CA 92660

I. PROJECT INFORMATION

Project Description: The applicant for the proposed Project is requesting approval from the County of Riverside to construct an approximately 99,770 SF General Light Industrial or Warehouse building, truck trailer parking lot, ornamental landscaping, and associated infrastructure. The proposed building would result in a FAR of 0.25, which is below the allowable maximum FAR of 0.60 for the Light Industrial land use designation. Figure 3-1, *Conceptual Site Plan*, illustrates the proposed site plan.

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

B. Total Project Area: 9.58 gross acres (9.13 net acres)

Residential Acres:	Lots:	Units:	Projected No. of Residents:
Commercial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Industrial Acres: 9.13	Lots: 2	Sq. Ft. of Bldg. Area: 99,770 SF	Est. No. of Employees: 97

Other:

C. Assessor's Parcel No(s): 317-130-034, and -035.

Street References: Harvill Avenue and Cajalco Road

D. Section, Township & Range Description or reference/attach a Legal Description: Section 12, Township 04S, Range 04W

E. Brief description of the existing environmental setting of the project site and its surroundings: The two parcels (APNs 317-130-034 and -035) are undeveloped yet disturbed land. The Project site contains moderate vegetation consisting of grasses, weeds, and trees. The Project site is surrounded by commercial uses, manufacturing uses, vacant land, and the I-215.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The Project site has a General Plan land use designation of Light Industrial (LI). The General Plan states that the LI 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. The Project

is consistent with the land use designation as it would provide a General Light Industrial or Warehouse building with an FAR of 0.25.

2. **Circulation:** Development of the Project with a General Light Industrial use and truck parking would result in a trip generation of approximately 744 daily passenger car equivalent (PCE) trips, including 82 PCE trips during the AM peak hour and 73 PCE trips during the PM peak hour. Development of the Project with a Warehouse use and truck parking would result in approximately 486 daily PCE trips, including 28 PCE trips during the AM peak hour and 30 PCE trips during the PM peak hour.
3. **Multipurpose Open Space:** The Project is located within a designated area requiring surveys for burrowing owl. As a result, the General Biological Assessment that was prepared for the Project conducted a habitat assessment for burrowing owl, as outlined by the MSHCP. Three proposed water infiltration basins would be located along the northwester, southwestern, and southeastern corners of the site. The proposed basins would provide retention and infiltration of the proposed Project's stormwater drainage. The Project site is designated as Light Industrial and has not been planned for natural open space. The Project would not conflict with the Multipurpose Open Space Element.
4. **Safety:** The proposed Project is not located within any special hazard zone (including fault zone, high liquefaction, dam inundation zone, high fire hazard area, etc.). The proposed Project has allowed for sufficient provision of emergency response services to the future users of this Project through the design and payment of development impact fees. The proposed Project meets all other applicable Safety Element policies.
5. **Noise:** The Project would not generate noise levels in excess of standards established in the General Plan or noise ordinance. The Project meets all other applicable Noise Element Policies.
6. **Housing:** The Project would develop and operate one General Light Industrial or Warehouse building and a truck trailer parking lot on the undeveloped site, which site has been designated for Light Industrial uses. The Project site is vacant and does not contain any housing. Therefore, no impacts related to housing would result from the Project.
7. **Air Quality:** The proposed Project would follow South Coast Air Quality Management District (SCAQMD) policies to control any fugitive dust during grading and construction activities and would not exceed air quality emissions thresholds during either construction or operation of the Project. The proposed Project meets all other applicable Air Quality element policies.
8. **Healthy Communities:** The Project would not result in any air quality, hazardous materials, noise or other impacts that would affect Healthy Communities. Thus, the Project would not result in conflicts with the Healthy Communities policies.
9. **Environmental Justice:** The Project would develop and operate one General Light Industrial or Warehouse building and a truck trailer parking lot on an undeveloped site, which has been planned for Light Industrial uses. The Project is located in the Mead Valley Environmental Justice Community. In compliance with General Plan Policy HC 15.1, multiple outreach events have been conducted during the planning process for the Project. In addition, the Project complies with all applicable Environmental Justice policies and the Applicant will contribute towards sidewalk improvements, community garden improvements, and circulation improvements. The Project would not result in adverse impacts related to environmental justice.

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

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Light Industrial

E. Overlay(s), if any: N/A

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

G. Adjacent and Surrounding:

1. **General Plan Area Plan(s):** Mead Valley Area Plan to the north, south, east, and west.

2. **Foundation Component(s):** Community Development to the north, south, east, and west.

3. **Land Use Designation(s):** Light Industrial (LI) and Commercial Office (CO) to the north; Light Industrial (LI) and Commercial Retail (CR) to the west; and Light Industrial (LI) to the south and east.

1. **Overlay(s), if any:** N/A

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

B. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** N/A

2. **Specific Plan Planning Area, and Policies, if any:** N/A

C. Existing Zoning: Manufacturing-Service Commercial (M-SC)

D. Proposed Zoning, if any: N/A

E. Adjacent and Surrounding Zoning: Manufacturing-Service Commercial (M-SC) and Commercial Office (CO) to the north; Manufacturing-Service Commercial (M-SC), Industrial Park (I-P), Scenic Highway Commercial (C-P-S) to the west and Manufacturing Heavy (M-H) to the south and east.

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Paleontological Resources | |

Geology / Soils

Population / Housing

Mandatory Findings of Significance

Greenhouse Gas Emissions

Public Services

III. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

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

I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be

feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or, (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.



Signature

March 16, 2023

Date

Krista Mason, Project Planner

For: John Hildebrand
Planning Director

Printed Name

IV. ENVIRONMENTAL ISSUES ASSESSMENT

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

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

Source(s): Multipurpose Open Space Element and Land Use Element, Riverside County General Plan Circulation Element Scenic Highways, California State Scenic Highways

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

Less than Significant Impact. The California Scenic Highway Program (SB 1467) was established in order to identify portions of State highways with scenic corridors, and to assign the State the responsibility to protect those scenic corridors. Scenic Corridors consist of land that is visible from, adjacent to, and outside the highway right-of-way, and is comprised primarily of scenic and natural features (SB 1467). The County of Riverside has officially recognized several roadways as either State or County designated, or eligible scenic highways.

As shown on the Riverside County General Plan Figure C-8, the Project site is not located within or near an officially designated scenic highway. The closest officially Designated State Scenic Highways are State Route 74, approximately 27 miles southeast and State Route 243, approximately 28.5 miles east. The closest Eligible State Scenic Highway is State Route 74, located approximately 4 miles south. The closest Eligible County Scenic Highway is Cajalco Expressway/Ramona Expressway, located approximately 0.2 miles north of the Project site.

The Project would not result in significant effects to the corridor as the proposed light industrial warehouse facility would be consistent with the existing surrounding visual landscape and with the existing Light Industrial land use designation. The Project would include setbacks from Harvill Avenue and Cajalco Road frontage as well as from the adjacent property lines. Due to the consistency of the proposed structure with the existing surrounding land uses, the distance from Cajalco Expressway, and the proposed setbacks, the effect imposed on the scenic highway corridor would be less than significant. Additionally, due to the distance of the Project site from State Route 243 and State Route 74, the proposed Project would not have a substantial effect upon a scenic highway corridor and impacts would be less than significant impacts.

2. 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?

Less than Significant Impact. The Project site is currently vacant and undeveloped. The Project is located in a partially developed area with light industrial uses and commercial developments. The Riverside County General Plan describes that in addition to scenic corridors, scenic resources include natural landmarks and prominent or unusual features of the landscape; however, the General Plan does not designate specific scenic resources. Views of the surrounding foothills are available from public vantage points on Harvill Avenue and Cajalco Road.

The Project would develop a General Light Industrial or Warehouse building and truck trailer parking lot that would be set back from the adjacent streets and would not encroach into the existing public long-distance views. The proposed Project includes setbacks of 40 feet from Harvill Avenue and approximately 86 to 156 feet from Cajalco Road. All setbacks would be greater than what is required by County Ordinance No. 348. Long range views of the surrounding foothills would continue to be available from public vantage points on surrounding streets. The proposed Project includes approximately 57,883 square feet of ornamental landscaping that would cover slightly over 14.6 percent of the site, as shown in Figure 3-3, *Landscape Plan*. Proposed landscaping would include 24-inch and 36-inch box trees, various shrubs, and ground covers to screen the proposed building, infiltration/detention basins, and parking and loading areas from offsite viewpoints. Therefore, the Project would not substantially damage scenic resources, obstruct any prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site. As such, impacts would be less than significant.

3. Would the Project, 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?

Less than Significant Impact. The Project site has a Riverside County General Plan designation of Light Industrial and is zoned Manufacturing-Service Commercial (M-SC). The following regulatory standards are applicable to development of the Project site, and would ensure the preservation of visual character and quality through architecture, landscaping, and site planning:

Table AES-1: Development Standard Consistency

County Code Development Standard		Project Consistency
Minimum Lot Size	10,000 square feet	397,518 square feet
Maximum Building Height	50 feet and 40 feet at the yard setback line	41 feet 6 inches
Minimum Landscape Area	10 %	14.6%
Maximum Floor Area Ratio	0.25-0.60	0.25
Minimum Street Setback	25 feet from street	40 feet from Harvill Road Minimum 86 feet from Cajalco Road
Parking	1 space/2,000 sq. ft. of gross floor area (50 spaces total)	73 automobile spaces total

The proposed Project would change the scenic quality of the site from an undeveloped site to a site developed with an approximately 99,770 square foot General Light Industrial or Warehouse building with office space, a truck trailer parking lot, a parking lot, ornamental landscaping, and associated infrastructure. The proposed building would result in a FAR of 0.25 and be approximately 41 feet and 6 inches tall. The Project site is within an increasingly urbanizing area that is mostly developed with light industrial uses and commercial uses. The proposed building would be set back from adjacent streets and would not encroach into public long-distance views. Parking and landscaping areas would be located in the setback space between roadways and buildings, which would minimize the visual scale of the structures. The proposed Project applicant would install landscaping onsite and along adjacent streets. Areas adjacent to the buildings would be landscaped with trees and a variety of shrubs and ground covers. The layering of landscaping between the proposed building and the surrounding roadways would provide visual depth and distance between the roadways and proposed structures, while functioning as a screen to trailer parking and the truck yard. Therefore, while the Project would change the visual character of the site, it would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and impacts would be less than significant.

Plans, Programs, or Policies/Standard Conditions: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): GIS database, Ord. No. 655 (Regulating Light Pollution)

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

Less than Significant Impact. Riverside County Ordinance No. 655 was established to control the effects of skyglow and to reduce the impact of development upon the Mt. Palomar Observatory. Two zones were established by the County in order to identify the proximity of a project to the Observatory and establish lighting restrictions for projects that take place within each zone. Projects within Zone A are within a 15-mile radius of Palomar Observatory. Projects within Zone B are within a 45-mile radius of Palomar Observatory, and/or within a 45-mile radius of the perimeter of Zone A.

Mt. Palomar Observatory is located approximately 40 miles southeast of the Project site, therefore the Project site falls within Zone B. Projects within Zone B are required to meet specific lighting design standards to minimize light that could have a detrimental effect on astronomical observation and research. To ensure that lighting meets the required standards, the proposed Project is required to submit lighting plans for approval as part of the Project permitting process. Through the County’s development review process and conditions of approval, the proposed Project would be required to comply with Riverside County Ordinance No. 655, included as PPP AES-1. Thus, potential Project interference with nighttime use of the Mt. Palomar Observatory would also be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP AES-1: Lighting Plans. All parking lot lights and other outdoor lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way, and shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Project Application Description

a) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. The Project proposes to develop an approximately 99,770 square foot warehouse building, which would result in a FAR of 0.25, and a 118-space truck trailer parking lot. Development of the Project would introduce new sources of light and glare into the area from street lighting, parking lot, and outdoor lighting. The proposed Project is located in an urbanized area that consists largely of light industrial uses and commercial uses. The spill of light onto surrounding properties and “night glow” would be reduced by using hoods and other design features on the light fixtures used within the proposed Project. Implementation of the existing regulatory requirements per Riverside County Ordinance No. 915 (Outdoor Lighting), included as PPP AES-2, would occur during

the County's permitting process and would ensure that impacts related to light and glare are less than significant.

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

b) Would the Project expose residential property to unacceptable light levels?

Less than Significant Impact. The closest residential use to the Project site is located approximately 413 feet to the southwest. The Project would be required to submit lighting plans for approval as part of the Project permitting process per Ordinance No. 655 and Ordinance No. 915 to ensure compliance with the Riverside County lighting requirements. This process would ensure that residential property and other light sensitive uses are not exposed to unacceptable levels of light, and impacts related to levels of light would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP AES-1: Lighting Plans. All parking lot lights and other outdoor lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way, and shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

PPP AES-2: Outdoor Lighting. All outdoor luminaires shall be appropriately located and adequately shielded and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. In addition, outdoor luminaires shall not blink, flash, or rotate and shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 915.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure OS-2; GIS database, Project Application Materials, California Department of Conservation Farmland Mapping and Monitoring Program; Historic Aerials, NETRonline, <https://www.historicaerials.com/>, accessed August 15, 2022.

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?

No Impact. The Project is identified by the Farmland Mapping and Monitoring Program as "Other Land" and "Farmland of Local Importance." The Project site is not currently in agricultural use and is vacant. According to historic aerials, the Project site has not been used for agricultural purposes in recent history (NETRonline, 2022). Additionally, as shown on the maps provided by the Farmland Mapping and Monitoring Program, none of the surrounding areas are designated as Prime Farmland, Unique Farmland, or Farmland Statewide Importance. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impacts would occur.

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?

No Impact. The Project site is designated by the Riverside County General Plan land use designation of Light Industrial (LI) and a zoning designation of Manufacturing-Service Commercial (M-SC). The proposed Project is consistent with the existing land use and zoning designations. The Project site is not currently zoned for an agricultural use and no agricultural activities currently occur onsite, nor have they occurred onsite in recent history. Additionally, the Project site is not subject to a Williamson Act contract and is not land within a Riverside County Agricultural Preserve. As a result, impacts related to conflict with agricultural zoning, agricultural use, a Williamson Act contract, or a Riverside County Agricultural Preserve from implementation of the proposed Project would not occur.

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

No Impact. No properties within 300 feet of the Project site are agriculturally zoned or currently being utilized for agricultural activity or operation. Additionally, the Project would not result in the development of heavy industrial uses that would impact agricultural uses in the area. Therefore, the Project would not cause development of non-agricultural uses within 300 feet of agriculturally zoned property. No impact would occur.

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?

No Impact. The proposed Project includes the construction of a new General Light Industrial or Warehouse building and truck trailer parking lot that would be consistent with the land use designation of the Project site. There are no existing agricultural activities currently onsite or in the surrounding area. Development of the Project site would not convert farmland to other uses. Additionally, the areas surrounding the Project site are designated by the Farmland Mapping and Monitoring Program as Urban Built-Up Land, Other Land, and Farmland of Local Importance. There is no state-designated farmland within the vicinity of the site. Therefore, the development of the proposed Project would not result in the conversion of farmland to non-agricultural use and no impacts would occur.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

a) Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?

No Impact. The Project site is located in an urbanizing area of the County. There is no forest land or forest resources on or in proximity to the Project site. Additionally, the Project site is not designated or zoned for forest or timberland or used for foresting. As such, development of the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g)) and no impact would occur.

b) Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

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

c) Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?

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

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan; Riverside County Climate Action Plan (CAP); SCAQMD CEQA Air Quality Handbook; Air Quality Impact Analysis, prepared by Urban Crossroads, August 2022 (Appendix A); Health Risk Assessment, prepared by Urban Crossroads, August 2022 (Appendix B).

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

Less than Significant Impact. The Project site is located in the South Coast Air Basin (SoCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act requirements. On December 2, 2022, the SCAQMD adopted their 2022 AQMP which details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG uses regional growth projections to forecast, inventory, and allocate regional emissions from land use and development-related sources. For purposes of analyzing consistency with the AQMP, if a proposed Project would result in growth that is substantially greater than what was anticipated, then the proposed Project would conflict with the AQMP. On the other hand, if a Project's density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the Project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers a Project consistent with the AQMP if the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

Furthermore, the SoCAB is in a non-attainment status for federal ozone standards, and state and federal particulate matter standards. The SoCAB has a maintenance status for federal PM₁₀ standards. Any development in the SoCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Should construction or operation of the proposed Project exceed these thresholds, a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

The proposed Project applicant would develop the site with a General Light Industrial or Warehouse building and truck trailer parking lot. The proposed Project would be consistent with the land use and zoning classifications of the site. As discussed below, the emissions generated by the construction and operation of the proposed Project in either scenario would not exceed thresholds, and the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new

violation. Therefore, impacts related to conflict with the AQMP from the proposed Project would be less than significant.

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?

Less than Significant Impact. The SoCAB is in non-attainment status for federal ozone standards, and state and federal particulate matter standards. The SoCAB is designated as a maintenance area for federal PM₁₀ standards. Any development in the Basin, including the proposed Project could cumulatively contribute to these pollutant violations. Evaluation of the cumulative air quality impacts of the proposed Project has been completed pursuant to SCAQMD’s cumulative air quality impact methodology. SCAQMD states that if an individual project results in air emissions of criteria pollutants (ROG, CO, NO_x, SO_x, PM₁₀, and PM_{2.5}) that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550
Lead	3	3

Source: Air Quality Impact Analysis (Appendix A)

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following: (1) site preparation, (2) grading, (3) building construction, (4) paving, and (5) architectural coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

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

Compliance with Rule 403, included as PPP AQ-2, was accounted for in the construction emissions modeling. In addition, implementation of SCAQMD Rule 1113, included as PPP AQ-3, which governs the VOC content in architectural coating, paint, thinners, and solvents was accounted for in construction emissions modeling. Construction emissions from the Project were modeling using the California Emissions Estimator Model (CalEEMod) version 2022.1. The purpose of the CalEEMod 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. As shown in Table AQ-2, the CalEEMod results

indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact.

Table AQ-2: Project Construction Emissions and Regional Thresholds

Construction Activity	Maximum Daily Regional Construction Emissions (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Summer						
2023	4.96	41.40	44.10	0.07	3.25	2.42
2024	n/a	n/a	n/a	n/a	n/a	n/a
Winter						
2023	13.00	100.00	81.50	0.14	14.50	8.53
2024	13.00	1.21	1.53	<0.005	0.14	0.06
Total Maximum Daily Emissions	13.00	100.00	81.50	0.14	14.50	8.53
SCAQMD Significance Thresholds	75	100	550	150	150	55
Emissions Exceed Thresholds?	No	No	No	No	No	No
<small>(VOC = reactive organic gases NO_x = oxides of nitrogen PM₁₀ = particulate matter 10 microns or less in diameter PM_{2.5} = particulate matter 2.5 microns or less in diameter CO = carbon monoxide SO_x = sulfur oxides Source: Air Quality Impact Analysis (Appendix A)</small>						

Operation

Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Area source emissions would occur from operation of the building as either a General Light Industrial or Warehouse building.

Operational emissions associated with the proposed Project scenarios were modeled using CalEEMod and are presented in Table AQ-3 and Table AQ-4. As shown, the proposed Project would result in long-term regional emissions of criteria pollutants, however, these emissions would be below the SCAQMD's applicable thresholds. Therefore, in either scenario, the Project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant, and impacts would be less than significant.

Table AQ-3: Project Operational Emissions and Regional Thresholds (General Light Industrial)

Operational Activity	Maximum Daily Regional Operational Emissions (pounds/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Area Source	2.25	7.59	31.20	0.11	3.22	0.69

Operational Activity	Maximum Daily Regional Operational Emissions (pounds/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Energy Source	3.16	0.04	4.34	<0.005	0.01	0.01
Mobile Source	0.06	1.15	0.97	0.01	0.09	0.09
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
Total Maximum Daily Emissions	5.59	9.16	52.95	0.12	3.35	0.85
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Winter						
Area Source	2.15	8.02	25.60	0.11	3.22	0.69
Energy Source	2.44	0.00	0.00	0.00	0.00	0.00
Mobile Source	0.06	1.15	0.97	0.01	0.09	0.09
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
Total Maximum Daily Emissions	4.77	9.55	43.01	0.12	3.34	0.81
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns or less in diameter VOC = Volatile Organic Compounds PM _{2.5} = particulate matter 2.5 microns or less in diameter CO = carbon monoxide Maximum of daily Summer or winter season emissions presented Source: Air Quality Impact Analysis (Appendix A)						

Table AQ-4: Project Operational Emissions and Regional Thresholds (Warehouse)

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Area Source	0.82	8.93	10.90	0.09	1.95	0.51
Energy Source	3.14	0.04	4.34	< 0.005	0.01	0.01
Mobile Source	0.03	0.51	0.43	< 0.005	0.04	0.04
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
Total Maximum Daily Emissions	4.11	9.86	32.11	0.09	2.03	0.59
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Area Source	0.78	9.35	9.33	0.09	1.95	0.51

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Energy Source	2.43	0.00	0.00	0.00	0.00	0.00
Mobile Source	0.03	0.51	0.43	< 0.005	0.04	0.04
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
Total Maximum Daily Emissions	3.36	10.24	26.20	0.09	2.02	0.58
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns or less in diameter VOC = Volatile Organic Compounds PM _{2.5} = particulate matter 2.5 microns or less in diameter CO = carbon monoxide Maximum of daily Summer or winter season emissions presented Source: Air Quality Impact Analysis (Appendix A)						

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

Less than Significant Impact. The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO_x, CO, PM₁₀, and PM_{2.5} construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD's *Final Localized Significance Threshold Methodology*, "off-site mobile emissions from the Project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO_x, CO, PM₁₀, and PM_{2.5} pollutants for each of the 38 source receptor areas (SRAs) in the Basin. The Project is located within Perris Valley, which is within SRA 24.

Sensitive receptors can include residences, schools, playgrounds, childcare centers, athletic facilities. The nearest land use where an individual could remain for 24 hours to the Project site has been used to determine localized construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5} (since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time). The nearest sensitive receptors where individuals could remain for 24 hours is the Marriot Fairfield Hotel at 19310 Harvill Avenue, approximately 119 feet (36 meters) north of the Project site. The nearest commercial/industrial 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 assumed that an individual could be present at these sites for periods of one to 8 hours. California Trusframe, LLC manufacturing facility at 23665 Cajalco Road is the nearest industrial use at approximately 95 feet (29 meters) from the Project site. As such, a 36-meter threshold was utilized for evaluation of localized PM₁₀ and PM_{2.5} impacts, while a 29-meter threshold was utilized for evaluation of localized NO_x and CO.

Construction

Construction of the proposed Project may expose nearby residential sensitive receptors to airborne particulates as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following SCAQMD's standard construction practices Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a

nuisance offsite. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. As shown in Table AQ-5, Project construction-source emissions would not exceed SCAQMD LSTs and impacts would be less than significant.

Table AQ-5: Localized Significance Summary of Construction Emissions

Construction Activity	Maximum Daily Localized Construction Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation (2023)				
Summer	n/a	n/a	n/a	n/a
Winter	47.00	38.00	8.19	5.02
Maximum Daily Emissions	47.00	38.00	8.19	5.02
SCAQMD Localized Threshold	225	1,308	19	7
Threshold Exceeded?	No	No	No	No
Grading (2023)				
Summer	n/a	n/a	n/a	n/a
Winter	52.0	40.50	5.59	3.32
Maximum Daily Emissions	52.0	40.50	5.59	3.32
SCAQMD Localized Threshold	292	1,795	27	10
Threshold Exceeded?	No	No	No	No
NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns or less in diameter PM _{2.5} = particulate matter 2.5 microns or less in diameter CO = carbon monoxide Source: Air Quality Impact Analysis (Appendix A)				

Operation

Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. As demonstrated in Tables AQ-6 and AQ-7, emissions from either operational scenario would not exceed SCAQMD LSTs for operations, and impacts would be less than significant.

Table AQ-6: Localized Significance Summary of Operation Emissions (General Light Industrial)

Operational Activity	Maximum Daily Localized Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Summer	3.09	26.71	0.29	0.16
Winter	3.14	22.63	0.28	0.15
Maximum Daily Emissions	3.14	26.71	0.29	0.16
SCAQMD Localized Threshold	275	1,673	7	2

Threshold Exceeded?	No	No	No	No
NOx = oxides of nitrogen PM ₁₀ = particulate matter 10 microns or less in diameter PM _{2.5} = particulate matter 2.5 microns or less in diameter CO = carbon monoxide Maximum of daily Summer or winter season emissions presented Source: Air Quality Impact Analysis (Appendix A)				

Table AQ-7: Localized Significance Summary of Operation Emissions (Warehouse)

Scenario	Maximum Daily Localized Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Summer	2.27	6.99	0.13	0.07
Winter	2.32	2.76	0.13	0.06
Maximum Daily Emissions	2.32	6.99	0.13	0.07
SCAQMD Localized Threshold	275	1,673	7	2
Threshold Exceeded?	NO	NO	NO	NO
NOx = oxides of nitrogen PM ₁₀ = particulate matter 10 microns or less in diameter PM _{2.5} = particulate matter 2.5 microns or less in diameter CO = carbon monoxide Maximum of daily Summer or winter season emissions presented Source: Air Quality Impact Analysis (Appendix A)				

Diesel Mobile Source Health Risk Analysis. A Health Risk Assessment (HRA), included as Appendix B, was prepared to evaluate the health risk impacts as a result of exposure to diesel particulate matter (DPM) as a result of heavy-duty diesel trucks entering and leaving the site during operation of the Project with either General Light Industrial uses or Warehouse uses. DPM has been identified by the California Air Resources Board (ARB) as a carcinogenic substance responsible for nearly 70 percent of the airborne cancer risk in California. The estimated health risk impacts were compared to the health risk significance thresholds recommended by the SCAQMD for use in CEQA assessments. The County of Riverside has not adopted a numerical significance threshold for cancer risk or non-cancer hazards. Therefore, the significance thresholds recommended by the SCAQMD were adopted for this analysis. The relevant significance thresholds are provided below:

- Cancer Risk: ten (10) persons per million population as the maximum acceptable incremental cancer risk due to exposure to toxic air contaminants (TAC)
- Non-cancer Hazard Index: 1.0

Table AQ-8 provides a summary of the HRA modeling of cancer risks and chronic non-cancer hazards resulting from the Project's construction and operational DPM emissions along with the SCAQMD health risk significance for operation of the site with General Light Industrial Uses. As shown, the estimated cancer risk for the maximum impacted sensitive receptor is 2.71 in one million during construction of the Project and 0.31 in one million during operation. These levels are less than the 10 in one million significance threshold. Further, the estimated non-cancer hazard indices are less than the significance threshold.

Table AQ-8: Summary of Construction & Operation Cancer & Non-Cancer Risks (General Light Industrial)

Location ¹	Maximum Lifetime Cancer Risk (Per Million)		Significance Threshold	Exceeds Significance Threshold?
	Construction	Operation		
Residential Exposure	2.71	0.31	10	No
Worker Exposure	0.46	0.18	10	No
School Exposure	0.15	0.05	10	No
Location ¹	Estimated Chronic Non-Cancer Hazard Index		Significance Threshold	Exceeds Significance Threshold?
	Construction	Operation		
Residential Exposure	≤0.01	≤0.01	1.0	No
Worker Exposure	≤0.01	≤0.01	1.0	No
School Exposure	≤0.01	≤0.01	1.0	No

¹ The Maximally Exposed Individual Receptor (MEIR) is located 413 feet southwest of the Project site at an existing residence. The Maximally Exposed Individual Worker (MEIW) is located 95 feet south of the southern boundary of the Project for construction impacts and 119 feet north of the Project site for operational impacts. The Maximally Exposed Individual School Child (MEISC) is located 757 feet east of the Project site.
Source: Health Risk Assessment (Appendix B)

Table AQ-9 provides a summary of the HRA modeling of cancer risks and chronic non-cancer hazards resulting from the Project's construction and operational DPM emissions along with the SCAQMD health risk significance for operation of the site with Warehouse Uses. As shown, the estimated cancer risk for the maximum impacted sensitive receptor is 2.71 in one million during construction of the Project and 0.41 during operation. These levels are less than the 10 in one million significance threshold. Further, the estimated non-cancer hazard indices are less than the significance threshold.

Table AQ-9: Summary of Construction & Operation Cancer & Non-Cancer Risks (Warehouse)

Location ¹	Maximum Lifetime Cancer Risk (Per Million)		Significance Threshold	Exceeds Significance Threshold?
	Construction	Operation		
Residential Exposure	2.71	0.41	10	No
Worker Exposure	0.46	0.21	10	No
School Exposure	0.15	0.06	10	No
Location ¹	Estimated Chronic Non-Cancer Hazard Index		Significance Threshold	Exceeds Significance Threshold?
	Construction	Operation		
Residential Exposure	≤0.01	≤0.01	1.0	No
Worker Exposure	≤0.01	≤0.01	1.0	No
School Exposure	≤0.01	≤0.01	1.0	No

¹ The Maximally Exposed Individual Receptor (MEIR) is located 413 feet southwest of the Project site at an existing residence. The Maximally Exposed Individual Worker (MEIW) is located 95 feet south of the southern boundary of the Project for construction impacts and 119 feet north of the Project site for operational impacts. The Maximally Exposed Individual School Child (MEISC) is located 757 feet east of the Project site.
Source: Health Risk Assessment (Appendix B)

The land use with the greatest potential increased cancer risk due to exposure to Project construction-source and operational-source DPM emissions is the residence located 413 feet southwest of the Project site at 19542 Patterson Avenue. At this location, the maximum incremental cancer risk attributable to Project construction and operational DPM source emissions is estimated at 2.86 in one million for operation of the site with General Light Industrial Uses and at 2.91 in one million for operation of the site with Warehouse Uses, which are both less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity in either operational scenario. All other receptors during construction and operational activity would experience less risk than what is identified for this location. Therefore, construction and operation of the Project would result in less than significant impacts related to health risks.

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

Less than Significant Impact. The proposed Project would not generate other emissions outside of those previously described. The Project site does not contain land uses typically associated with emitting objectionable odors. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor issues include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The proposed Project would develop and operate a General Light Industrial or Warehouse building, which would not involve the types of uses that lead to odors.

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

It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 (included as PPP AQ-1) to prevent occurrences of public nuisance odors. Therefore, other emissions (such as those leading to odors) that could adversely affect a substantial number of people would not occur from the proposed Project.

Plans, Programs, or Policies/Conditions of Approval:

PPP AQ-1: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

PPP AQ-2: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

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

PPP AQ-3: Rule 1113. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): GIS database; WRCMSHCP; On-site Inspection; Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, prepared October 2021 by ELMT Consulting (Appendix C); Burrowing Owl Focused Survey Report, prepared September 2021 by ELMT Consulting (Appendix D).

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?

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

identified suitable habitat for burrowing owls and determined that no burrowing owls are currently on the site. Consistent with the MSHCP requirements, focused surveys were conducted pursuant to *Step II, Part B: Focused Burrowing Owl Surveys of the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* (2006). The focused surveys were conducted on August 12, 18, 24, and 30, 2021 (Appendix D). Based on the focused surveys, the Habitat Assessment concluded that the burrowing owls do not currently exist on the site. However, due to the fact that the Project site is located within the MSHCP burrowing owl survey area, a 30-day preconstruction survey is required prior to the commencement of Project activities, as included in Mitigation Measure BIO-1. With implementation of Mitigation Measure BIO-1, potential conflict with the MSHCP would be less than significant.

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

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

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

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)?

Less than Significant with Mitigation Incorporated. A Biological Resources Assessment was prepared for the proposed Project, which included a field survey conducted on May 21, 2021 (Appendix C). The Biological Resources Assessment describes that the Project site contains disturbed habitat. According to the California Natural Diversity Database (CNDDB), a total of 23 special-status plant species, 76 special-status wildlife species, and three special-status plant communities have the potential to occur on or within the vicinity of the Project area. These include those species listed or candidates for listing by the U. S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS). All habitats with the potential to be used by sensitive species were evaluated during the field survey for their presence or potential presence.

Sensitive Plant Species

A total of 23 plant species are listed as state and/or federal Threatened, Endangered, or Candidate species; are 1B.1 listed plants on the CNPS Rare Plant Inventory; or have been found to have a potential to exist within the Project region. No special-status plants were observed on the Project site during the field investigation. Additionally, based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined no special-status plant species have potential to occur on-site due to the lack of native habitats and routine on-site disturbances (ELMT 2021).

Sensitive Plant Communities

According to the CNDDDB, a total of three special-status plant habitats are listed as being identified within the Project region, however no CDFW special-status plant habitats occur within the Project site boundaries (ELMT 2021).

Sensitive Animal Species

According to the CNDDDB, a total of 76 animal species that are listed as state or federally Threatened, Endangered, or Candidate have the potential to occur within the Project region. Of the 76 listed animal species, only one was observed during the field investigation: the California horned lark (*Eremophila alpestris actia*) and only three have a moderate potential to occur onsite. The other special-status species are presumed absent based on the lack of suitable onsite habitat, as further discussed in Appendix C to this MND. During the biological survey conducted on May 21, 2021, one California horned lark (*Eremophila alpestris actia*) was observed foraging onsite. However, according to the Biological Resources Assessment (Appendix C to this MND), the Project site provides minimal suitable nesting opportunities for this species. Non-listed animal species that were observed onsite during the biological survey include side-blotched lizard (*Uta stansburiana elegans*), rock pigeon (*Columba livia*), red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco sparverius*), mourning dove (*Zenaidura macroura*), horned lark (*Eremophila alpestris*), American crow (*Corvus brachyrhynchos*), pocket gopher (*Thomomys bottae*), and California ground squirrel (*Otospermophilus beecheyi*). However, based on habitat requirements for specific species and the availability and quality of onsite habitats, it was determined that the Project site also has a moderate potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), and burrowing owl, as further discussed in Appendix C to this MND. However, there are multiple undeveloped and vacant fields in the area that provide suitable foraging activities for California horned lark and other special-status avian species. As a result, implementation of the Project would not significantly reduce foraging habitat.

No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted during breeding season. Although subjected to routine disturbance, the ornamental vegetation found onsite has the potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds, such as that could occur in the area that are adapted to urban environments. Additionally, the disturbed portions of the site have the potential to support ground-nesting birds such as killdeer. No raptors (including Cooper's hawk and sharp-shinned hawk) are expected to nest onsite due to lack of suitable nesting opportunities. Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed. However, implementation of Mitigation Measure BIO-2 would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level.

Additionally, due to regional significance and in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (Environmental Programs Department, 2006), a focused survey for burrowing owl was conducted for the proposed Project site. The Project is located within a designated area requiring surveys for burrowing owl and contains potentially suitable habitat for burrowing owls. As a result, focused surveys were conducted pursuant to *Step II, Part B: Focused Burrowing Owl Surveys of the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (2006)*. The focused surveys were conducted on August 12, 18, 24, and 30, 2021 (Appendix D). Based on the focused surveys, the Habitat Assessment concluded that the burrowing owls do not currently exist on the site. However, due to the Project location within the Western Riverside County MSHCP burrowing owl survey area, a 30-day preconstruction survey is required prior to the commencement of Project activities, as included in Mitigation Measure BIO-1. With implementation of Mitigation Measure BIO-1, potential impacts to threatened or endangered animal species would be less than significant. Therefore, impacts to threatened and endangered species would be less than significant.

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?

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

In addition to burrowing owl, the California horned lark (*Eremophila alpestris actia*), Cooper's hawk (*Accipiter cooperii*), and sharp-shinned hawk (*Accipiter striatus*) have the potential to occur within the Project site. As such, implementation of Mitigation Measure BIO-2 would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level. Therefore, the Project would result in a less than significant impact related to candidate, sensitive, or special status species in local or regional plans, or state regulations.

d) 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?

Less than Significant with Mitigation Incorporated. Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The Project site does not contain, and is not adjacent to, any wildlife corridors. The Project site is relatively flat, and no hillside or drainages exist on the site. No wildlife movement corridors were found to be present within the Project site. Areas of industrial, residential, and undeveloped land are located beyond the roadways adjacent to the site. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

Although subjected to routine disturbance, the ornamental vegetation found onsite has the potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds, such as that could occur in the area that are adapted to urban environments. Additionally, the disturbed portions of the site have the potential to support ground-nesting birds such as killdeer. No

raptors (including Cooper's hawk and sharp-shinned hawk) are expected to nest onsite due to lack of suitable nesting opportunities. Therefore, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-2 has been included to require a nesting bird survey to be conducted prior to initiating vegetation clearing. With the implementation of Mitigation Measure BIO-2, impacts related to nesting birds would be reduced to a less than significant level.

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?

No Impact. The Habitat Assessment describes that the Project site does not contain any drainage, riparian, or riverine features. There are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the Project site boundaries. The Project area does not contain any wetlands or vernal pools. Also, as described previously, the Project site consists entirely of heavily disturbed habitat (ELMT 2021). Therefore, the Project would not result in impacts related to riparian habitat or other sensitive natural community.

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?

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

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

No Impact. The proposed Project would not conflict with any local policies or ordinances protecting biological resources. See prior discussions regarding compliance with the MSHCP. The County of Riverside has two tree management ordinances; one which manages the removal of oak trees, and the other that manages the removal of trees above 5,000 feet in elevation. The proposed Project site does not contain any oak trees and elevation of the Project site ranges between 1,505 feet above mean sea-level to 1,510 feet above mean sea-level (ELMT 2021). Thus, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impacts would not occur.

Plans, Programs, or Policies/Conditions of Approval:

PPP BIO-1: County Ordinance No. 810. Prior to the issuance of any building permits, fees required pursuant to Riverside County Ordinance No. 810 (Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Fee Program Ordinance) shall be submitted to the County. County Ordinance No. 810 requires a per-acre local development impact and mitigation fee payment prior to the issuance of a building permit.

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

Mitigation:

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

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

Mitigation Measure BIO-2: Nesting Bird Survey. Vegetation removal shall occur outside of the nesting bird season (generally between February 1 and August 31). If vegetation removal is required during the nesting bird season, the applicant must conduct take avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys shall be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities will stay outside of a 300-foot buffer around the active nests. For raptor species, the buffer is to be expanded to 500 feet. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Riverside County Environmental Programs Department verify that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur.

Monitoring:

A maximum of 30 days prior to the issuance of any grading permits, burrowing owl surveys shall be completed and the results of the preconstruction surveys shall be reviewed by the Riverside County Planning Department. If burrowing owls are identified onsite prior to initiation of grading activities, a Burrowing Owl Protection and Relocation Plan shall be prepared in accordance with the MSHCP prior to the issuance of any grading permits. If active nesting birds are observed, a qualified biologist will determine appropriate minimum disturbance buffers or other adaptive mitigation techniques. Monitoring shall be conducted by a qualified biologist in coordination with the Riverside County Planning Department.

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

Source(s): Phase I Cultural Resources Assessment, prepared by Brian F. Smith and Associates, Inc., February 2022 (BFSA 2022) (Appendix E)

a) Would the Project alter or destroy a historic site?

No Impact. The Project site is vacant and undeveloped and consists of relatively flat terrain that has remained vacant since at least the 1930s (BFSA 2022). As described in the Cultural Resources Assessment, historic maps and aerial photographs show that the site has been historically used for agricultural uses. Additionally, the site is adjacent to undeveloped vacant land, industrial uses, and commercial uses.

A historic single-family residence exists approximately 124.1 meters (407.2 feet) southwest of the Project site. As discussed previously, the proposed Project would be set back from approximately 40 feet from Harvill Avenue and approximately 86 to 156 feet from Cajalco Road. Additionally, landscaping would be included within the setback areas. As such, the Project would be set back at such a distance from the historic building that the Project would not result in visual impacts to the building. Therefore, the proposed Project would not alter or destroy a historic site or cause an adverse impact to a historical resource, and impacts related to historic sites would not occur.

b) Would the Project cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?

No Impact. According to the State CEQA Guidelines, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the Project’s Lead Agency. Implementation of the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines, as there are no eligible historical resources on the Project site.

The California Register of Historical Resources defines a “historical resource” as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

As described in the previous response, the Project site is undeveloped, vacant land with no previous development and is adjacent to undeveloped, vacant land, industrial uses, and commercial uses. As

the site does not include any historic resources, an impact related to the significance of a historical resource would not occur from implementation of the Project.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: None.

Monitoring: No monitoring is required.

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

Source(s): Phase I Cultural Resources Assessment, prepared by Brian F. Smith and Associates, Inc., February 2022 (BFSA 2022) (Appendix E)

a) Would the Project alter or destroy an archaeological site?

Less than Significant with Mitigation Incorporated. The Project site is vacant and undeveloped. The Phase I Cultural Resources Assessment prepared for the Project included an archaeological records search that was completed at the University of California, Riverside, Eastern Information Center (UCR-EIC). The UCR-EIC is the countywide clearing house/repository for all archaeological and cultural studies completed within the Riverside County. All pertinent data was researched, including previous studies for a one-mile radius surrounding the Project area and the identification of recorded resources within one mile. In addition, the research included review of the current listings (federal, state, and local) for evaluated resources and reviewed historic maps. The records search indicated that 46 cultural resources have been recorded within 1-mile of the Project area, none of which are within the Project boundaries. Additionally, 43 previous studies have been conducted within a 1-mile radius of the Project area, including one which took place on the Project site. The study that took place on the Project site was conducted in 1989 by Drover and did not identify any cultural resources (BFSA 2022). Furthermore, the Phase I Cultural Resources Assessment conducted a field survey of the Project site on October 19, 2021 and found no existing archaeological resources at the site. The Phase I Cultural Resources Assessment concluded that previous clearing and agricultural use of the Project site has likely led to the removal of any evidence of archaeological resources that may have been present. Due to the results of the 1989 survey and the lack of recorded archaeological sites by the UCR-EIR, there is little to no potential to encounter any archaeological sites during construction of the Project. However, Mitigation Measure CUL-1 is included to require measures to be taken should any cultural resources be incidentally discovered during Project construction activities. Additionally, although the uppermost soils have been disturbed, there is a potential for subsurface resources to be located within the alluvium. Therefore, Mitigation Measure CUL-2 is included to require archaeological monitoring during ground disturbing activities. Mitigation Measure CUL-3 has been included to require Project grading plans to include an area for resource reburial for any artifacts that may be identified during grading activities. Mitigation Measure CUL-4 has been included to provide guidelines for the placement of any artifacts that may be identified during grading activities. Mitigation Measure CUL-5 has been included to require

the preparation of a Phase IV Cultural Resources Monitoring Report to ensure any inadvertently discovered artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan. With implementation of Mitigation Measure CUL-1 through CUL-5, impacts would be less than significant.

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

Less than Significant with Mitigation Incorporated. As described in the previous response, the Phase I Cultural Resources Assessment (including field survey) prepared for the Project did not identify any archaeological resources within the Project site. Therefore, as discussed in the Cultural Resources Assessment, there is little to no potential for previously unknown archaeological resources to be below the soil surface. However, Mitigation Measure CUL-1 is included to require measures to be taken should any cultural resources be incidentally discovered during Project construction activities. With implementation of Mitigation Measures CUL-1 through CUL-5, impacts to archaeological resources would be less than significant.

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

No Impact. The Project site has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during Project construction. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, included as PPP CUL-1, mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that significant impacts to human remains would not occur.

Plans, Programs, or Policies/Conditions of Approval:

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

Mitigation:

Mitigation Measure CUL-1: Unanticipated Resources (Planning-CUL.3). The developer/applicant shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the Project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. If not already employed by the Project developer, a County approved archaeologist shall be employed by the Project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary and adhere to all recommendations of the County Archaeologist to ensure that there are no significant impacts to cultural resources. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the recommendations of the County Archaeologist are implemented.

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

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

Mitigation Measure CUL-3: Resource Reburial Area. Prior to issuance of grading permits, the developer/applicant shall provide evidence to the Riverside County Planning Department that an area for reburial has been included in the Grading Plans. This sheet shall indicate an area that will be protected and not disturbed in the future. This area will be used for reburial of any artifacts that have been identified during grading and cannot be avoided. This is confidential information, and the exact nature of this area will not be called out on the grading plans.

Mitigation Measure CUL-4: Cultural Resource Disposition. In the event cultural resources are identified during ground disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources and provide evidence to the satisfaction of the County archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through the following methods.

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

Historic Resources

All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

Prehistoric and/or Tribal Cultural Resources

One of the following treatments shall be applied:

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

Mitigation Measure CUL-5: Phase IV Monitoring Report. Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

Monitoring: Archaeological Monitor. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County Planning Department, or designee identifying that an archaeological monitor has been retained for activities detailed in Mitigation Measure CUL-2.

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

ENERGY Would the project:

10. Energy Impacts

a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”); Energy Analysis, prepared by Urban Crossroads, August 2022 (Appendix F).

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?

Less than Significant Impact.

Construction

During construction of the proposed Project would consume energy in three general forms:

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

Construction activities related to the proposed industrial development and the associated infrastructure is not expected to result in demand for fuel greater on a per-development basis than other development projects in Southern California. Table E-1 details the construction fuel usage over the Project’s construction period, as shown in Table E-1 below.

Table E-1: Construction Equipment Fuel Usage

Phase Name	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Site Preparation	15	Crawler Tractors	87	4	8	0.43	1,197	971
		Rubber Tired Dozers	367	3	8	0.40	3,523	2,857
Grading	29	Crawler Tractors	87	3	8	0.43	898	1,407
		Graders	148	1	8	0.41	485	761
		Excavators	36	1	8	0.38	109	172
		Rubber Tired Dozers	367	1	8	0.40	1,174	1,841
		Scrapers	423	3	8	0.48	4,873	7,639
Building Construction	130	Crawler Tractors	87	5	8	0.43	1,496	10,515
		Forklifts	82	5	8	0.20	656	4,610

		Generator Sets	14	2	8	0.74	166	1,165
		Cranes	367	2	8	0.29	1,703	11,966
		Welders	46	2	8	0.45	331	2,327
Paving	174	Pavers	81	2	8	0.42	544	5,120
		Paving Equipment	89	2	8	0.36	513	4,822
		Rollers	36	2	8	0.38	219	2,059
Architectural Coating	44	Air Compressors	37	1	8	0.48	142	338
Construction Fuel Demand (Gallons Diesel Fuel)								58,568
Source: Energy Analysis (Appendix F)								

As presented in Table E-1, Project construction equipment would consume an estimated 58,568 gallons of diesel fuel. Table E-2 shows estimated construction worker fuel usage. Based on CalEEMod methodology, it is assumed that 50 percent of all construction worker trips would be from light-duty-auto vehicles (LDA), 25 percent would be from light-duty-trucks (LDT1²), and 25 percent would be from light-duty-trucks (LDT2³).

Table E-2: Estimated Construction Worker Fuel Consumption

Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023						
Light Duty Auto-Vehicles (LDA)						
Site Preparation	15	9	18.5	2,498	30.60	82
Grading	29	12	18.5	6,438	30.60	210
Building Construction	130	21	18.5	50,505	30.60	1,650
Paving	174	8	18.5	25,752	30.60	842
Architectural Coating	21	4	18.5	1,554	30.60	51
Light-Duty-Trucks (LDT1)						
Site Preparation	15	5	18.5	1,388	24.15	57
Grading	29	6	18.5	3,219	24.15	133
Building Construction	130	11	18.5	26,455	24.15	1,095
Paving	174	4	18.5	12,876	24.15	533
Architectural Coating	21	2	18.5	777	24.15	32
Light-Duty-Trucks (LDT2)						
Site Preparation	15	5	18.5	1,388	23.88	58
Grading	29	6	18.5	3,219	23.88	135
Building Construction	130	11	18.5	26,455	23.88	1,108
Paving	174	4	18.5	12,876	23.88	539

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.

Architectural Coating	21	2	18.5	777	23.88	33
2024						
Light Duty Auto-Vehicles (LDA)						
Architectural Coating	23	4	18.5	1,702	31.51	54
Light-Duty-Trucks (LDT1)						
Architectural Coating	23	2	18.5	851	24.62	35
Light-Duty-Trucks (LDT2)						
Architectural Coating	23	2	18.5	851	24.57	35
Total Construction Worker Fuel Consumption						6,682
Source: Energy Analysis (Appendix F)						

Table E-2 shows that construction workers would use approximately 6,682 gallons of fuel to travel to and from the Project site. This is in addition to the construction equipment fuel listed in Table E-1. Table E-3 shows the estimated construction vendor fuel consumption, or the fuel consumption of vehicles that deliver materials to the site during construction. It is assumed that 50 percent of all vendor trips would be from medium-heavy duty trucks (MHD) and 50 percent would be from heavy-heavy duty trucks (HHD).

Table E-3: Estimated Construction Vendor Fuel Consumption

Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023						
MHD						
Site Preparation	15	1	10.2	153	8.40	18
Grading	29	2	10.2	592	8.40	70
Building Construction	130	6	10.2	7,956	8.40	947
HHD (Vendor)						
Site Preparation	15	1	10.2	153	6.04	25
Grading	29	2	10.2	592	6.04	98
Building Construction	130	6	10.2	7,956	6.04	1,317
HHD (Hauling)						
Grading	29	8	20	4,640	6.04	768
Total Construction Vendor Fuel Consumption						3,244
Source: Energy Analysis (Appendix F)						

As presented in Table E-3, it is estimated that 3,244 gallons of fuel will be consumed related to construction vendor trips during full construction of the Project. In total, Project construction is estimated to consume 68,494 gallons of diesel fuel. Construction of the Project would result in fuel consumption from the use of construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. There are no unusual Project characteristics that would cause the use of construction equipment that would be less energy efficient

compared with other similar construction sites in other parts of the State. Therefore, construction-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

Operation

Once operational, in either use scenario, the Project would generate demand for electricity, natural gas, as well as gasoline for fuel tanks. Operational use of energy includes the heating, cooling, and lighting of the building, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The County’s administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. As detailed in Table E-4, operation of the proposed Project as a General Light Industrial use is estimated to result in the annual use of approximately 160,544 gallons of fuel. As detailed in Table E-5, operation of the proposed Project as a Warehouse use is estimated to result in the annual use of approximately 120,6891 gallons of fuel.

Table E-4: Estimated Annual Operational Vehicle Fuel Consumption (General Light Industrial)

Vehicle Type	Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
LDA	1,251,336	31.51	39,717
LDT1	101,435	24.62	4,120
LDT2	497,527	24.57	20,247
MDV	343,354	15.52	22,129
MCY	56,104	15.52	3,616
LHDT1	77,804	16.16	4,814
LHDT2	21,996	15.52	1,418
MHDT	169,256	8.47	19,975
HHDT	272,430	6.12	44,508
Tot	2,791,244	--	160,544

Source: Energy, 2022 (Appendix F)

Table E-5: Estimated Annual Operational Vehicle Fuel Consumption (Warehouse)

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	31.51	352,396	11,185
LDT1	24.62	28,545	1,159
LDT2	24.57	140,008	5,698
MDV	15.52	96,623	6,227
MCY	15.52	13,949	899

LHD1	16.16	104,214	4,814
LHD2	15.52	29,446	1,898
MHD	8.47	203,344	23,998
HHD	6.12	396,712	64,813
TOTAL (ALL VEHICLES)		1,365,237	120,691

Source: Energy, 2022 (Appendix F)

In addition, Table E-6 details that operation of the proposed Project as a General Light Industrial use would use 1,135,162 kilowatt-hour (kWh) per year of electricity and 4,285,154 thousand-British thermal units (kBTU) annually. Table E-7 details that operation of the proposed Project as a Warehouse use would use 533,586 kWh per year of electricity and 1,904,827 kBTU annually.

Table E-6: Estimated Annual Operational Natural Gas & Electricity Demand (General Light Industrial)

Land Use	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
General Light Industrial	4,285,154	954,706
Truck Trailer Yard	0	116,508
Parking	0	63,948
Landscape	0	0
Other Asphalt Surfaces	0	0
Total Project Electricity Demand	4,285,154	1,135,162

Source: Energy, 2022 (Appendix F)

Table E-7: Estimated Annual Operational Natural Gas & Electricity Demand (Warehouse)

Land Use	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
Warehouse	1,904,827	459,177
Truck Trailer Yard	0	10,303
Parking	0	64,106
Landscape	0	0
Other Asphalt Surfaces	0	0
Total Project Electricity Demand	1,904,827	533,586

Therefore, construction and operations-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

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

Less than Significant Impact. The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. These measures (Title 24, Part 6) are listed in the California Code of Regulations. The California Energy Commission is responsible for adopting, implementing and updating building energy efficiency. Local city and county enforcement agencies have the authority to verify

compliance with applicable building codes, including energy efficiency. As required by County Ordinance No. 457, prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project would be in compliance with 2019 Title 24 requirements.⁴ Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur. As such, the Project would have less than significant impacts related to energy.

Plans, Programs, or Policies/Conditions of Approval:

PPP E-1: CalGreen Compliance: The Project is required to comply with the CalGreen Building Code as included in the County Code to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

⁴ Based on the timing of Construction Drawing submittal, the Project would be required to adhere to 2019 Title 24 requirements.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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GEOLOGY AND SOILS Would the project directly or indirectly:

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

Source(s): Riverside County General Plan Figure S-1 “Fault Lines;” GIS database; Geotechnical Engineering Investigation, Prepared by Southern California Geotechnical (SCG, 2021), July 26, 2021 (Appendix G).

- a) **Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

No Impact. The Project site is not located within an Alquist-Priolo Earthquake Fault zone (SCG, 2021). The closest Alquist-Priolo Earthquake Fault zone is the San Jacinto Fault zone that is located approximately 9 miles east of the Project site. Due to the distance of the Project site from the closest fault zone, there is a low potential for the Project to be subject to rupture of a known earthquake fault. Impacts related to a fault zone would not occur from implementation of the proposed Project.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-2 “Liquefaction Zones;” Geotechnical Engineering Investigation, Prepared by Southern California Geotechnical (SCG, 2021), July 26, 2021 (Appendix G).

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

Less than Significant Impact. Liquefaction occurs when vibrations or water pressure causes soil particles to lose its friction properties. As a result, soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. However, effects of liquefaction can include sand boils, settlement, and structural foundation failures. Soils that are most

susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands in areas where the groundwater table is within approximately 50 feet below ground surface.

As discussed in the Geotechnical Engineering Investigation, the site is situated in an area of low liquefaction susceptibility. The Geotechnical Investigation describes that the subsurface conditions encountered at the test boring locations are not considered to be conducive to liquefaction (SCG, 2021). Additionally, all structures built in the County are required to be developed in compliance with the CBC (California Code of Regulations, Title 24, Part 2), which is adopted as County Ordinance No. 457. Compliance with the CBC would require proper construction of building footings and foundations so that it would withstand the effects of potential ground movement, including liquefaction.

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

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-1 “Fault Lines”; Geotechnical Engineering Investigation, Prepared by Southern California Geotechnical, July 26, 2021 (Appendix G).

a) Be subject to strong seismic ground shaking?

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

The closest fault to the Project site is the San Jacinto Fault Zone that is located approximately 9 miles to the east of the Project site. The San Jacinto Fault Zone is the most seismically active component of the San Andreas system, which is a right-lateral strike slip fault.

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

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

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): On-site Inspection, Riverside County General Plan Figure S-3 “Landslide Risk”; USGS National Map; Geotechnical Engineering Investigation, Prepared by Southern California Geotechnical (SCG, 2021), July 26, 2021 (Appendix G).

a) Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?

Less than Significant Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. Elevations on the Project site range from 1,502 feet to 1,511 feet above mean sea level (msl) (SCG, 2021). The Project site and the adjacent parcels are relatively flat, with a slight slope in the easterly direction, and do not contain any hills or steep slopes. As such, no landslides on or adjacent to the Project site would occur. Furthermore, the Project area is not identified as an area having a risk of landslides on the Mead Valley Area Plan Figure 14, *Steep Slopes*. Therefore, impacts related to landslides or rock falls would not occur from implementation of the proposed Project.

Lateral spreading is a type of liquefaction induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. No groundwater was encountered during the Geotechnical Investigation in the Project vicinity. The investigation also found that the potential for liquefaction at this site to be very low due to the dense and very dense subsurface soils. Therefore, the Geotechnical Investigation determined that the Project site is not susceptible to liquefaction (SCG, 2021). Similarly, the site is not susceptible to lateral spreading. Impacts would be less than significant with compliance with the mandatory CBC requirements.

In addition, the Geotechnical Investigation describes that post-construction total and differential settlements of onsite soils are estimated to be less than 1.0 and 0.5 inches, respectively, under static

conditions. However, excavation and recompaction of the artificial fill soils in compliance with the CBC as required through the County’s permitting process would ensure that settlement related impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Safety Element; GIS database; Geotechnical Engineering Investigation, Prepared by Southern California Geotechnical (SCG, 2021), July 26, 2021 (Appendix G).

a) Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?

Less than Significant Impact. Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occurs in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. The Project site is located within a susceptible subsidence hazard zone as shown on Riverside County GIS map. As described in the Geotechnical Investigation, the static groundwater table is considered to exist at a depth of greater than 25 feet or more below existing grade. As such, the Geotechnical Investigation considered the potential for subsidence affecting the site as low (SCG, 2021). Additionally, the Project would not involve groundwater pumping from the Project area and groundwater extraction is managed by groundwater management plans, which limits the allowable withdrawal of water and potential of subsidence.

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

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

	Mitigation Incorporated			
16. Other Geologic Hazards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Geotechnical Engineering Investigation, Prepared by Southern California Geotechnical (SCG, 2021), July 26, 2021 (Appendix G).

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

No Impact. A seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The nearest water body is the Perris Reservoir, which is located 3.75 miles from the Project site. Due to the distance of the closest water body an impact related to seiche would not occur from the Project.

A mudflow is an earthflow consisting of material that is wet enough to flow rapidly and typically occurs in small, steep stream channels. The Project site and the adjacent parcels are relatively flat. The elevation of the Project site ranges between 1,502 feet to 1,511 feet above mean sea-level (Southern California Geotechnical 2021). The site does not contain steep slopes and is not adjacent to any steep slopes that could be subject to a mudflow. Therefore, the proposed Project would not be subject to a mudflow, and no impacts would occur.

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

Plans, Programs, or Policies/Conditions of Approval: None

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riv. Co. 800-Scale Slope Maps; Geotechnical Engineering Investigation, Prepared by Southern California Geotechnical (SCG, 2021), July 26, 2021 (Appendix G).

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

No Impact. As described previously, the Project site and the adjacent parcels are relatively flat. The elevation of the Project site ranges between 1,502 feet to 1,511 feet above mean sea-level (SCG, 2021). The site does not contain steep slopes and is not adjacent to any steep slopes. The proposed Project would include excavation to a depth of approximately five-feet below existing grade and to a depth of approximately six-feet below the building pad subgrade elevation, whichever is greater. These areas would be backfilled with recompacted on site soils and imported soils to be used for recompaction on the site. Thus, the Project would not change topography or ground surface relief features, and impacts would not occur.

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

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

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

No Impact. The Project includes installation of an onsite sewer system that would connect to the existing eight-inch sewer line in Harvill Avenue. The installation and grading of the site would be completed pursuant to the County’s and service provider’s required specifications for sewer installation such that the Project would not negate the use of the sewage disposal systems. Therefore, no impacts would occur.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2022), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): U.S.D.A. Soil Conservation Service Soil Surveys; Geotechnical Engineering Investigation, Prepared by Southern California Geotechnical (SCG, 2021), July 26, 2021 (Appendix G)

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

Less than Significant Impact. Construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Grading activities that would be required for the Project would expose and loosen topsoil, which could be eroded by wind or water. However, County Ordinance No. 754, Code Chapter 13.12, Article 2 Stormwater Management and Discharge Controls implement the requirements of the California Regional Water Quality Control Board, Riverside County (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R8-2010-0033 (MS4 Permit) establishes minimum stormwater management requirements and controls that are required to be implemented for the Project.

To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by these County and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by the County's conditions of approval. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance with the County Ordinance No. 754 stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the County's Project review by the Department of Building and Safety, construction impacts related to erosion and loss of topsoil would be less than significant.

The proposed Project includes installation of landscaping adjacent to the proposed building and throughout the proposed parking areas. With this landscaping, areas of loose topsoil that could erode by wind or water, would not exist upon operation of the proposed Project. In addition, as described in Section 23, Hydrology and Water Quality, the hydrologic features of the proposed Project have been designed to slow, filter, and retain stormwater within landscaping and the proposed detention basins, which would also reduce the potential for stormwater to erode topsoil. Furthermore, implementation of the Project requires County approval of a Water Quality Management Plan (WQMP), which would ensure that RWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant.

b) Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2022), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. Expansive soils contain significant amounts of fine-grained silt and clay particles that swell when wet and shrink when dry. The amount of swelling and contracting is subject to the amount of fine-grained clay materials present in the soils, and the amount of moisture that the soil is exposed to. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils, which can cause physical distress on the structure. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result.

The Geotechnical Investigation prepared for the Project found that expansive soils were present at the Project Site. Due to this finding, adherence to the construction considerations provided within the Geotechnical Investigation would be required, pursuant to the requirements of the CBC. In addition, as described above, compliance with the CBC is a standard County practice and is included as a condition of approval.

Therefore, compliance with the requirements of the CBC, as part of the building plan check and development review process, would ensure that expansive soil related impacts would be less than significant.

c) 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 waste water?

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

Plans, Programs, or Policies/Conditions of Approval:

PPP GEO-1: CBC Compliance. The Project is required to comply with the California Building Standards Code as included in County Ordinance No. 457 to preclude significant adverse effects associated with seismic and soils hazards. CBC related and geologist and/or civil engineer specifications for the proposed Project are required to be incorporated into grading plans and building specifications as a condition of construction permit approval.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Safety Element; Ord. No. 460, Article XV & Ord. No. 484

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

No Impact. Like the majority of the County, the Project site is identified by the General Plan Safety Element as having a moderate wind erosion susceptibility. The General Plan, Safety Element Policy for Wind Erosion requires buildings and structures to be designed to resist wind loads that are covered by the CBC. In addition, as described above, the proposed Project includes the installation of landscaping adjacent to the proposed building and throughout the parking areas. With this landscaping, areas of loose topsoil that could erode by wind, would not exist upon operation of the proposed Project. As described previously, the proposed Project would be developed in compliance with CBC regulations (included as PPP GEO-1), which would be verified by the County Department of Building and Safety prior to approval of building permits. Therefore, the Project would not result in an increase in wind erosion and blow sand, either on or off site, and impacts would not occur.

Plans, Programs, or Policies/Conditions of Approval:

PPP GEO-1: CBC Compliance.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS Would the project:				
20. Greenhouse Gas Emissions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan; Riverside County Climate Action Plan (CAP); Greenhouse Gas Analysis, prepared by Urban Crossroads, August 2022 (Appendix I).

Thresholds

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

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

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - Residential and Commercial land use: 3,000 MTCO₂e per year
 - Industrial land use: 10,000 MTCO₂e per year
 - Based on land use type: residential: 3,500 MTCO₂e per year; commercial: 1,400 MTCO₂e per year; or mixed use: 3,000 MTCO₂e per year
- Tier 4 has the following options:
 - Option 1: Reduce BAU emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
 - Option 3, 2020 target for service populations (SP), which includes residents and employee: 4.8 MTCO₂e/SP/year for projects and 6.6 MTCO₂e/SP/year for plans;
 - Option 3, 2035 target: 3.0 MTCO₂e/SP/year for projects and 4.1 MTCO₂e/SP/year
- Tier 5 involves mitigation offsets to achieve target significance threshold.

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

Climate Action Plan: The County of Riverside adopted the CAP on December 8, 2015. The CAP was designed under the premise that Riverside County's emission reduction efforts should coordinate with the state strategies of reducing emissions in order to accomplish these reductions in an efficient and cost-effective manner. The County of Riverside CAP Update, November 2019 (CAP Update) establishes GHG emission reduction programs and regulations that correlate with and support evolving State GHG emissions reduction goals and strategies. The CAP Update includes reduction targets for year 2030 and year 2050. These reduction targets require the County to reduce emissions by at least 525,511 MT CO₂e below the Adjusted Business As Usual (ABAU)⁵ scenario by 2030 and at least 2,982,948 MT CO₂e below the ABAU scenario by 2050 (CAP Update, p.7-1).

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

The CAP identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MTCO₂e per year is used to determine if additional analysis is required. The 3,000 MTCO₂e per year value is used in defining small projects that, when combined with the modest efficiency measures required by Title 24 requirements, are considered less than significant. Projects that exceed the 3,000 MTCO₂e per year are required to quantify and disclose the anticipated GHG emissions, then either 1) demonstrate GHG emissions reductions at project buildout year levels from implementation of project design features and/or mitigation measures to reduce GHG emissions or 2) garner 100 points through the Screening Tables.

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

a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

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

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

The estimated operational GHG emissions that would be generated from implementation of the proposed Project as a General Light Industrial Use are shown in Table GHG-1. The estimated

⁵ Adjusted Business As Usual (ABAU) Scenario reflects GHG emissions reductions achieved through anticipated future State actions (CAP Update, p. 2-1).

operational GHG emissions that would be generated from implementation of the proposed Project as a Warehouse Use are shown in Table GHG-2. Additionally, in accordance with SCAQMD recommendation, the Project's amortized construction related GHG emissions are added to the operational emissions estimate in order to determine the Project's total annual GHG emissions. As shown on Table GHG-1, the Project operating as a General Light Industrial Use would result in approximately 2,020.06 MTCO₂e/yr and would not exceed the County CAP's screening threshold of 3,000 MTCO₂e/yr. As shown on Table GHG-2, the Project operating as a Warehouse Use would result in approximately 1,531.57 MTCO₂e/yr and would not exceed the County CAP's screening threshold of 3,000 MTCO₂e/yr. Therefore, based upon the CAP's screening threshold, impacts related to GHG emissions would be less than significant in both operational scenarios.

Table GHG-1: Amortized Annual Greenhouse Gas Emissions (General Light Industrial)

Emission Source	Greenhouse Gas Emissions (Metric Tons per Year)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e ⁵
Annual construction-related emissions amortized over 30 years	22.19	0.00	0.00	0.01	22.36
Mobile Source	1,390.00	0.04	0.12	2.22	1,429.00
Area Source	2.02	0.00	0.00	0.00	2.03
Energy Source	407.00	0.04	0.00	0.00	409.00
Water Usage	32.90	0.75	0.02	0.00	57.20
Waste	11.00	1.10	0.00	0.00	38.60
Refrigerants	0.00	0.00	0.00	14.50	14.50
On-Site Cargo Handling Equipment	0.00	0.00	0.00	0.00	47.37
Total CO₂e	2,020.06				

Source: Greenhouse Gas Analysis (Appendix I)

Table GHG-2: Amortized Annual Greenhouse Gas Emissions (Warehouse)

Emission Source	Greenhouse Gas Emissions (Metric Tons per Year)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e ⁵
Annual construction-related emissions amortized over 30 years	22.19	0.00	0.00	0.01	22.36
Mobile Source	1,142.00	0.02	0.15	1.61	1,187.00
Area Source	2.02	<0.005	<0.005	0.00	2.03
Energy Source	185.00	0.02	<0.005	0.00	186.00
Water Usage	32.90	0.75	0.02	0.00	57.20
Waste	8.37	0.84	0.00	0.00	29.30
Refrigerants	0.00	0.00	0.00	0.31	0.31
On-Site Cargo Handling Equipment	0.00	0.00	0.00	0.00	47.37
Total CO₂e	1,531.57				

Source: Greenhouse Gas Analysis (Appendix I)

b) Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The proposed Project would result in development of an industrial warehouse and truck trailer parking lot. The design of the building would comply with state and federal programs that are designed to ensure energy efficiency. The proposed Project would comply with all mandatory measures under California Title 24, California Energy Code, and the CALGreen Code, which would provide for efficient energy and water consumption.

Riverside County CAP

The Project would be consistent with the County's CAP, as Project GHG emissions are below 3,000 MTCO₂e and since the Project will implement modest efficiency measures, including meeting Title 24

requirements and water conservation measures per the California Green Building Standards Code. In addition, the Project would be consistent with the County's CAP, as detailed in Table GHG-2.

Table GHG-2: Project Consistency with CAP

GHG Reduction Measures	Project Consistency
R1-T1: Assembly Bill 1493: Pavley I	Consistent. Project vehicles would be required to comply with CARB's standards related to motor vehicles.
R1-T2: Assembly Bill 1493: Pavley II	
R1-T3: Executive Order S-1-07 (Low Carbon Fuel Standard)	
R2-T1: Alternative Transportation Options	Consistent. The Project would include construction of a sidewalk along the site's Harvill Avenue and Cajalco Road frontages to promote walking.
R2-T2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County	Not Applicable. This measure is intended for the County. However, the Project would not conflict with the use of existing bike lanes.
R2-T3: Ride-Sharing and Bike-to-Work Programs within Businesses	Consistent. The Project would provide preferential parking spaces for ride-share, carpool, and electric vehicles. Additionally, the Project would include a bike rack.
R2-T4: Electrify the Fleet	Consistent. The Project would include preferential parking for electric vehicles. Additionally, the building would include four electric vehicle charging spaces.
R1-EE1: California Building Code Title 24	Consistent. The proposed Project would be consistent with Title 24 requirements, which would be assured during the building plan check process.
R2-EE1: Energy Efficiency Training, Education, and Recognition in the Residential Sector	Not Applicable. The proposed Project does not include residential development.
R2-EE2: Increase Community Participation in Existing Energy-Efficiency Programs	Not Applicable. This measure is intended for the County, not development projects.
R2-EE3: Home Energy Evaluations	Not Applicable. The proposed Project does not include residential development.
R2-EE4: Residential Home Energy Renovations	Not Applicable. The proposed Project does not include residential development.
R2-EE5: Exceed Energy Efficiency Standards in New Residential Units	Not Applicable. The proposed Project does not include residential development.
R2-EE6: Energy Efficiency Training, Education and Recognition in the Commercial Sector	Not Applicable. This measure is intended for the County, not development projects.
R2-EE7: Increase Business Participation in Existing Energy Efficiency Programs	Not Applicable. This measure is intended for the County, not development projects.
R2-EE8: Non-Residential Building Energy Audits	Not Applicable. This measure is intended for the County, not development projects.
R2-EE9: Non-Residential Building Retrofits	Not Applicable. The proposed Project involves the construction of a new industrial building. It does not involve the retrofit of an existing building.
R2-EE10: Energy Efficiency Enhancement of Existing and New Infrastructure	Consistent. The proposed Project would install energy efficient lighting along the Harvill Avenue and Cajalco Road frontage.

R2-EE11: Exceed Energy Efficiency Standards in New Commercial Units	Consistent. The Project would comply with existing Title 24 requirements.
R1-CE1: Renewable Portfolio Standard	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.
R2-CE1: Clean Energy	Not Applicable. As the Project would construct a 99,770 SF industrial building, the Project would not be required to install solar panels.
R2-CE2: Community Choice Aggregation Program	Not Applicable. This measure is intended for the County, not development projects.
R2-L1: Tree Planting for Shading and Energy Saving	Consistent. The Project would provide landscaping throughout the site, including shade trees.
R2-L2: Light Reflecting Surfaces for Energy Saving	Consistent. Architectural coating would be comprised of light colored materials, which would reflect light and heat in order to increase energy efficiency.
R1-W1: Renewable Portfolio Standard Related to Water Supply and Conveyance	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.
R2-W1: Water Efficiency through Enhanced Implementation of Senate Bill X7-7	Consistent. The proposed Project would utilize low-irrigation and drought tolerant landscaping in order to reduce water use.
R2-W2: Exceed Water Efficiency Standards	Not Applicable. This measure is intended for the County, not development projects. Furthermore, recycled water is not available to the Project site.
R2-S1: Reduce Waste to Landfills	Consistent. All construction would be required to divert 65 percent of construction waste and operations of development would be required to divert 75 percent of solid waste pursuant to state regulations.

SB 32/ 2017 Scoping Plan Consistency

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table GHG-3 summarizes the Project's consistency with the 2017 Scoping Plan Update.

Table GHG-3: Project Consistency with SB 32

Action	Responsible Parties	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 savings in electricity and natural gas end uses by 2030.		Consistent. 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. The Project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
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 includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development; anu boilers, heaters, and air conditioning systems would thus be energy efficient.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty EVs by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	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.
At least 4.2 million zero emission and plug-in hybrid light-duty EVs 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.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		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.
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

Action	Responsible Parties	Consistency
<p>Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of 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>Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts improve transit-source emissions.</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. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.</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. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).</p>

Action	Responsible Parties	Consistency
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.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	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.
By 2019, 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 (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, California State Water Resource	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

Action	Responsible Parties	Consistency
50% reduction in black carbon emissions below 2013 levels.	Control Board (SWRCB), Local Air Districts	agency efforts to reduce SLPS emissions since it would be required to comply with any applicable regulatory measures.
By 2019, 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 of Riverside requirements. The Project would not obstruct or interfere 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 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 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 is vacant disturbed property and does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere 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 as a tilt-up industrial warehouse 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 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 agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.

Action	Responsible Parties	Consistency
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 agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	Consistent. The Project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.
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.

2022 Scoping Plan Consistency

On December 15, 2022, CARB adopted an updated 2022 Scoping Plan that reflects the 2045 target of an 85% reduction below 1990 levels, set by Executive Order B-55-18 and codified by AB 1279. 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 discussed throughout the 2022 Scoping Plan. Some of the current transportation sector policies the Project will 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. Further, the Project is consistent with the Riverside County CAP. As such, the Project would not be inconsistent with the 2022 Scoping Plan.

As demonstrated in Tables GHG-2 and GHG-3, since the CAP regulates GHG emissions from the Project area, the Project would not conflict with existing plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gas. Impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP E-1: CALGreen Code. Listed previously in Section 10.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Phase I Environmental Site Assessments, prepared by Path Forward Partners, Inc., May 2021, (Appendix J);

a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

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

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

Construction

Construction activities for the proposed Project would involve routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and calking. In addition, routine hazardous materials would be used for fueling and serving construction equipment onsite. These types of hazardous materials routinely used during construction are not acutely hazardous, and all storage,

handling, use, and disposal of these materials are regulated by existing state and federal laws that the Project is required to strictly adhere to. As a result, the routine transport, use or disposal of hazardous materials during construction activities for the proposed Project would be less than significant.

Operation

The proposed Project would operate one industrial warehouse and truck trailer lot, which generally use limited hazardous materials, such as: lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and aerosol cans. Normal routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the Project.

Also, should any future business that occupies the proposed building handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) the business would require a permit from the Riverside County Department of Environmental Health Hazardous Materials Branch. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the County Hazardous Materials Branch and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan with the County. A Hazardous Materials Business Emergency Plan is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the Hazardous Materials Business Emergency Plan is to satisfy federal and state right-to-know laws and to provide detailed information for use by emergency responders.

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

b) 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?

Less than Significant. In 2021 a Phase I Environmental Site Assessment (ESA) was conducted for the Project site by Path Forward Partners, Inc (Appendix J). One de minimis condition was identified, which is discussed below. The Phase I ESA did not identify any recognized environmental conditions (RECs), controlled RECs, or historic RECs.

De Minimis Conditions

The Project site was historically used for agricultural uses for several decades. As a result, these uses may have resulted in the deposition of residual agricultural chemicals in the soil. Agricultural uses on the site discontinued by the 1990s, and the ground surface was heavily graded and disturbed thereafter. The California Department of Toxic Substances Control (DTSC) Envirostor database does not reveal any indication of investigation or enforcement related to the same historical uses on the recently developed adjoining property. Activities commonly associated with agricultural uses may include the use and storage of hazardous materials and petroleum products, and the use of pesticides, fertilizers or insecticides, however there is no record of the usage of these materials in regard to the Project site. Additionally, residual concentrations of potential agricultural chemicals, if present, are not typically at

concentrations that would require cleanup by a regulatory agency or pose a significant human health risk to commercial or industrial site users.

Construction

As described previously, construction of the proposed Project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the Project has the potential to release gas, oils, greases, solvents; and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP implemented by County conditions of approval, and included as PPP HYD-1) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, which is mandated by the County through construction permitting, the Project's construction-related impacts would be less than significant.

Operation

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

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

No Impact. The County of Riverside has implemented a Multi-Jurisdictional Local Hazard Mitigation Plan (July 2018) that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters. The proposed Project would operate an industrial warehouse that would be permitted and approved in compliance with existing safety regulations, such as the CBC and California Fire Code (included in County Ordinance No. 457 and County Ordinance No. 787, respectively) to ensure that it would not conflict with implementation of the Multi-Jurisdictional Local Hazard Mitigation Plan.

Construction

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

Operation

Operation of the proposed Project would also not result in a physical interference with an emergency response or evacuation. Direct access to the Project site would be provided from Harvill Avenue and Cajalco Road which are adjacent to the Project site. The Project would also be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the County Code and the Riverside County Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the

requirements in the International Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9. As a result, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impacts would occur.

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

Less than Significant Impact. The closest school site is Val Verde High School, located at 975 Morgan Street, approximately 650 feet east of the Project site.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be used for construction of the proposed warehouse. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous materials and may also generate hazardous emissions. As discussed in response 21(a) above, use of the hazardous materials would be regulated by the Riverside County Department of Environmental Health Hazardous Materials Branch. Additionally, as discussed in Section 6, Air Quality, construction-related emissions would be regulated by SCAQMD Rules 401 and 403 and would be less than significant. Furthermore, Interstate-215 separates the Project site and Val Verde Highschool, and to the extent possible, construction vehicles accessing the sites would use truck routes away from the school. Therefore, potential construction-related impacts at the schools caused by hazardous emissions and materials would be less than significant.

Operation

As discussed in response 21(a) above, hazardous materials typically used at warehousing and light manufacturing facilities may include lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and aerosol cans. These materials would be handled in accordance with applicable laws and regulations. If business operations exceed certain thresholds, the businesses would also be required to comply with AB 2185 permitting requirements and create a Hazardous Materials Business Emergency Plan that addresses the safe handling, storage, and disposal of hazardous materials and actions to be taken in the event of hazardous materials spills, releases, and emergencies. The businesses would be required to install and maintain equipment and supplies for containing and cleaning up spills of hazardous materials. Workers would be trained to contain and cleanup spills and notify the Riverside County Department of Environmental Health Hazardous Materials Branch and/or other appropriate emergency response agencies, as needed. Additionally, the proposed building would be designed to allow all operations to be conducted within the building, with the exception of traffic movement, parking, trailer connection and disconnection, and the loading and unloading of trailers at the loading bays. Therefore, potential hazards would be contained within the proposed building.

The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards. Potential hazardous emissions generated would mainly be related to vehicles accessing the site. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws. As discussed in Section 6, Air Quality, operational emissions of pollutant emissions or diesel particulate matter from the proposed development would not exceed established localized significance thresholds. Therefore, the use of hazardous materials and the generation of hazardous emissions through Project operation would not pose a significant hazard at nearby schools, and operational impacts would be less than significant.

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?**

No Impact. The Phase I ESA conducted database searches to determine if the Project area or any nearby properties are identified as currently having hazardous materials. The record searches determined that the Project site is not located on which is included on a list of hazardous materials sites pursuant to Government Code Section 65962.5 (Phase I 2021). As such, no impacts would occur.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure C-5 “Airport Influence Areas,” GIS database; March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan, 2014 (ALUCP 2014). Accessed: <https://www.rcaluc.org/Portals/13/PDFGeneral/plan/2014/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf>

a) Would the Project result in an inconsistency with an Airport Master Plan?

Less than Significant Impact. The Project site is located approximately 2.0-miles southwest of the March Air Reserve Base (ARB) and is within Compatibility Zones C2 in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP). The C2 zone is identified as a flight corridor zone for March Air Reserve Base. The ALUCP restricts the number of people within the C2 zone to an average of 200 people per acre, with no more than 500 people in one acre. Highly noise-sensitive outdoor non-residential uses and hazards to flight are prohibited. In addition, an airspace review is required for any objects taller than 70-feet in height within the C2 zone.

On July 14, 2022, the Project was reviewed for consistency with the ALUCP by the Riverside County Airport Land Use Commission (ALUC). ALUC determined the Project would be consistent with the ALUCP, subject to conditions of approval. With implementation of these conditions of approval listed below, impacts related to an inconsistency with an Airport Master Plan would be less than significant.

b) Would the Project require review by the Airport Land Use Commission?

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

c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the project area?

Less than Significant Impact. The Project site is approximately 2.0-miles southwest of the March ARB. As described previously, the Project site is identified as within Compatibility Zone C2, which is a flight corridor zone. The Project has been reviewed by the Riverside County ALUC. ALUC determined the Project would be consistent with the ALUCP, subject to conditions of approval. These conditions of approval include actions that would minimize the potential for harm to workers at the Project site. With implementation of these conditions of approval, impacts related to a safety hazard for people residing or working in the Project area would be less than significant.

d) 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?

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

Plans, Programs, or Policies/Conditions of Approval:

PPP HAZ-1: ALUC Conditions. The Project is required to comply with the following conditions issued by the Airport Land Use Commission on July 14, 2022:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed Project and shall be prohibited at this site:
 - a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or FAA-approved navigational signal light or visual approach slope indicator.
 - b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight or circling climb following takeoff or towards an aircraft engaged in a straight or circling final approach towards a landing at an airport.
 - c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

- e) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters.
- f) Other Hazards to flight.

3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and be recorded as a deed notice.
4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in Project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The Project has been evaluated to construct 99,770 square foot manufacturing building, which includes 96,270 square feet of warehouse area, and 3,500 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.
7. All solar arrays installed on the Project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 33 degrees and orientation of 160 degrees. Solar panels shall be limited to a total of 99,770 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended Project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.
8. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of Project operation, upon notification to the airport operator of an event, the airport operator shall notify the Project operator in writing. Within 30 days of written notice, the Project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "event" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The Project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare,

or flash. For each such event made known to the Project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

9. In the event that any electrical interference affecting the safety of air navigation occurs as a result of Project operation, upon notification to the airport operator of an event, the airport operator shall notify the Project operator in writing. Within 30 days of written notice, the Project operator shall be required to promptly take all measures necessary to eliminate such interference. An "event" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The Project operator shall work with the airport operator to prevent recurrence of the event. For each such event made known to the Project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-4 "Flood Hazard Zone;" Figure S-5 "Dam Hazard Inundation;" Riverside County Flood Control District Flood Hazard Report/ Condition; GIS database; Project Specific Water Quality Management Plan, prepared by Kier & Wright, November 24, 2021 (Appendix K); Eastern Municipal Water District 2020 Urban Water Management Plan (UWMP 2020).

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

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

Receiving waters of the Project site include the Santa Ana River, which is listed for EPA 303(d) impairments for nutrients and pathogens. The existing Project site is vacant and undeveloped and generally slopes from west to east. Per the County's Perris Valley Area Drainage Plan, the site is part of the area tributary to Lateral E-8, which runs through the middle of the site. Existing drainage within the Project site sheet flows from west to east (Appendix K).

Construction

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

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

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

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

Operation

Post construction, the Project site would support operation of one warehouse building totaling 99,770 SF and a truck trailer lot. Project operation would introduce the potential for pollutants such as, chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, in accordance with State Water Resources Board Order No. 2012-0006-DWQ, NPDES No. CAS000002 the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs, included as PPP HYD-1. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. The proposed landscaped areas would introduce planting media that will likely enhance the capability to store runoff on-site within the media. Some of the runoff will drain to nearby landscaping areas. The remainder of the Project is designed to flow to three proposed bioretention basins, with designed capacity to capture 11,495 cubic feet, 2,152 cubic feet, and 2,310 cubic feet. In addition, the Project would include two biotreatment BMPs with designed capacity to capture 1,533 cubic feet and 213 cubic feet. The additional types of BMPs that would be implemented as part of the proposed Project are listed in Table HYD-1.

Table HYD-1: Permanent and Operational Source Control Measures

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
On-site storm drain inlets	Mark all inlets with the words "Only Rain Down the Storm Drain" or similar.	<ul style="list-style-type: none"> • Provide stormwater pollution prevention information to new site owners, lessees, or operators. • Maintain and periodically repaint or replace inlet markings. • Include the following in lease agreements: "Tenant shall not allow anyone to discharge anything to storm drains or to store or deposit materials so as to create a potential discharge to storm drain."
Landscape/Outdoor Pesticide Use	<p>Preserve existing native trees, shrubs, and ground cover to the maximum extent possible.</p> <p>Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution.</p> <p>Where landscaped areas are used to retain or detain stormwater, specify plants that are tolerant of saturated soil conditions.</p> <p>To ensure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.</p>	<ul style="list-style-type: none"> • Maintain landscaping using minimum to no pesticides.
Loading Docks	N/A	<ul style="list-style-type: none"> • Move loaded and unloaded items indoors as soon as possible

Plazas, sidewalks, loading docks and parking lots	N/A	<ul style="list-style-type: none"> • Sweep plazas, sidewalks, and parking lots regularly to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect wash water containing and cleaning agent or degreaser and discharge to the sanitary sewer, not to a storm drain.
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With implementation of the operational source and treatment control BMPs that is outlined in the preliminary WQMP (Appendix K) that would be reviewed and approved by the County during the Project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. Therefore, impacts would be less than significant.

b) 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?

Less than Significant Impact. The proposed Project would not deplete groundwater supplies. The Eastern Municipal Water District (EMWD) provides water services to the Project site and vicinity, which receives a large portion of water from imported sources (UWMP 2020). The Project area overlies the Perris North Groundwater basin, which is located within the West San Jacinto Basin, and is managed through the West San Jacinto Groundwater Management Plan. The plan manages groundwater extraction, supply, and quality. Because the groundwater basin is managed through this plan, which limits the allowable withdrawal of water from the basin by water purveyors, and the Project would not pump water from the Project area (as water supplies would be provided by EMWD), the proposed Project would not result in a substantial depletion of groundwater supplies.

In addition, development of the proposed Project would result in a large area of impervious surface (338,375 SF) on the Project site. The Project design includes three bioretention basins that would capture and filter runoff. In addition, the Project includes installation of landscaping that would infiltrate stormwater onsite. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. The proposed Project would have a less than significant impact.

c) 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?

Less than Significant Impact. The Project site does not include and is not adjacent to any river or stream. Thus, impacts related to alteration of the course of a stream or river would not occur. The Project site is relatively flat with a gentle slope to the east. Existing drainage in the northern portion of the site drains in a southeasterly direction and drainage in the southern portion of the site drains in a northeasterly direction (Appendix K). The stormwater runoff from the addition of impervious surfaces from development of the Project would be conveyed to three bioretention systems. The proposed systems are proposed to be located along the northwestern, southwestern, and southeastern corners of the site. Over-flows in excess of water quality capture volume requirements will be directed to the aforementioned Lateral E-8 for conveyance offsite. Drainage would be controlled and would not result in substantial alteration of the drainage pattern. In addition, a WQMP is required to be developed,

approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County's Building and Safety Division through the County's permitting process and through conditions of approval. Therefore, the proposed Project would result in less than significant impacts related to alteration of the drainage pattern of the site or area.

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

Less than Significant Impact. As described previously, existing RWQCB and County regulations require the Project to implement a Project-specific SWPPP during construction activities, included as PPP HYD-2, that would implement erosion control BMPs, such as silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. to reduce the potential for siltation or erosion. In addition, the Project is required to implement a WQMP that would provide operational BMPs to ensure that operation of the industrial warehouse use would not result in erosion or siltation. With implementation of these regulations, impacts related to erosion or siltation onsite or offsite would be less than significant.

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?

Less than Significant Impact. As detailed previously, runoff generated by the proposed Project would be conveyed to bioretention basins that would be developed on the northwestern, southwestern, and southeastern corners of the site, which would filter, retain, and slowly discharge drainage into Lateral E-8, such that drainage would be controlled and would not result in an increase in runoff that could result in on- or offsite flooding. In addition, a WQMP is required to be developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County's Building and Safety Division through the County's permitting process to ensure that the proposed Project would meet the stormwater control requirements. Therefore, the proposed Project would not increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite, and impacts would be less than significant.

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?

Less than Significant Impact. As described previously, the runoff generated by the proposed Project would be conveyed to bioretention basins that would be developed on the northwestern, southwestern, and southeastern corners of the site, which would filter, retain, and slowly discharge drainage into Lateral E-8. The basins have been sized to accommodate the anticipated flows, and would control drainage, such that it would not exceed the capacity of the stormwater drainage system. The Preliminary WQMP details that the storm drain facilities are be sized adequately for 100-year storm event. The basins have been sized to capture and treat approximately 15,957 cubic feet of storm water (Appendix K). Thus, runoff from the Project site would not exceed the capacity of stormwater drainage systems.

In addition, a WQMP is required to be developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County's Building and Safety Division through the County's permitting process to ensure that the proposed Project would not provide additional sources of polluted runoff. As listed previously in Section 18, implementation of a WQMP during the County's standard review and permitting process would result in less than significant impacts related to the stormwater drainage system and polluted runoff.

g) Would the Project impede or redirect flood flows?

No Impact. The Project would develop an undeveloped vacant site into with an industrial warehouse building, truck trailer lot, and associated infrastructure and install underground infiltration basins onsite that would retain and convey storm flows to the drainage system. According to the FEMA FIRM map (06065C1410G) and the Mead Valley Area Plan Figure 11, Special Flood Hazard Zones, the Project site is not located within a flood zone. Thus, the proposed Project would not impede or redirect flood flows, and no impacts would occur.

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

No Impact. As described above, the Project is not located within a flood zone. Therefore, the Project would not potentially risk the release of pollutants due to Project inundation. The Project site is located over 37 miles northeast of the Pacific Ocean and separated by the Santa Ana Mountains. Therefore, the Project is not located within a tsunami zone and no impacts would occur. Similarly, a seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no water bodies near enough to the Project site to pose a flood hazard to the site resulting from a seiche. The nearest water body is the Perris Reservoir, which is located approximately 4 miles from the Project site. Therefore, no seiche impacts would occur.

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

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

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

Plans, Programs, or Policies (PPPs)/Conditions of Approval:

PPP HYD-1: Comply with NPDES. Since this Project is one acre or more, the permit holder shall comply with all of the applicable requirements of the National Pollutant Discharge Elimination System (NPDES) and shall conform to NPDES Best Management Practices for Stormwater Pollution Prevention Plans during the life of this permit.

PPP HYD-2: NPDES/SWPPP. Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of submitting a Notice of Intent (NOI), develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

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?**

Less than Significant Impact. The Project site is undeveloped and surrounded by roadways, light industrial uses, commercial uses, and vacant land. The proposed Project would construct an approximately 99,770 square foot industrial warehouse, truck trailer lot, and associated infrastructure. The Riverside County General Plan Land Use Element designates the site for Light Industrial uses (LI) which includes industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. Furthermore, as shown in Table LU-1, the proposed Project would be consistent with applicable Riverside County General Plan Policies.

Table LU-1: General Plan Consistency

General Plan Policy	Project Consistency
Land Use Element	
LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and day care centers transportation systems, and fire/police/medical services. (AI 3, 4, 32, 74)	Consistent. As discussed in Sections 30-34, <i>Public Services</i> , the Project would not exceed the ability to provide adequate supporting infrastructure and services. The Project Applicant shall pay all development fees pursuant to Ordinance No. 659.
LU 5.3 Review all projects for consistency with individual urban water management plans (AI 3).	Consistent. As discussed in the Utilities Section, the Project would be consistent with the existing General Plan designation for the site, which informs the water demand projections in the EMWD 2020 Urban Water Management Plan. As such, the Project would be consistent with the Urban Water Management Plan.
LU 7.1 Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts. (AI 1, 3)	Consistent. As previously discussed, the Project site has a General Plan designation of Light Industrial (LI). As outlined in the Project Description, the proposed Project would be consistent with the applicable development standards for the Light Industrial designation.
LU 8.8 Stimulate industrial/business-type clusters that facilitate competitive advantage in the marketplace, provide attractive and well	Consistent. The proposed Project would develop an industrial warehouse building and truck trailer lot on a site designated for Light Industrial uses.

landscaped work environments, and fit with the character of our varied communities. (AI 17, 19)	The site is adjacent to an existing warehouse to the west. Furthermore, as shown in Figures 3-2, <i>Elevations</i> , the proposed building would provide an attractive work environment.
LU 9.2 Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and federal and state regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act. (AI 3, 10)	Consistent. As discussed throughout this IS/MND, the proposed Project would be consistent with CEQA and would not result in significant impacts to the environment.
LU 9.6 If any area is classified by the State Geologist as an area that contains mineral deposits and is of regional or statewide significance, and Riverside County either has designated that area in its general plan as having important minerals to be protected pursuant to subdivision (a) of Section 2761 of the Surface Mining and Reclamation Act, or has otherwise not yet acted pursuant to subdivision (a), then prior to permitting a use which would threaten the potential to extract minerals in that area, Riverside County shall prepare, in conjunction with its project CEQA documentation, a statement specifying its reason for permitting the proposed use, and shall forward a copy to the State Geologist and the State Mining and Geology Board for review.	Consistent. As discussed in Section 25, <i>Mineral Resources</i> , the Project site is located within Mineral Resource Zone 3, which indicates that information related to mineral deposits is unknown. Therefore, the Project would not impact known mineral deposits.
LU 10.1 Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities. (AI 3)	Consistent. As discussed in Sections 30-34, <i>Public Services</i> , the Project would not exceed the ability to provide adequate supporting infrastructure and services. The Project Applicant shall pay all development fees pursuant to Ordinance No. 659.
LU 10.2 Require a fiscal impact analysis for specific plans and major development proposal so as not to have a negative fiscal impact on the County of Riverside.	Not Applicable. The proposed Project is not a specific plan or a major development. As such, the proposed Project is not required by Riverside County to complete a fiscal impact analysis.
LU 11.1 Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting. (AI 1, 17)	Consistent. The proposed Project would generate short-term construction jobs and approximately 97 long-term jobs within the proposed warehouse building.
LU 11.2 Ensure adequate separation between pollution producing activities and sensitive emission receptors, such as hospitals, residences, child care centers and schools. (AI 3)	Consistent. The proposed uses would be set back from the nearest residential use by over 400 feet. Additionally, as discussed in Section 6, <i>Air Quality</i> , emissions of criteria pollutants and diesel particulate matter from the proposed Project would be below SCAQMD thresholds.
LU 11.5 Ensure that all new developments reduce Greenhouse Gas emissions as prescribed in the Air Quality Element and Climate Action Plan.	Consistent. As described in Section 20, <i>Greenhouse Gas Emissions</i> , Project GHG emissions would be less than applicable SCAQMD and Riverside County Climate Action Plan Thresholds. Additionally, as demonstrated in Table GHG-2, the Project would be consistent with the Riverside County Climate Action Plan.
LU 13.2 Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.	Consistent. The proposed Project would provide employment for 97 long-term employees. The proposed building would be easily accessible from I-215 and Harvill Avenue.

<p>LU 18.1 Ensure compliance with Riverside County's water-efficient landscape policies. Ensure that projects seeking discretionary permits and/or approvals develop and implement landscaping plans prepared in accordance with the Water-Efficient Landscape Ordinance (Ordinance No. 859), the County of Riverside Guide to California Friendly Landscaping and Riverside County's California Friendly Plant List. Ensure that irrigation plans for all new development incorporate weather-based controllers and utilize state-of-the-art water-efficient irrigation components.</p>	<p>Consistent. As shown in Figure 3-4, <i>Landscape Plan</i>, the proposed Project would provide drought-friendly, water-efficient landscaping throughout the Project site.</p>
<p>LU 30.1 Accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps. (AI 1, 2, 6)</p>	<p>Consistent. As previously discussed, the Project site has a General Plan designation of Light Industrial (LI). As outlined in the Project Description, the proposed Project would be consistent with the applicable development standards for the Light Industrial designation.</p>
<p>LU 30.2 Control heavy truck and vehicular access to minimize potential impacts on adjacent properties. (AI 43)</p>	<p>Consistent. As discussed in the Project Description, truck access to the site would be allowed from the driveway on Harvill Avenue and the eastern driveway on Cajalco Road.</p>
<p>LU 30.4 Concentrate industrial and business park uses in proximity to transportation facilities and utilities, and along transit corridors</p>	<p>Consistent. The proposed industrial building would be located in proximity to the I-215 corridor and various truck routes.</p>
<p>LU 30.6 Control the development of industrial uses that use, store, produce, or transport toxins, generate unacceptable levels of noise or air pollution, or result in other impacts. (AI 1)</p>	<p>Consistent. Additionally, as discussed in Section 6, <i>Air Quality</i>, emissions of criteria pollutants and diesel particulate matter from the proposed Project would be below SCAQMD thresholds. Furthermore, the proposed Project would not regularly use, store, produce, or transport toxins.</p>
<p>LU 30.7 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use. (AI 3)</p>	<p>Consistent. As discussed in the Utilities Section, the proposed Project would be adequately served by existing water and sewer infrastructure. Additionally, as further discussed in the Transportation Section, the Project would be within the capacity of surrounding roadways.</p>
<p>LU 30.8 Require that industrial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area. (AI 3)</p>	<p>Consistent. As shown in Figures 3-2, <i>Elevations</i>, the proposed building would provide visual appeal through the use of various materials. Additionally, the Project would transform the underutilized Project site as planned per the site's General Plan land use.</p>
<p>Circulation Element</p>	
<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 the Riverside County Circulation Plan (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system:</p> <p>LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas</p>	<p>Consistent. As discussed further in the Transportation Section, the proposed Project would generate 744 daily trips including 82 AM peak hour and 73 PM peak hour trips. A Traffic Impact Analysis was prepared for the Project, and is included as Appendix O. An intersection operations analysis was conducted for the study area to evaluate the existing plus Project weekday a.m. and p.m. peak hour conditions with the Project.</p> <p>Existing Plus Ambient Growth Plus Project (EAP) 2024 traffic volumes were determined using</p>

located within the following Area Plans: & Level of Service A qualitative measure describing the efficiency of traffic flow. Level of Service designations are used to describe the operating characteristics of the street system in terms of level of congestion or delay experienced by traffic. County of Riverside General Plan July 7, 2020 C-7 REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations. (AI 3)

C 2.2 Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per the Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development. (AI 3)

C 2.3 Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the

existing (2022) traffic volumes plus and ambient growth factor of 4.04 percent, and the addition of Project traffic. LOS calculations were conducted for the study intersections to evaluate their operations under EAPC (2024) conditions with roadway and intersection geometrics consistent with proposed Project improvements. As shown in Table T-3, all of the intersections are forecast to operate at satisfactory LOS D or better in the opening year 2024 plus Project condition. Therefore, the proposed Project would be consistent with Policy C 2.1.

<p>Riverside County Congestion Management Program Requirements. (AI 3)</p>	
<p>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.</p>	
<p>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.</p>	
<p>C 3.6 Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.</p>	
<p>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.</p>	<p>Consistent. The proposed Project would have three driveways: one off Harvill Avenue and two off of Cajalco Road. According to the Mead Valley Area Plan, Harvill Avenue is designated as a Major Road.</p>
<p>C 3.7 Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.</p>	<p>Consistent. The proposed Project's internal drive aisle system has been designed and would be constructed to accommodate the movement, including the turning radii, of heavy trucks.</p>
<p>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.</p>	<p>Consistent. As shown on Figure 3-1, <i>Conceptual Site Plan</i>, the proposed building would be oriented so that loading dock areas are oriented away from nearby residence and surrounding roadways.</p>
<p>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.</p>	<p>Consistent. The proposed Project would provide ADA compliant walkways within the site and would construct ADA compliant sidewalks along the Project's Harvill Avenue and Cajalco Road frontages.</p>

<p>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</p>	<p>Consistent. As shown on Figure 3-3, <i>Landscaping Plan</i>, the Project would include landscaping and trees along the Project perimeter, which would shield parking areas from offsite views.</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>Consistent. As shown on Figure 3-1, <i>Conceptual Site Plan</i>, truck access to the Project site would occur at two of the three driveways. The driveway nearest to residential uses on Cajalco Road would be limited to passenger cars only. Furthermore, as analyzed in Section 27, <i>Noise Effects of the Project</i>, the proposed Project would not result in significant noise impacts to surrounding sensitive receptors.</p>
<p>Safety Element</p>	
<p>S 1.1 Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.</p>	<p>Consistent. The proposed Project would be consistent with the requirements set forth by the 2019 California Building Code, as verified through the plan check process.</p>
<p>S 2.2 Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement, for any building proposed for human occupancy and any structure whose damage would cause harm, except for accessory buildings. (AI 81)</p>	<p>Consistent. As discussed previously, a Geotechnical Investigation was conducted for the proposed Project and is included as Appendix G. As demonstrated by the investigation, the proposed Project would not result in significant impacts related to geologic hazards.</p>
<p>S 2.6 Require that cut and fill transition lots be over-excavated to mitigate the potential of seismically induced differential settlement.</p>	<p>Consistent. The proposed Project would be constructed and graded in compliance with the requirements set forth in the 2019 California Building Code due to the timing of submittal and the Project-specific recommendations included in the Geotechnical Investigation.</p>
<p>Noise Element</p>	
<p>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. (AI 107)</p>	<p>Consistent. As discussed further in Section 27, <i>Noise Effects of the Project</i>, a Noise Impact Analysis, included as Appendix M, was prepared for the proposed Project. The Noise Impact Analysis analyzed noise levels associated with construction and operation of the proposed Project in relation to the County's applicable noise regulations. As shown in table N-2, construction noise at the nearby receiver locations would not exceed the 80 dba Leq daytime construction noise level threshold. As shown in Table N-5, the noise levels generated by the Project would be less than the 55 dBA daytime maximum noise level and the 45 dBA nighttime maximum noise level at the closest sensitive receptors. Therefore, noise generated from operation of the proposed Project would not exceed noise standards and would be less than significant. Therefore, noise from the proposed Project would not exceed the County's noise standard.</p> <p>Furthermore, loading docks would be oriented away from nearby residences in order to limit potential noise impacts.</p>
<p>N 1.4 Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys. (AI 106, 109)</p>	
<p>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. (AI 105, 106, 108)</p>	
<p>N 1.6 Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses. (AI 107)</p>	
<p>N 1.8 Limit the maximum permitted noise levels that cross property lines and impact adjacent land uses.</p>	
<p>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</p>	

avoid or minimize project impacts on adjacent uses. (AI 107)	
N 3.5 Require that a noise analysis be conducted by an acoustical specialist for all proposed projects that are noise producers. Include recommendations for design mitigation if the project is to be located either within proximity of a noise-sensitive land use, or land designated for noise sensitive land uses. (AI 109)	
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. (AI 106, 107)	
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. (AI 105, 107)	
N 9.3 Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures. (AI 106)	
N 9.4 Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels. (AI 105)	
N 13.1 Minimize the impacts of construction noise on adjacent uses within acceptable practices. (AI 105, 108)	
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. (AI 105, 108)	
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. (AI 106, 107)	
Air Quality Element	
AQ 3.3 Encourage large employers and commercial/industrial complexes to create Transportation Management Associations. (AI 115)	Not Applicable. The Project would be implemented consistent with the County Climate Action Plan (CAP), as verified through the standard development permitting process. The CAP includes transportation management measures, which would be implemented by the Project, including development of sidewalks along the Project's frontages. However, the Project involves one building, and does not include a large complex and therefore, this policy is not applicable to the proposed Project.
AQ 4.1 Require the use of all feasible building materials/methods which reduce emissions.	Consistent. The proposed Project would utilize standard building materials for construction. As shown in Section 6, <i>Air Quality</i> , the Project's

	construction air quality emissions would be less than applicable SCAQMD thresholds. Furthermore, the Project would comply with SCAQMD Rules 402, 403, and 1113, included as PPP AQ-1 through PPP AQ-3.
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.	Consistent. The proposed Project would comply with current CalGreen requirements for building energy efficiency.
AQ 4.5 Require stationary pollution sources to minimize the release of toxic pollutants through: Design features; Operating procedures; Preventive maintenance; Operator training; and Emergency response planning	Consistent. As shown in Section 6, <i>Air Quality</i> , the Project's operational emissions of criteria pollutants and diesel particulate matter would be less than applicable SCAQMD thresholds. Furthermore, the Project would comply with SCAQMD Rule 1113, included as PPP AQ-3.
AQ 4.6 Require stationary air pollution sources to comply with applicable air district rules and control measures.	Consistent. The Project would adhere to applicable SCAQMD 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	Consistent. As shown in Section 6, <i>Air Quality</i> , the Project's construction and operational air quality emissions would be less than applicable SCAQMD thresholds and impacts would be less than significant. As such, no mitigation is required to reduce air quality impacts. Furthermore, the Project would comply with SCAQMD Rules 402, 403, and 1113, included as PPP AQ-1 through PPP AQ-3.
AQ 9.2 Attain performance goals and/or VMT reductions that are consistent with SCAG's Growth Management Plan.	Consistent. As detailed in Section 6, <i>Air Quality</i> , of the MND, the proposed Project would not exceed any emissions thresholds established by air quality regulating agencies, and impacts would be less than significant.
AQ 17.9 Encourage the installation and use of electric service units at truck stops and distribution centers for heating and cooling truck cabs, and particularly for powering refrigeration trucks in lieu of idling of engines for power. (AI 120)	Not Applicable. The Project would comply with CARB's idling limit of 5 minutes (13 CCR, Chapter 10 Section 2485) and all Title 24/CalGreen regulations.
AQ 17.10 Promote and encourage the use of natural gas and electric vehicles in distribution centers. (AI 146, 147)	Consistent. As described in the Project Description the proposed Project includes Electric Vehicle (EV) and Clean Air parking spaces.
Healthy Community Element	
HC 1.1 Foster the overall health and well-being of Riverside County residents, particularly the most vulnerable populations. (AI 136)	Consistent. The Project includes development of sidewalks along the site's Harvill Avenue and Cajalco Road frontages. These facilities would encourage biking, walking, and other recreational activities that would benefit the health and well-being of residents. In addition, the Project would not generate significant air quality emissions or hazardous pollutants/materials.
HC 5.5 When building sidewalks, ensure that they are sufficiently wide and clear of obstructions to facilitate pedestrian movement and access for the disabled	Consistent. The proposed Project would provide ADA compliant walkways within the site and would construct ADA compliant sidewalks along the Project's Harvill Avenue and Cajalco Road frontages.
HC 6.5 Promote job growth within Riverside County to reduce the substantial out-of-county job commutes that exist today.	Consistent. The Project would provide short-term construction jobs during building construction and approximately 97 long-term jobs during operations.

<p>HC 9.4 Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.</p>	<p>Consistent. The Project would include security lighting throughout the site and would include setbacks all property lines. Furthermore, the loading docks areas would be gated.</p>
<p>HC 14.2 When feasible, avoid locating new sources of air pollution near homes and other sensitive receptors.</p>	<p>Consistent. As shown in Section 6, <i>Air Quality</i>, the Project's construction and operational air quality emissions would be less than applicable SCAQMD thresholds and impacts would be less than significant. Furthermore, the Project would comply with SCAQMD Rules 402, 403, and 1113, included as PPP AQ-1 through PPP AQ-3.</p>
<p>HC 14.3 When feasible incorporate design features into projects, including flood control and water quality basins, to minimize the harborage of vectors such as mosquitoes.</p>	<p>Consistent. As discussed in Section 23, <i>Water Quality Impacts</i>, the proposed Project would include landscaping to infiltrate stormwater and three bioretention basins that would be designed to not hold stormwater for long periods of time. As such, the Project would minimize areas that would contribute to the harborage of vectors such as mosquitos.</p>
<p>HC 16.15 Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barriers, distance, or similar solutions or measures from emission sources when possible.</p>	<p>Consistent. The proposed industrial warehousing facility would be compatible with the allowable light industrial land uses allowed within a Light Industrial designated area. The Project is designed so that sensitive receptors are oriented away from loading bays and dock doors.</p>
<p>HC 16.18 Promote new development that emphasizes job creation and reduction in vehicle miles traveled in job-poor areas and does not otherwise contribute to onsite emissions in order to improve air quality.</p>	<p>Consistent. The proposed Project would promote job creation within the Mead Valley area of Riverside County. In addition, as shown in Section 37 of the MND, the Project would not result in significant impacts related to VMT.</p>
<p>HC 16.24 Ensure compatibility between industrial development and agricultural uses and adjacent land uses. To achieve compatibility, industrial development and agricultural uses will be required to include criteria addressing noise, land, traffic, and greenhouse gas emissions to avoid or minimize creating adverse conditions for adjacent communities.</p>	<p>Consistent. As described through the MND, the proposed Project would not result in significant impacts to sensitive uses related to air quality, noise, traffic, or greenhouse gas emissions.</p>

The site has a zoning designation of Manufacturing-Service, Commercial (M-SC). The County Code Section 17.100.010 states that the intent of the M-SC zone is to promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the County's economic base; provide the necessary improvements to support industrial growth; ensure that new industry is compatible with uses on adjacent lands; and protect industrial areas from encroachment by incompatible uses that may jeopardize industry.

The proposed industrial warehousing facility would also comply with the Board of Supervisors "Good Neighbor Policy" for Logistics and Warehouse/Distribution Uses. The proposed industrial warehousing facility would be compatible with the allowable light industrial land uses allowed within a M-SC zoned area. The Project is designed so that nearby residences are more than 400 feet away from loading bays and dock doors, which are designed to be oriented to the north. As discussed in Section 1, Aesthetics, the proposed Project would install landscaping onsite and along Harvill Avenue and Cajalco Road. Adequate parking would be provided for both vehicles and trucks to avoid spill-over and queuing. In addition, there are separate access points for trucks and passenger vehicles into the site. Operation of the proposed Project would involve trucks entering and exiting the Project site via the 50-foot-wide

driveway on Harvill Avenue and the 45-foot-wide eastern driveway on Cajalco Road for access to the loading bays and trailer parking. Passenger vehicles would enter and exit the site using the western driveway on Cajalco Road, which would be restricted to passenger and emergency vehicles only. Finally, as discussed in Section 3, Lighting, outdoor lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

Therefore, the proposed Project would be consistent with the site's General Plan land use and zoning designation, and a conflict with a land use plan or policy adopted for the purpose of avoiding or mitigating an environmental effect would not occur from implementation of the Project. Impacts would be less than significant.

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

No Impact. As described in the previous response, the Project site is undeveloped and surrounded by existing roadways, existing industrial uses, commercial uses, and vacant land. As described in the previous response, the Project site is designated for Light Industrial (LI) uses and the proposed Project is consistent with the planned land uses for the site. In addition, the Project does not involve development of roadways or other infrastructure that could divide a community. While low-income and minority communities are located within the Project vicinity, the Project would not change the physical arrangement of the established community. Therefore, the proposed Project would not disrupt or divide the physical arrangement of an established community, and no impact would occur.

Plans, Programs, or Policies (PPPs)/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES Would the project:				
25. Mineral Resources				
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

No Impact. The Riverside County General Plan Figure OS-6 “Mineral Resources Area” identifies the Project site and vicinity as within MRZ-3 Mineral Resource Zone, which indicates that information related to mineral deposits is unknown. No mining activities occur within the Project site or within the surrounding Project vicinity. Thus, impacts related to the loss of availability of a known mineral resource that would be of value to the region, or the residents of the state, would not occur from implementation of the proposed Project.

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

No Impact. The Riverside County General Plan Figure OS-6 “Mineral Resources Area” identifies the Project site as within MRZ-3 Mineral Resource Zone, which indicates that information related to mineral deposits is unknown. Thus, impacts related to the loss of availability of a mineral resource recovery site delineated on a land use plan would not occur from implementation of the proposed Project.

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

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

Plans, Programs, or Policies (PPPs)/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-20 “Airport Locations,” Mead Valley Area Plan Figure 5 “March Air Reserve Base & Perris Valley Airport Influence Area,” March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, 2014 (ALUCP 2014); Noise and Vibration Impact Analysis, prepared August 2022 by Urban Crossroads (Appendix M)

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?

Less than Significant Impact. The March Air Reserve Base/Inland Port Airport (March ARB) is located approximately 2.0-miles northeast of the Project site. The Project site is located outside of the 60 dBA CNEL noise level contour boundary of the airport as shown in the March ARB Land Use Compatibility Plan (LUCP). Also, the March ARB LUCP includes the policies for determining the land use compatibility of development projects. The Project site is located within Compatibility Zone C2. The County of Riverside guidelines indicate that industrial uses, such as the proposed Project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL. As the Project is located outside of the airport’s 60 dBA CNEL contour, the Project would not expose people residing or working in the Project area to excessive noise levels. Therefore, noise impacts related to March ARB would be less than significant.

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?

No Impact. The Project site is not located within the vicinity of a private airstrip and would not result in excessive noise related to an airstrip. The closest private airport or heliport is Castle Heliport, which is located approximately 3.6 miles southeast of the Project site. Therefore, no impacts would occur.

Plans, Programs, or Policies (PPPs)/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”); Noise and Vibration Impact Analysis, prepared August 2022 by Urban Crossroads (Appendix M)

County Noise and Vibration Standards

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

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

Ordinance No. 847 Regulating Noise Section 2i, Construction Noise: Noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May.

Existing Noise Levels

Ambient noise levels in the Project area are dominated by transportation related noise and March ARB, in addition to existing industrial land use activities to the south and west of the Project. The 24-hour noise level measurement completed for the Noise Impact Analysis, as shown in Table N-1, shows that the existing 24-hour ambient noise in the Project area is between 50.0 and 62.2 dBA Leq.

Table N-1: Existing Ambient Noise Levels

Location ¹	Description	Energy Average Noise Level (dBA L _{eq})	
		Daytime	Nighttime
L1	Located east of the Project site near Val Verde High School at 972 Morgan Street.	57.6	57.2
L2	Located southwest of the Project site near single-family residence at 23451 Cajalco Road.	50.4	50.0
L3	Located at the western site boundary.	62.2	58.6

L4	Located north of the Project site near Marriot Fairfield Hotel at 19310 Harvill Avenue.	55.6	58.3
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¹ See Exhibit 5-A of Appendix M for the noise level measurement locations.

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

Source: Noise and Vibration Impact Analysis (Appendix M)

- a) **Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?**

Less than Significant Impact.

Construction

As described above, Riverside Ordinance No. 847 exempts construction noise between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. The Project would comply with the County's construction hours regulations, as required by standard County Conditions of Approval. A construction-related noise level threshold is applied from the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual*. To evaluate whether the Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations a construction-related FTA noise level daytime threshold of 80 dBA Leq and nighttime threshold of 70 dBA Leq is used.

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: excavation and grading, building construction, architectural coating, and paving. Noise levels generated by heavy construction equipment can range from approximately 70 to 82 dBA Leq when measured at 50 feet, as shown on Table N-2.

Table N-2: Construction Reference Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L _{eq}) ¹	Combined Noise Level (dBA L _{eq}) 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.
 Source: Noise and Vibration Impact Analysis (Appendix M)

For the purposes of the Noise Impact Analysis, the closest off-site sensitive receivers to the Project site are the existing hotel at 19310 Harvill Avenue, approximately 119 feet north of the Project site and the existing residences at 19542 Patterson Avenue (approximately 413 feet southwest of the Project site) and at 23451 Cajalco Road (approximately 612 feet southwest of the Project site). Sensitive receptors are also located at Val Verde High School, located approximately 757 feet east of the Project site. Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. As shown in table N-3, construction noise at the nearby receiver locations would range from 47.6 to 61.0 dBA Leq, which would not exceed the 80 dba Leq daytime construction noise level threshold. Therefore, construction impacts would be less than significant.

Table N-3: Construction Noise Levels at Sensitive Receivers

Construction Phase	Construction Noise Levels (dBA Leq) at Nearest Receivers			
	High School (972 Morgan Street)	Residence (19542 Patterson Avenue)	Residence (23451 Cajalco Road)	Hotel (19310 Harvill Avenue)
Site Preparation	50.6	52.2	50.9	58.0
Grading	53.6	55.2	53.9	61.0
Building Construction	51.6	53.2	51.9	59.0
Paving	53.6	55.2	53.9	61.0
Architectural Coating	47.6	49.2	47.9	55.0
Highest Levels	53.6	55.2	53.9	61.0
FTA Construction Noise Threshold	80	80	80	80
Exceed Thresholds?	No	No	No	No

Source: Noise and Vibration Impact Analysis (Appendix M)

The proposed Project construction activities would include nighttime concrete pouring. Since the nighttime concrete pours would take place outside the permitted by Riverside County Ordinance No. 847 Regulating Noise Section 2i, the Project Applicant will 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. As shown on Table N-4, the noise levels associated with the nighttime concrete pour activities are estimated to range from 38.3 to 40.6 dBA Leq. Therefore, nighttime concrete pour activities would be below the FTA 70 dBA Leq nighttime residential noise level threshold at all the nearest noise sensitive receiver locations.

Table N-4: Concrete Pour Noise Levels

Receiver Location ¹	Concrete Pour Construction Noise Levels (dBA Leq)		
	Exterior Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
High School (972 Morgan Street)	38.3	70	No
Residence (19542 Patterson Avenue)	40.6	70	No

Residence (23451 Cajalco Road)	38.7	70	No
Hotel (19310 Harvill Avenue)	40.1	70	No

Source: Noise and Vibration Impact Analysis (Appendix M)

Onsite Operational Noise. The General Plan Noise Element establishes a noise standard for sensitive uses of 45 dBA Leq between 10:00 p.m. and 7:00 a.m. and 55 dBA Leq between 7:00 a.m. and 10:00 p.m. The Noise Impact Analysis prepared for the Project evaluated potential impacts to ambient noise levels at the nearest sensitive receptors resulting from the proposed onsite noise sources such as idling trucks, delivery truck activities, backup alarms, loading and unloading of trucks, and roof-top air conditioning units (Urban Crossroads 2022). As shown in Table N-5, the noise levels generated by the Project would be less than the 65 or 55 dBA daytime maximum noise level and the 55 or 45 dBA nighttime maximum noise level at the closest sensitive receptors. Therefore, noise generated from operation of the proposed Project would not exceed noise standards and would be less than significant.

Table N-5: Operational Noise Level Compliance

Receiver Location	Project Operational Noise Levels (dBA Leq)		Noise Level Standards (dBA Leq)		Standard Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
High School (972 Morgan Street)	44.5	44.5	65	N/A ¹	No	No ¹
Residence (19542 Patterson Avenue)	43.6	43.5	55	45	No	No
Residence (23451 Cajalco Road)	37.6	37.3	55	45	No	No
Hotel (19310 Harvill Avenue)	52.2	52.2	65	55	No	No

¹ Val Verde High School does not include any noise sensitive nighttime receivers.

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

Source: Noise and Vibration Impact Analysis (Appendix M)

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

Table N-6 presents the Existing plus Ambient Growth Plus Cumulative (EAC) with and without Project conditions CNEL noise levels. The EAC without Project exterior noise levels range from 74.0 to 77.9 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The EAC with Project conditions would range from 74.2 to 77.9 dBA CNEL. As such, implementation of the proposed Project would generate a noise level increase of up to 0.2 on the study area roadway segments, which is significantly less than the most restrictive (1.5 dBA) increase thresholds. Thus, offsite traffic noise impacts would be less than significant.

Table N-6: Project Off-Site Traffic Noise

Roadway	Segment	Receiving Land Use ¹	dBA CNEL at Nearest Receiver			Increase Threshold ³
			Without Project	With Project	Project Contribution	
Harvill Ave.	n/o Cajalco Exwy.	Non-Sensitive	74.7	74.7	0	+3 dBA
Harvill Ave.	s/o Cajalco Exwy.	Non-Sensitive	75.1	75.3	+0.2	+3 dBA
Harvill Ave.	s/o Cajalco Rd.	Sensitive	74.0	74.2	+0.2	+1.5 dBA
Cajalco Exwy.	w/o Harvill Ave.	Non-Sensitive	75.7	75.7	0	+3 dBA
Cajalco Exwy.	e/o Harvill Ave.	Non-Sensitive	76.9	76.9	0	+3 dBA
Ramona Exwy.	e/o I-215 NB Ramps	Non-Sensitive	77.9	77.9	0	+3 dBA

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 nearest receiving land use.
³ Federal Interagency Committee on Noise. Federal Agency Review of Selected Airport Noise Analysis Issues. August 1992.
Source: Noise and Vibration Impact Analysis (Appendix M)

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

Less than Significant.

Construction

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

The Noise Impact Analysis prepared for the Project evaluated construction equipment vibration levels at the closest sensitive receptors. As shown in Table N-7, at approximately 119 feet, a large bulldozer would create a vibration level of 0.006 inch per second RMS. Therefore, the vibration level would be less than the County of Riverside’s 0.01 inch per second RMS vibration threshold. As such, construction vibration impacts would be less than significant.

Table N-7: Project Construction Vibration Levels

Receiver Location	Distance to Const. Activity (Feet)	Receiver Levels (in/sec) RMS ¹					Threshold (in/sec) RMS	Threshold Exceeded?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
High School (972 Morgan Street)	757'	0.000	0.000	0.000	0.000	0.000	0.01	No
Residence (19542 Patterson Avenue)	413'	0.000	0.000	0.001	0.001	0.001	0.01	No
Residence (23451 Cajalco Road)	612'	0.000	0.000	0.000	0.001	0.001	0.01	No
Hotel (19310 Harvill Avenue)	119'	0.000	0.002	0.005	0.006	0.006	0.01	No

RMS = Root Mean Square Value

¹ Based on the Vibration Source Levels of Construction Equipment included on Table 10-4 of Appendix M. Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013. Source: Noise and Vibration Impact Analysis (Appendix M)

Operation

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

that truck vibration impacts at nearby sensitive uses would satisfy the County of Riverside vibration threshold of 0.01 in/sec RMS. Therefore, operational vibration impacts would be less than significant.

Plans, Programs, or Policies (PPPs)/Conditions of Approval:

PPP NOI-1: Ordinance No. 847 Regulating Noise Section 2i, Construction Noise. Pursuant to County Ordinance No. 847, construction shall occur 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.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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PALEONTOLOGICAL RESOURCES:

28. Paleontological Resources

a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): Riverside County General Plan Figure OS-8 “Paleontological Sensitivity;” Phase I Paleontological Resources Assessment, prepared by Brian F. Smith and Associates, Inc. (BFSA 2022), Appendix N.

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

Less than Significant with Mitigation Incorporated. The Phase I Paleontological Resources Assessment describes that the Project site is underlain by very old alluvial fan deposits throughout site, which has a high paleontological sensitivity. Additionally, the Project site is mapped by the County of Riverside as being within a high potential zone for paleontological sensitivity. The Phase I Paleontological Resource Assessment did not conduct a paleontological field survey as the surface of the Project site is flat and has been previously disturbed (BFSA 2022).

The record searches completed as part of the Paleontological Resources Assessment included the San Bernardino County Museum (SBCM), Los Angeles County Museum of Natural History (LACM), Western Science Center (WSC), and data from published and unpublished paleontological literature. The resulting record searches did not identify previously recorded fossil localities within the boundaries of the Project. However, records of vertebrate fossil localities have been found in other local sedimentary deposits similar to those that occur on the Project site. Previous finds include a vertebrate fossil locality from similar deposits located near the Lakeview Hot Springs area on the southeast side of the Perris Reservoir. An additional fossil locality in Pleistocene sediments is located several miles south of the Project site near Canyon Lake. Due to the underlying alluvial fan deposits mapped across the Project site and nearby fossil locality discoveries, full-time monitoring of undisturbed Pleistocene very old alluvial fan deposits at the Project is recommended starting at four feet below the surface. As a result, Mitigation Measure PAL-1 is included to require that any excavations and grading be monitored to identify and recover any significant fossil remains. With implementation of Mitigation Measure PAL-1, impacts to paleontological resources would be less than significant.

Plans, Programs, or Policies (PPPs)/Conditions of Approval: None.

Mitigation:

Mitigation Measure PAL-1: Paleontological Monitoring. Prior to the issuance of grading permits, the applicant shall provide a letter to the County of Riverside Planning Department, or designee, from a professional paleontologist, stating that a qualified paleontologist has been retained to provide services for the Project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite. The PRIMP shall be provided to the County for review and approval. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall also require paleontological monitoring for excavation below four feet below ground surface.

Monitoring: Paleontological Monitoring is required pursuant to Mitigation Measure PAL-1, above.

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

Source(s): GIS database; Riverside County General Plan Housing Element; California Department of Finance, Demographics Estimates, accessed August 2022, <https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2021/>; California Employment Development Department, Riverside County Profile, accessed August 2022, <https://www.labormarketinfo.edd.ca.gov/geography/riverside-county.html>;

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

Less than Significant Impact. The Project site is undeveloped and does not contain any housing and has not been historically used for housing. The Project site has a General Plan Land Use designation of Light Industrial (LI) and a zoning designation of Manufacturing, Service Commercial (M-SC). Thus, the Project would not displace any housing and would not necessitate the construction of replacement housing. As a result, no impact would occur.

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

Less than Significant Impact. The proposed Project would develop a warehouse building totaling 99,770 SF, truck trailer lot, passenger vehicle parking lot, ornamental landscaping, and associated infrastructure. For purposes of analysis, employment estimates were calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimates that Light Industrial (LI) businesses would employ approximately one worker for every 1,030 square feet of building area. Thus, the Project would generate approximately 97 employees. The employees that would fill these roles are anticipated to come from the region, as the unemployment rate of Riverside County in July 2022 was 4.0 percent, the City of Perris was 4.8 percent, City of Hemet was 5.3 percent, City of Moreno Valley was 3.9 percent, and the City of Menifee was at 3.9 percent (State Employment Development Department 2022). Due to these levels of unemployment, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate needs for any housing.

In addition, should the Project require employees to relocate to the area for work, there is sufficient vacant housing available within the region. The County of Riverside had a vacancy rate of 10.5 percent, the City of Perris was 2.0 percent, City of Hemet was 7.5 percent, City of Moreno Valley was 2.7 percent, and the City of Menifee was 3.4 percent, in January 2022 (State Department of Finance 2022). Thus,

the proposed Project would not create a demand for any housing, including housing affordable to households earning 80 percent or less of the County's median income. Impacts would be less than significant.

c) 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)?

Less than Significant Impact. As discussed above, employees that would work at the proposed Project are anticipated to come from within the region. Any employees relocating for Project related employment would be accommodated by the existing vacant housing in the region. Furthermore, the Project site has been planned for light industrial uses. This land use designation under the County General Plan allows for development of projects that result in employment generation. Thus, direct impacts related to population growth in an area would be less than significant.

The proposed Project would not include the extension of roads or infrastructure. The Project would be served by the adjacent roadway system and utilities would be provided by the existing infrastructure located in adjacent roadways. Therefore, the proposed Project would not extend roads or other infrastructure that could indirectly induce population growth. Both direct and indirect impacts related to population growth would be less than significant.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

30. Fire Services

Source(s): Riverside County General Plan Safety Element

a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire services?**

Less than Significant Impact. The Project site is located within 4 miles of three Riverside County Fire Stations, listed below:

- Riverside County Fire Station 59, located at 21510 Pinewood Street, 2.13 miles west from the Project site.
- Riverside County Fire Station 90, located at 333 Placentia Avenue, 2.11 miles east from the Project site
- Riverside County Fire Station 1, located at 210 West San Jacinto Avenue, 3.67 miles east from the Project site

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

The new warehouse building and truck trailer lot, and the associated 97-employee increase that would occur from implementation of the proposed Project would result in an incremental increase in demand for fire protection and emergency medical services. However, there are three existing fire stations within 4 miles of the Project site that currently serve the Project vicinity; the closest station is 2.11 miles from the Project site. The increase in fire service demands from the Project would not require construction of a new or physically altered fire station that could cause environmental impacts. Therefore, impacts related to fire protection services would be less than significant.

In addition, Riverside County Ordinance No. 659, included as PPP PS-1, sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes imposing development impact fees for fire facilities for every acre of new industrial use. Overall, impacts related to fire services would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP PS-1: Ordinance No. 659. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance.

Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities necessary to address the direct and cumulative environmental effects generated by new development projects, and it establishes the authorized uses of the fees collected. For the Mead Valley Area Plan, development impacts fees allocated for criminal justice public facilities, fire protection, traffic improvement facilities, traffic signals, and flood control are required to be paid on a per acre basis for industrial development.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan

- b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services?**

Less than Significant Impact. The Project site is located 3.74 miles from the Riverside County Sherriff Station in the City of Perris (137 N. Perris Boulevard), which currently serves the Project region. The Project would result in additional onsite employees and goods that could create the need for sheriff services. Crime and safety issues during Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Operation of the industrial warehouses may generate a typical range of sheriff service calls, such as burglaries, thefts, and employee disturbances. Pursuant to the County’s existing permitting process, the Sheriff’s Department would review and approve the site plans to ensure that crime prevention and emergency access measures are incorporated appropriately to provide a safe environment.

The need for law enforcement services from the Project would not result in the need for, new or physically altered sheriff facilities. Thus, impacts related to sheriff services would be less than significant.

In addition, Riverside County Ordinance No. 659, included as PPP PS-1, sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes imposing development impact fees for sheriff facilities per every acre of new and industrial use. Overall, impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP PS-1: Ordinance No. 659: Listed previously in 30, *Fire Services*.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): School District correspondence, GIS database

- c) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services?**

Less than Significant Impact. The Project consists of an industrial warehouse facility that would not directly generate students. As described previously, the proposed Project is not anticipated to generate a new population, as the employees needed to operate the Project are anticipated to come from within the Project region. Additionally, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. These fees, included in PPP PS-2, are collected by school districts at the time of issuance of building permits for development projects. Pursuant to Government Code Section 65995 applicants shall pay developer fees to the appropriate school districts at the time building permits are issued; and payment of the adopted fees provides full and complete mitigation of school impacts. As a result, impacts related to school facilities would be less than significant with the Government Code required fee payments.

Plans, Programs, or Policies/Conditions of Approval:

PPP PS-2: Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the Val Verde Unified School District related to the funding of school facilities pursuant to Government Code Section 65995 et seq.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan

- d) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services?**

Less than Significant Impact. The Project would develop and operate an industrial warehouse facility that would not generate a substantial new population to utilize libraries. As described previously, the employees needed to operate the proposed Project are anticipated to come from the Project region and commute to the Project site; and generation of substantial usage of library facilities is not anticipated to occur. Therefore, impacts would be less than significant.

Additionally, Riverside County Ordinance No. 659, included as PPP PS-1, sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes imposing development impact fees for library facilities per every acre of new industrial use.

Plans, Programs, or Policies/Conditions of Approval:

PPP PS-1: Ordinance No. 659: Listed previously in 30, *Fire Services*.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan

- e) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for health services?**

Less than Significant Impact. The Project would consist of an industrial warehouse facility that would not directly generate a substantial new population requiring health services. As described previously, the employees needed to operate the proposed Project are anticipated to come from the Project region and commute to the Project site, and substantial in-migration of employees that could generate substantial need for health services is not anticipated to occur.

There could be an incremental increase in medical needs within the area during construction and operation. However, the Riverside University Health System facilities and associated medical center are located 6.1 miles from the Project site. In addition, the Kindred Hospital Riverside, located on 2224 Medical Center Dr, is approximately 2.4 miles from the Project site. As the Project employees likely would already reside in the Project region, the Project would create no substantial increase in medical needs, impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): GIS database, Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees), Parks & Open Space Department Review

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?

Less than Significant Impact. The Project would consist of an industrial warehouse facility and truck trailer lot that would not directly generate a substantial new population, and thus would not require new park or recreational facilities. As described previously, the employees needed to operate the proposed Project are anticipated to come from the labor force in the surrounding area. Thus, the proposed Project would not generate a need for construction or expansion of recreational facilities. Overall, impacts would be less than significant.

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?

Less than Significant Impact. As described previously, the proposed Project consists of an industrial warehouse facility and truck trailer lot that would not result in an influx of new residents. Additionally, the employees needed to operate the Project are anticipated to come from the unemployed labor force in the region. The proposed Project would not generate an increase in residential use of the existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Impacts would be less than significant.

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)?

Less than Significant Impact. The Project site is located within County Service Area (CSA) No. 89; however, CSA 89 was established for the purposes of lighting and landscape services and was not established for purposes of recreational facilities (GIS database). The Project site is not located within a Community Parks and Recreation Plan. Additionally, the provisions of Section 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.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure C-6 Trails and Bikeway System

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

Less than Significant Impact. The Project consists of an industrial warehouse and truck trailer lot and does not include the construction or expansion of a trail system. There are no identified General Plan trails adjacent to the proposed Project site. However, as part of the Environmental Justice Community requirements, the applicant would contribute towards improving the trail system within the Mead Valley Environmental Justice Community area. However, specific trail improvements are unknown at this time. As described previously, the proposed Project is not anticipated to result in an influx of new residents, as the employees needed to operate the proposed industrial warehouse facility is anticipated to come from the labor force in the region. Thus, the proposed Project would not generate a substantial population increase that would use or require recreational trails, and impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan; Traffic Analysis, prepared July 2022 by Urban Crossroads (Appendix O); Vehicle Miles Traveled Screening Evaluation, prepared July 2022 by Urban Crossroads (Appendix P).

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

Less than Significant Impact.

Transit, Bicycle, and Pedestrian Facilities

Transit Facilities

The Riverside Transit Agency (RTA) operates a bus stop on Cajalco Expressway for Route 41. Route 41 provides transit service on Cajalco Expressway. Route 41 has major stops at the Mead Valley Community, Ross/Lowe's/Starcrest facilities, and the Perris/Ramona Expressway stop. Route 41 operates at 90-minute headways on weekdays and weekends. 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. The proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Facilities

Currently, no bike lanes exist within the Project vicinity. According to Figure 9, *Trails and Bikeway Systems*, of the Mead Valley Area Plan, a Class II bicycle path is planned for Cajalco Road. Implementation of the Project would not alter or conflict with existing or planned bike lanes or bicycle transportation, but instead would provide additional bike facilities. Thus, impacts related to bicycle facilities would not occur.

Pedestrian Facilities

Currently no sidewalk facilities exist along the Project's Harvill Avenue or Cajalco Road frontage. Implementation of the Project would include roadway improvements on Harvill Avenue and Cajalco

Road Avenue that would provide for new sidewalks where none exist currently, thereby improving pedestrian facilities and the sidewalk network. Therefore, the proposed Project would also not conflict with pedestrian facilities, but instead would provide additional facilities.

Overall, Project impacts to transit, bicycle, and pedestrian facilities would be less than significant.

Roadway Facilities

Table T-1 identifies the number of trips that would be generated by the Project. The trip generation is broken out by vehicle type and passenger car equivalent (PCE) factors are applied to the truck trips to determine the PCE trip generation. Passenger car equivalent factors account for the additional roadway capacity utilized by trucks due to their larger size, slower acceleration and reduced maneuverability when compared to passenger cars. As shown, the Project would generate 744 daily PCE trips including 82 AM peak hour and 73 PM peak hour trips.

Table T-1: Project Trip Generation

Land Use	Units ¹	AM Peak Hour				PM Peak Hour		
		Daily	In	Out	Total	In	Out	Total
General Light Industrial	99.770 TSF							
Passenger Vehicles		462	64	8	72	9	55	64
2-Axle Trucks		6	0	0	0	0	0	0
3-Axle Trucks		14	0	0	0	0	0	0
4+-Axle Trucks		48	1	1	2	1	1	2
Total Truck Trips (PCE)		68	1	1	2	1	1	2
Total Trips (PCE) ²		530	65	9	74	10	56	66
Truck Trailer Yard	133 Spaces							
Passenger Cars:		24	1	1	2	0	0	0
2-Axle Trucks		22	0	3	3	2	0	2
3-Axle Trucks		56	1	1	2	1	0	1
4+-Axle Trucks		112	1	0	1	0	4	4
Total Truck Trips (PCE)		190	2	4	6	3	4	7
Total Trips (PCE) ²		214	3	5	8	3	4	7
Project Total (PCE)		744	68	14	82	13	60	73

¹ TSF = Thousand Square Feet

² Total Trips = Passenger Cars + Truck Trips

Source: Traffic Analysis (Appendix O)

Existing Plus Ambient Growth Plus Project (EAP) 2024: EAP (2024) traffic volumes were determined using existing (2022) traffic volumes plus and ambient growth factor of 4.04 percent, and the addition of Project traffic. LOS calculations were conducted for the study intersections to evaluate their operations under EAPC (2024) conditions with roadway and intersection geometrics consistent with proposed Project improvements. As shown in Table T-2, all of the intersections are forecast to operate at satisfactory LOS D or better in the opening year 2024 plus Project condition.

Table T-2: Existing Plus Project Plus Cumulative (2024) Conditions

Intersection	Traffic Control	EAP 2024			
		Delay (sec)		Level of Service	
		AM	PM	AM	PM

1. Harvill Ave & Cajalco Exwy.	CSS	39.5	38.7	D	D
2. Harvill Ave & Driveway 1	CSS	11.4	9.9	B	A
3. Harvill Ave & Cajalco Rd	CSS	16.6	14.8	C	B
4. Driveway 2 & Cajalco Rd	CSS	8.4	8.6	A	A
5. Driveway 3 & Cajalco Rd	CSS	6.9	6.8	A	A
6. I-215 SB Ramps & Ramona Exwy.	TS	33.3	35.0	C	D
7. I-215 NB Ramps & Ramona Exwy.	TS	18.5	15.2	B	B
8. I-215 SB Ramps & Placentia Ave.	TS	11.4	13.2	B	B
9. I-215 NB Ramps & Placentia Ave.	TS	15.6	13.0	B	B

TS = Traffic Signal; CSS = Cross-street Stop
EPA = Existing Plus Ambient Growth Plus Project
Source: Traffic Analysis (Appendix O).

Construction

Construction of the proposed Project is anticipated to occur over a 12-month period. Construction activities of the Project would generate vehicular trips from construction workers traveling to and from Project site, delivery of construction supplies and import materials to, and export of debris from the Project site. It is anticipated Project construction would generate haul trips distributed throughout the day. During construction, there would also be passenger car construction trips associated with crew arrivals and departures. The weekday a.m. peak period is 7:00 a.m. to 9:00 a.m., and the weekday p.m. peak period is 4:00 p.m. to 6:00 p.m. It is anticipated the majority of construction crews would arrive and depart outside the peak hours, while delivery trucks would arrive and depart throughout the day. As shown on Table T-3, the building construction phase of construction would generate the most vehicular trips per day from approximately 42 workers and 12 vendors per day, which would result in a total of 54 daily trips.

Table T-3: Daily Construction Vehicle Trips

Construction Activity	Worker Trips Per Day	Vendor Trips Per Day	Hauling Trips Per Day
Site Preparation	18	2	0
Grading	23	3	8
Building Construction	42	12	0
Paving	15	0	0
Architectural Coating	8	0	0

Source: Air Quality Impact Analysis (Appendix A)

This equates to approximately seven percent of the daily trips that would be generated by operation of the Project (as shown in Table T-1). As described above, operation of the Project would not result in an inconsistency with the County's traffic criteria. Therefore, seven percent of the daily trips would also not result in an inconsistency with the County's traffic criteria. Additionally, as described above, vendor delivery trucks would arrive and depart throughout the day and a majority of construction crews would arrive and depart outside the peak hours. Furthermore, the construction traffic would be temporary and intermittent depending on the phase of construction.

All construction equipment, including construction worker vehicles, would be staged on the Project site for the duration of the construction period. In addition, as part of the grading plan and building plan review processes, the City permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures (as applicable). Therefore, construction impacts related to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system would be less than significant.

b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

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

The County of Riverside Transportation Department's *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled* were adopted in December 2020 and contain the following screening thresholds to assess whether further VMT analysis is required. If the Project meets any of the following screening thresholds, then the transportation impact of the Project is presumed to be less than significant and further VMT analysis is not required.

1. Small Projects: This applies to projects with low trip generation (110 trips per day), or projects that have GHG emissions that are less than 3,000 metric tons of Carbon Dioxide Equivalent (MTCO_{2e}) per year.
2. Projects Near High Quality Transit: Projects which are located within a Transit Priority Area (TPA) are presumed to have a less than significant impact on VMT and therefore would not need to prepare a full VMT analysis.
3. Local Serving Retail: Retail that does not exceed 50,000 sf
4. Affordable Housing: Residential Projects that have a high percentage of affordable housing.
5. Local Essential Services: Projects that include Day Care, Public School, and Police or Fire facilities.
6. Map Based Screening: Areas of development that is under threshold as shown on a screening map.
7. Redevelopment projects: Projects that replace existing land uses with an existing VMT that is higher than the proposed project.

The applicability of each screening criteria in comparison to the proposed Project is discussed below.

Small Projects: The Project meets the first screening threshold for a small Project because it would generate less than 3,000 MTCO_{2e} per year from Project operation, as shown in Section 20, *Greenhouse Gas Emissions*, of this IS/MND. Additionally, per Figure 3 of the County's *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled*, General Light Industrial buildings with an area less than or equal to 179,000 SF are screened out of conducting a VMT analysis (Appendix P). Since the Project Applicant proposes the construction of one light industrial warehouse building totaling 99,770 SF, the Project would meet the small projects screening criteria.

Projects Near High Quality Transit: The proposed Project does not meet the second screening threshold as it is not located within a TPA.

Local Serving Retail: The proposed Project does not meet the third screening threshold as it proposes construction of a 99,770 SF warehouse and truck trailer lot.

Affordable Housing: The proposed Project does not meet the fourth screening threshold as it does not propose affordable housing.

Local Essential Services: The proposed Project does not meet the fifth screening threshold as it proposes construction of a 99,770 SF warehouse and truck trailer lot.

Map Based Screening: The proposed Project does not meet the sixth screening threshold as it is not located within a low VMT area.

Redevelopment Projects: The proposed Project does not meet the seventh screening threshold as it does not replace existing land uses with a VMT that is higher than the Project.

As described above, the Project would meet one of the screening criteria's set forth in the County of Riverside Transportation Department's *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled*. Therefore, the Project would meet the small project screening criteria, and Project impacts related to VMT are presumed to be less than significant.

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)?

Less than Significant Impact. The proposed Project includes an industrial warehouse building and a truck trailer lot. There are no proposed uses that would be incompatible. The Project would also not increase any hazards related to a design feature. Operation of the proposed Project would involve trucks entering and exiting the Project site from Harvill Avenue and Cajalco Road for access to the loading bays and trailer via driveways that are designed to accommodate trucks. The onsite circulation design prepared for the Project provides fire truck accessibility and turning ability throughout the site. Thus, impacts related to vehicular circulation design features from the Project would be less than significant.

d) Would the Project cause an effect upon, or a need for new or altered maintenance of roads?

No Impact. The proposed Project would not result in the altered need for road maintenance; however, as described above, the proposed Project would generate 744 new daily PCE trips, which would contribute to the need for regular maintenance of roads. To provide for public facility maintenance needs, Riverside County Ordinance No. 659, included as PPP PS-1, sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for road improvements and traffic signal improvements, which are levied per every acre of new industrial use. In addition, the property taxes and revenue generated from the proposed uses on the Project site would support regular road maintenance. Thus, the Project would provide funding for future roadway maintenance needs, and impacts would not occur.

e) Would the Project cause an effect upon circulation during the project's construction?

Less than Significant Impact. As described in Response 37(a), construction activities of the Project would generate vehicular trips from construction workers traveling to and from the Project site, delivery of construction supplies and import materials to, and export of debris from the Project site. However, these activities would only occur for a period of 12 months. The increase of trips during construction activities would be limited and are not anticipated to exceed the number of operational trips, which as detailed previously, would not result in a significant new impact related to traffic. Additionally, the roadway improvements to Harvill Avenue and Cajalco Road, and connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of Harvill Avenue and Cajalco Road for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency

access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the County's permitting process. Therefore, the short-term vehicle trips and circulation impacts from construction of the Project would be less than significant.

f) Would the Project result in inadequate emergency access or access to nearby uses?

Less than Significant Impact.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of the Project driveways along Harvill Avenue and Cajalco Road and construction of sewer and water line connections to existing lines, the roadways would remain open to ensure adequate emergency access to the Project area and vicinity, and impacts related to inadequate emergency access during construction activities would not occur.

Operation

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

Plans, Programs, or Policies/Conditions of Approval:

PPP PS-1: Ordinance No. 659: Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities to address the direct and cumulative environmental effects generated by new development projects, and it establishes the authorized uses of the fees collected. For the Mead Valley Area Plan, development impacts fees allocated for criminal justice public facilities, fire protection, traffic improvement facilities, traffic signals, and flood control are required to be paid on a per acre basis for industrial development.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan

a) Would the Project include the construction or expansion of a bike system or bike lanes?

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

Plans, Programs, or Policies/Conditions of Approval:

PPP PS-1: Ordinance No. 659. Listed previously in 30, *Fire Services*.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
39. Tribal Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): County Archaeologist, AB52 Tribal Consultation, Riverside County Parcel Report, Phase I Cultural Resources Assessment, prepared by Brian F. Smith and Associates, Inc., February 2022 (BFSA 2022) (Appendix C).

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

Less than Significant with Mitigation Incorporated. Assembly Bill (AB) 52 requires meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources (TCRs). TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). To identify if any tribal cultural resources are potentially located within the Project site, a Sacred Lands File Search was requested from the Native American Heritage Commission (NAHC) on September 30, 2021. The NAHC responded on November 2, 2021, stating that there are no known sacred lands within a 1-mile radius of the Project area. The NAHC requested that 21 Native American tribes or individuals be contacted for further information regarding the Project area and vicinity. Thus, letters were sent on February 23, 2022, to these individuals. No response was received from the Cahuilla Band of Indians, Ramona Band of Cahuilla Indians, Colorado River Indian Tribe, Quechan Indian Nation, Santa Rosa Band of Cahuilla Indians, or the Soboba Band of Mission Indians.

The Agua Caliente Band of Cahuilla Indians responded in an emailed letter dated March 24, 2022, requesting to consult on the Project. A meeting was held on April 22, 2022, in which the Project was discussed. All Project documents were provided to the tribe with the final updated conditions of approval being sent to them on May 18, 2022, and consultation was concluded.

The Pechanga Band of Luiseno Indians responded in an emailed letter dated March 24, 2022. The letter stated that the Project site is located within a Traditional Cultural Property (TCP). During a meeting held

on May 11, 2022, the Project was discussed. Details of the TCP were provided, and Pechanga recommended monitoring the grading of this property due to the potential for previously unidentified subsurface resources. Consultation was concluded on March 31, 2022.

Although no specific impacts to tribal cultural resources were identified both consulting tribes expressed concerns that the project has the potential for as yet unidentified subsurface tribal cultural resources. Both tribes request that a Native American monitor be present during ground disturbing activities so any unanticipated finds will be handled in a timely and culturally appropriate manner. As such, the Project Applicant would be required to retain a Native American monitor from either consulting tribe prior to Project grading, pursuant to the request for monitoring made during consultation.

As described in Section 8, *Cultural Resources*, the Phase I Cultural Resources Assessment did not identify any previously recorded resources within the Project site. Additionally, 46 cultural resources have been previously recorded within a 1-mile radius of the Project site. Thus, the potential exists to expose previously unknown TCRs during construction. Standard County conditions of approval require a Native American Monitor to be present for all initial ground disturbing activities, and have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of resources. The Project site contains no known sites, features, places, cultural landscapes, sacred places, or objects that are eligible or listed in the California Register of Historical resources or local register of historical resources. However, Mitigation Measure TCR-1 is included to require a Native American monitor to be present for all initial ground disturbing activities to monitor for any unexpected resources that may be unearthed during ground disturbing activities. With implementation of Mitigation Measure TCR-1, impacts to a tribal cultural resource would be less than significant.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

Less than Significant with Mitigation Incorporated. In accordance with Public Resource Code (PRC) Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

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

The Project site does not meet any of the criteria listed above from PRC Section 5024.1(c). As described in the previous response, there are no resources onsite that meet the criteria for the CRHR. Two Native American tribes, the Agua Caliente Band of Cahuilla Indians and the Pechanga Band of Luiseño Indian requested to proceed with AB 52 consultation, which concluded on May 18, 2022, and did not result in substantial evidence that there is a potential for resources on the Project site. Standard County conditions of approval require a Native American Monitor to be present for all initial ground disturbing activities, and have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of resources. The Project site contains no known resources significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 However, Mitigation Measure TCR-1 is included to require a Native American monitor

to be present for all initial ground disturbing activities to monitor for any unexpected resources that may be unearthed during ground disturbing activities. With implementation of Mitigation Measure TCR-1, impacts to a tribal cultural resource would be less than significant.

As discussed in the Cultural Resources, Item 9, in the unlikely event that human remains are encountered during grading or soil disturbance activities, the California Health and Safety Code Section 7050.5 Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, included as PPP CUL-1) would provide that any potential impacts to human remains and tribal cultural resources would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP CUL-1: Human Remains. Listed previously in Cultural Resources, Item 9, Archaeological Resources.

Mitigation:

Mitigation Measure TCR-1: Native American Monitoring. Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with a consulting tribe for a Native American Monitor.

In conjunction with the Archaeological Monitor(s), the Native American Monitor shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, a 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(s), the Native American Monitor shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.

Monitoring: Native American Monitor. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County Planning Department, or designee identifying the terms of the agreement for the Native American monitor for activities detailed in Mitigation Measure TCR-1.

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

UTILITIES AND SERVICE SYSTEMS Would the project:

40. Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Eastern Municipal Water District 2020 Urban Water Management Plan (UWMP 2020). Accessed: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721; Eastern Municipal Water District Sanitary Sewer System Planning & Design Guide (EMWD 2006). Accessed: https://www.emwd.org/sites/main/files/file-attachments/emwdsewer_system_design.pdf. Eastern Municipal Water District Water System Planning & Design Principal Guidelines Criteria (EMWD 2007) Accessed: https://www.emwd.org/sites/main/files/file-attachments/emwdwater_system_design.pdf. EWMD Perris Valley Regional Water Reclamation Facility Factsheet, January 2021 (EMWD 2021). Accessed: <https://www.emwd.org/sites/main/files/file-attachments/pvrwrfactsheet.pdf?1620227213>

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?

Less than Significant Impact.

Water Infrastructure

The Project would develop the site for a new industrial warehouse and truck trailer lot. There is an existing 24-inch water line in Harvill Avenue. The Project would connect to the existing water infrastructure, and additional offsite water infrastructure would not be required to be constructed to serve the proposed Project. Installation of the onsite water infrastructure and connection to the existing water supply lines is part of construction of the proposed Project would not result in any physical environmental effects beyond those described throughout this document.

The Eastern Municipal Water District (EMWD) provides water supplies to the Project area. In addition to treated water that is delivered to EMWD by the Metropolitan Water District, EMWD operates two microfiltration plants that filter raw imported water to achieve potable water standards. The two treatment plants, the Perris Water Filtration Plant and the Hemet Water Filtration Plant, are located in Perris and Hemet, respectively. These two water treatment plants provide a portion of the water supplied by EMWD (UWMP 2020).

Table UT-1: Project Water Demand

Land Use Type	Acreage	Unit Water Demand Factor	Annual Water Usage (AFY)
Light Industrial	9.58	0.97 AFY/acre	9.29
Total Water Demand			9.29 AFY

Source: County of Riverside General Plan Environmental Impact Report

As shown, the proposed Project would result in a water demand of 9.29 acre-feet per year (AFY). Because the site's proposed use is consistent with the existing land use designation, the Project's water demand projection is included in the UWMP and the EMWD would have sufficient water supplies and has adequate planned infrastructure to serve the Project from existing entitlements/resources. Therefore, no new or expanded water treatment facilities would be required as a result of the proposed Project. Impacts related to water infrastructure would be less than significant.

Wastewater Treatment

The Project would develop and operate a new industrial warehouse and truck trailer lot that would generate wastewater. The proposed Project would install onsite sewer infrastructure to connect to the existing 8-inch sewer line in Harvill Avenue. Installation of the onsite sewer infrastructure is part of construction of the proposed Project would not result in any physical environmental effects beyond those described throughout this document.

EMWD provides wastewater treatment to the Project area. EMWD has four wastewater treatment facilities located throughout its service area that are interconnected to provide for operational flexibility, improved reliability, and deliveries of recycled water. The Perris Valley Regional Water Reclamation Facility is closest to the Project site and has a treatment capacity of 22 million gallons per day (mgd), and a typical daily flow of 15.5 mgd. In 2015, EMWD treated on average of 13,806 mgd (UWMP 2015). Industrial uses generate approximately 1,700 gallons per day (gpd) per acre of wastewater for light industrial land uses. Thus, the proposed Project would generate approximately 15,521 gallons of wastewater per day (1,700 gpd per acre × 9.13 acres = 15,521 gpd) (EMWD, 2006, Table 1).

Under existing conditions, the Perris Valley Regional Water Reclamation Facility has an excess treatment capacity of approximately 6.5 mgd. Implementation of the Project would utilize approximately 0.2 percent of the Perris Valley Regional Water Reclamation Facility daily excess treatment capacity. Thus, the wastewater treatment plant has ample capacity, and the Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations) to serve the proposed Project. Therefore, impacts related to wastewater infrastructure would be less than significant.

Stormwater Drainage

The Project includes installation of an onsite drainage system that would convey stormwater to three infiltration basins, which would be located at the southwest, southeast, and northeast corners of the Project boundaries. The Project also includes construction of a new manhole over the existing 54-inch storm drain connecting to Harvill Avenue. The existing off-site drainage system is designed and sized appropriately and would be able to accommodate the proposed Project. Thus, the Project would not require or result in the relocation or construction of new or expanded offsite drainage systems. The proposed onsite stormwater drainage infrastructure is included as part of the construction of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this document. Therefore, impacts related to drainage infrastructure would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less than Significant Impact. Water supplies to the Project site are provided by EMWD, which serves 555 square miles of Western Riverside County (UWMP 2020). In 2020, EMWD had a retail water demand of 84,673-acre feet (AF) and projects a retail demand of 102,600 AF in 2025 (a 21 percent increase). The UWMP projects continued growth in retail demand through 2045, when demand is projected to be 123,000 AF (UWMP 2020). The UWMP identified increases in imported water to meet

this increase in demand. The UWMP details the district's reliable and drought-resilient water supply capable of meeting projected demands over the next 25 years and beyond (UWMP 2020). The UWMP specifically states that industrial developments are proposed around I-215 and other main transportation corridors. Much of the proposed growth consists of large warehouse projects (similar to the proposed Project) with minimal water demand. As much as feasible, EMWD will meet the needs of high-water demand industrial customers with recycled water (UWMP page 4-4). To ensure that planning efforts for future growth are comprehensive, the Urban Water Management Planning Act requires water purveyors to incorporate regional projections and land uses in UWMPs.

The Project site has a General Plan Land Use designation of Light Industrial. The 2020 UWMP identifies water supply and retail demands through 2045 (123,000 AF) and indicates it would meet all anticipated water supply needs. The proposed Project is consistent with the land use designations for the site, and therefore the existing growth projections included in the UWMP. In addition, County Ordinance No. 859, included as PPP UT-1, requires compliance with the County's Water Efficient Landscape Ordinance. Therefore, the proposed Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant.

Plans, Programs, or Policies/Conditions of Approval:

PPP UT-1: County Ordinance No. 859. Project plans and specifications shall comply with Riverside County Ordinance No. 859, Water Efficient Landscape Ordinance.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
41. Sewer				
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Department of Environmental Health Review, EMWD Sewer System Management Plan

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

Less than Significant Impact. As described previously, the proposed Project consists of a new industrial warehouse facility that would generate an increase in wastewater generated from the Project

site. The Project includes construction of onsite sewer lines to connect to the existing 8-inch line in Harvill Avenue. The impacts associated with construction of these facilities have been addressed in various sections of this document.

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

b) 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?

No Impact. As described previously, under existing conditions, the Perris Valley Regional Water Reclamation Facility has an excess treatment capacity of approximately 6.5 mgd. Implementation of the Project would utilize approximately 0.2 percent of the Perris Valley Regional Water Reclamation Facility’s daily excess treatment capacity. Therefore, the proposed Project would not result in impacts related to wastewater treatment plant capacity.

Plans, Programs, or Policies/Conditions of Approval: None.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan; CalRecycle Facility Database, accessible at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402>

a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. The closest landfill to the Project site in operation is the El Sobrante Sanitary Landfill, which is located at 10910 Dawson Canyon Road, approximately 13.13 miles east from the Project site. The landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051 (CalRecycle 2022). In June 2021, the landfill averaged 10,861 tons per day

(CalRecycle 2022). Therefore, the El Sobrante Landfill has an average capacity for 5,193 additional tons of solid waste each day.

The CalEEMod solid waste generation rate for general light industrial land use is 1.24 tons per year per 1,000 square feet. The 99,770 SF industrial warehouse buildings would generate approximately 0.34 tons of solid waste per day, or 2.4 tons of solid waste per week (based on a seven-day work week), or 124 tons of solid waste per year.

As recycling requirements require diversion of 75 percent of solid waste away from landfills, the proposed Project would result in 0.085 tons of solid waste per day (0.6 tons per week), which is within the existing available permitted capacity of the El Sobrante Sanitary Landfill. Therefore, the existing landfill has sufficient capacity to accommodate the Project's solid waste disposal need, and impacts would be less than significant.

b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

No Impact. The proposed Project would comply with all regulations related to solid waste. All construction would be required to divert 65 percent of construction waste and operations of development would be required to divert 75 percent of solid waste pursuant to state regulations. Implementation of the proposed Project would be required to be consistent with all mandatory federal, state and County regulations related to solid waste. All projects in the County undergo development review prior to permit approval, which includes an analysis of project compliance with these regulations as well as the County Integrated Waste Management Plan. Therefore, impacts related to compliance with solid waste regulations would not occur.

Plans, Programs, or Policies/Conditions of Approval:

PPP UT-2: AB 341: This state law requires diversion of 75 percent of operational solid waste from landfills.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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43. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Project Application Materials, Utility Companies

a-f) No Impact. The proposed Project would connect into the utility grid that is adjacent to the site. The Project applicant would construct a curb, gutter, and sidewalk on the Project's Harvill Avenue and Cajalco Road frontages and would install streetlights surrounding the Project site. Impacts related to the construction of these facilities is analyzed throughout this document. The electrical, gas, and telecommunication lines all already exist surrounding the site. The Project would be required to comply with the conditions of the service provider terms and connection specifications prior to service connections. Therefore, all utility infrastructures would exist, and the Project would not result in the construction of new utility facilities that could cause significant environmental effects. Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-11 “Wildfire Susceptibility”, GIS database, Project Application Materials

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The California Fire Hazard Severity Zone Mapping, the County of Riverside GIS database, and the County General Plan Figures show that the Project site and adjacent areas are not within a High Fire Severity Zone. As described previously in the Hazards and Hazardous Materials analysis section, the County of Riverside has implemented a Multi-Jurisdictional Local Hazard Mitigation Plan that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction, Harvill Avenue and Cajalco Road would remain open to ensure adequate emergency access to the Project area and vicinity, and no impacts related to interference with an adopted emergency response or evacuation plan during construction activities would occur.

Operation

The Project consists of one industrial warehousing building that would be permitted and approved in compliance with the California Fire Code and the Riverside County Ordinance No. 787, Fire Code, which provides requirements related to emergency access. Compliance with these requirements would be verified by the County prior to approving building permits for the Project. As per Ordinance No. 787,

included as PPP WF-1, the site does not have a fire hazard classification of being in a fire hazard zone or fire responsibility area.

Direct access to the Project site would be provided from Harvill Avenue and Cajalco Road, which are adjacent to the Project site. As a result, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan, and no impacts would occur.

b) 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?

No Impact. The Project site is relatively flat and does not contain any hills or steep slopes. The Project would be required to comply with California Fire Code Chapter 47 and the Riverside County Ordinance No. 787, included as PPP WF-1, which provides requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, and fire flows (the quantity of water available for fire-protection purposes). Compliance with these requirements would be verified by the County prior to approving building permits for the Project. In addition, the proposed Project structure would consist mostly of concrete, which is a non-flammable material. Overall, the Project would not exacerbate wildfire risks, and no impacts would occur.

c) 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?

No Impact. The proposed Project is a concrete tilt-up warehouse, which would be nonflammable and would not exacerbate the fire risk to the environment. The Project does not include installation or maintenance of infrastructure related to roads, fuel breaks, emergency water sources, or power lines that could exacerbate wildfire risk. In addition, the Project would be required to meet the specific standards and regulations outlined by the California Fire Code Chapter 47 and the Riverside County Ordinance No. 787, included as PPP WF-1, which would be verified during the County's permitting process. Therefore, no impacts would occur.

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?

No Impact. The Project site is not within a High Fire Hazard Severity Zone and there is no indication of landslides, slumps, rock fall hazard, debris flow or slope instability surrounding the Project site. The Project site and surrounding area are flat with no steep slopes. As the Project site and surrounding areas are not within a wildfire hazard zone, wildfire hazards are not anticipated to occur. The Project would not expose people or structures to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur.

e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. As described previously, the Project site is not located within a High Fire Hazard Severity Zone, and the Project would be required to comply with California Fire Code and the Riverside County Ordinance No. 787, Fire Code, included as PPP WF-1, which provides requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, and provision of fire flows. Compliance with these requirements would be verified during the permitting process. In addition, the proposed Project structure would consist of concrete, which is a non-flammable material. Overall, the location and design of the proposed Project

in addition to compliance with state and County fire regulations, would provide that no impacts related to wildland fire hazards would occur.

Plans, Programs, or Policies/Conditions of Approval:

PPP WF-1: The Project shall comply with the California Fire Code and the Riverside County Ordinance No. 787, Fire Code.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Source(s): Staff Review, Project Application Materials,

- a) **Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

Less than Significant with Mitigation Incorporated. The Habitat Assessment identified that that the Project site has moderate potential to support California horned lark (*Eremophila alpestris actia*), Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), and burrowing owl. As a result, consistent with the MSHCP requirements, Mitigation Measure BIO-1 has been included to conduct preconstruction surveys and implementation of relocation measures if owls are found during the surveys. With implementation of this mitigation, impacts related to special status species would not occur from implementation of the proposed Project.

Additionally, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-2 requires a nesting bird survey to be conducted prior to activities. With the implementation of the mitigation, impacts related to nesting birds would be reduced to a less than significant level.

As described in Section 8, *Cultural Resources*, the Phase I Cultural Resources Assessment did not identify any previously recorded resources within the Project site. However, 46 cultural resources have been previously recorded within a 1-mile radius of the Project site. Thus, the potential exists to expose previously unknown tribal cultural resources during construction. Therefore, Mitigation Measure CUL-1 is included to require measures in case of incidental discoveries of cultural resources. Furthermore, Mitigation Measure TCR-1 is included to require a Native American monitor to be present for all initial ground disturbing activities to monitor for any unexpected resources that may be unearthed during ground disturbing activities. With implementation of Mitigation Measure TCR-1, impacts to a tribal cultural resource would be less than significant.

As described in Section 28, due to the underlying alluvial fan deposits mapped across the Project site and nearby fossil locality discoveries, full-time monitoring of undisturbed Pleistocene very old alluvial fan deposits at the Project is recommended starting at four feet below the surface. As a result, Mitigation Measure PAL-1 is included to require that any excavations and grading be monitored to identify and recover any significant fossil remains. With implementation of Mitigation Measure PAL-1, impacts to paleontological resources would be less than significant.

Therefore, with implementation of mitigation and compliance with the MSHCP, the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

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

Source(s): Staff Review, Project Application Materials

b) Would the Project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?

Less than Significant with Mitigation Incorporated. The Project consists of an industrial warehouse building and truck trailer lot on a site that was planned for such uses within an increasingly urbanizing and industrializing area. As described above, all of the potential impacts related to implementation of the Project would be less than significant or reduced to a less than significant level with implementation of mitigation measures that are imposed by the County of Riverside and effectively reduce environmental impacts.

The cumulative effect of the proposed Project taken into consideration with other development projects in the area would be limited, because the Project would develop the site in consistency with the General Plan land use designation, zoning designation, and County code, and would not result in substantial effects to any environmental resource topic, as described though out this document.

As discussed in Section 6, *Air Quality*, SCAQMD's CEQA Air Quality Handbook methodology describes that any projects that result in daily emissions that exceed any of these thresholds would have both an individually (project-level) and cumulatively significant air quality impact. If estimated emissions are less than the thresholds, impacts would be considered less than significant. As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Operational emissions associated with the proposed Project were modeled using CalEEMod and are presented in Tables AQ-3, AQ-5 and AQ-6. As shown, the proposed Project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, the Project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and operational impacts would be less than significant.

As discussed in Section 20, *Greenhouse Gas Emissions*, global climate change occurs as the result of global emissions of GHGs. An individual development Project does not have the potential to result in direct and significant global climate change effects in the absence of cumulative sources of GHGs. The Project's total annual GHG emissions at buildout would not exceed the Riverside County CAP's annual

GHG emissions threshold of 3,000 MTCO₂e. As shown on Table GHG-1, the Project would result in approximately 2,258.84 MTCO₂e per year. Therefore, the Project would not result in cumulative impacts related to GHG emissions.

To provide for public facility maintenance needs, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for road improvements and traffic signal improvements, which are levied per every acre of new industrial use. In addition, the taxes generated from the proposed uses on the Project site would support regular road maintenance. Thus, the Project would provide funding for future roadway maintenance needs, and impacts would not occur. In addition, the Project meets the County's VMT screening criteria for small projects. Therefore, the proposed Project would have a less than significant cumulative impact related to VMT. Therefore, cumulatively considerable transportation related impacts would be less than significant.

Overall, impacts to environmental resources or issue areas would not be cumulatively considerable; and cumulative impacts would be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): Staff Review, Project Application Materials

c) Would the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact with Mitigation Incorporated. The Project proposes the construction and operation of an industrial warehouse building and truck trailer lot. The Project would not consist of any use or any activities that would result in a substantial negative affect on persons in the vicinity. All resource topics associated with the proposed Project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts with implementation of mitigation measures and existing plans, programs, or policies that are required by the County. Consequently, the proposed Project would not result in environmental effects that would cause substantial adverse effects on human beings directly or indirectly, and impacts would be less than significant with mitigation.

VI. PREPARERS AND PERSONS CONTACTED

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Urban Crossroads, Traffic Analysis and Vehicle Miles Traveled Screening

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VII. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any: N/A

Location Where Earlier Analyses, if used, are available for review:

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