MAJESTIC FREEWAY BUSINESS CENTER

PLOT PLAN NO. 180032

ADDENDUM NO. 9 TO ENVIRONMENTAL IMPACT REPORT NO. 466

CEQA CASE NO. CEQ180115

LEAD AGENCY:

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PLANNING DEPARTMENT
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September 16, 2021

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ADT	Average Daily Traffic
AF/yr	Acre Feet per Year
AIA	Airport Influence Area
AICUZ	Air Installation Compatible Use Zone
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ALUP	Airport Land Use Plan
amsl	above mean sea level
APN	Assessor's Parcel Number
APZs	Accident Potential Zones
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BAAQMD	Bay Area Air Quality Management District
bgs	below ground surface
BMPs	Best Management Practices
BTR	Biological Technical Report
BUOW	Burrowing Owl
CA	California
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAP	Climate Action Plan
CARB	California Air Resources Board
CAPSSA	Criteria Area Plant Species Survey Area
CASSA	Criteria Area Species Survey Area
CBC	California Building Code
CCR	California Code of Regulations
C&D	Construction and Demolition (Waste)
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFD	Community Facilities District
cfy	cubic feet per year
CGS	California Geological Survey
CH_4	Methane

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
CIWMB	California Integrated Waste Management Board
CIWMP	County Integrated Waste Management Plan
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Equivalent Noise Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalents
COA	Condition of Approval
Corps	U.S. Army Corps of Engineers
CPEP	Clean Power and Electrification Pathway
CPF	Cancer Potency Factor
CSA	Community Service Area
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	Decibels
dBA	Decibels (A-Weighted)
DBESP	Determination of Biological Equivalence or Superior Preservation
DEH	Department of Environmental Health
DIF	Development Impact Fee
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
DWR	Department of Waste Resources
EA	Environmental Assessment
EA	Existing plus Ambient (Traffic Analysis Scenario)
EAC	Existing plus Ambient plus Cumulative (Traffic Analysis Scenario)
EAP	Existing plus Ambient plus Project (Traffic Analysis Scenario)
EAPC	Existing plus Ambient plus Project plus Cumulative (Traffic Analysis Scenario)
EI	Expansion Index
EIR	Environmental Impact Report
EMFAC	Emission FACtor Model
EMWD	Eastern Municipal Water District
EO	Executive Order
E+P	Existing plus Project (Traffic Analysis Scenario)
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
EV	Electric Vehicle
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GBSC	Green Building Standards Code
GCC	Global Climate Change
GHG	Greenhouse Gas
g/idle-hr	grams per idle-hour
GLA	Glenn Lukos Associates (Project Biologist)
GMA	Groundwater Management Area
g/mi	grams per mile
GMP	Groundwater Management Plan
GMZ	Groundwater Management Zone
gpd	gallons per day
HCP	Habitat Conservation Plan
HHD	Heavy-Heavy Duty (Haul Trucks)
HMBEP	Hazardous Materials Business Emergency Plan
hp-hr-gal	horsepower hours per gallon
HRA	Health Risk Assessment
I	Interstate
IEPR	Integrated Energy Policy Report
I-P	Industrial Park (Zoning Designation)
IS	Initial Study
IS/NOP	Initial Study/Notice of Preparation
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
IWMA	Integrated Waste Management Act
kWh/year	Kilowatt Hours per Year
lbs.	Pounds
LI	Light Industrial (Land Use Designation)
LOS	Level of Service

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
MARB	March Air Reserve Base Airport
MBTA	Migratory Bird Treaty Act
MFBCSP	Majestic Freeway Business Center Specific Plan
mgd	million gallons per day
MMP	Mitigation Monitoring Program
MND	Mitigated Negative Declaration
MPG	Miles Per Gallon
MPO	Metropolitan Planning Organization
MRZ	Mineral Resources Zone
M-SC	Manufacturing – Service Commercial (Zoning Classification)
MSHCP	Multiple Species Habitat Conservation Plan
MT	Metric Tons
MVAP	Mead Valley Area Plan
MWD	Metropolitan Water District
N_2O	Nitrous Oxide
NAHC	Native American Heritage Commission
NEPSSA	Narrow Endemic Plant Species Survey Area
NIA	Noise Impact Analysis (*Technical Appendix G*)
NIOSH	National Institute for Occupational Safety and Health
No.	Number
NO_X	Oxides of Nitrogen
OEHHA	Office of Environmental Health Hazard Assessment
O.I.	Ornamental Iron
PCE	Passenger Car Equivalent
$PM_{2.5}$	Particulate Matter (2.5 micrometers or less diameter)
PM_{10}	Particulate Matter (10 micrometers or less diameter)
PP	Plot Plan
ppm	parts per million
PPV	Peak Particle Velocity
PRIMP	Paleontological Resource Impact Mitigation Program
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCIT	Riverside County Information Technology
RECs	Recognized Environmental Conditions
REL	Reference Exposure Level
RMS	Route Mean Square
RTP	Regional Transportation Plan

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coase Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
s.f.	square feet or square foot
SIC	Standard Industrial Classification
SJGB	San Jacinto Groundwater Basin
SKR	Stephens' Kangaroo Rat
SP	Specific Plan
SR	State Route
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
TACs	Toxic Air Contaminants
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis (*Technical Appendix H*)
tpy	tons per year
tpd	tons per day
TRU	Transport Refrigeration Unit
TUMF	Transportation Uniform Mitigation Fee
UBC	Universal Building Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compound
VVUSD	Val Verde Unified School District
WQMP	Water Quality Management Plan
WRP	Waste Recycling Plan
WSA	Water Supply Assessment

1.0 Introduction

1.1 Document Purpose

This introduction is included to provide the reader with general information regarding: 1) the history of the Project site; 2) standards of adequacy for an Environmental Impact Report (EIR) Addendum under the California Environmental Quality Act (CEQA); 3) a summary of the Initial Study findings supporting the Lead Agency's (Riverside County) decision to prepare an EIR Addendum for the proposed Project; and 4) a description of the format and content of this EIR Addendum; and 5) the governmental processing requirements to consider the proposed Project for approval.

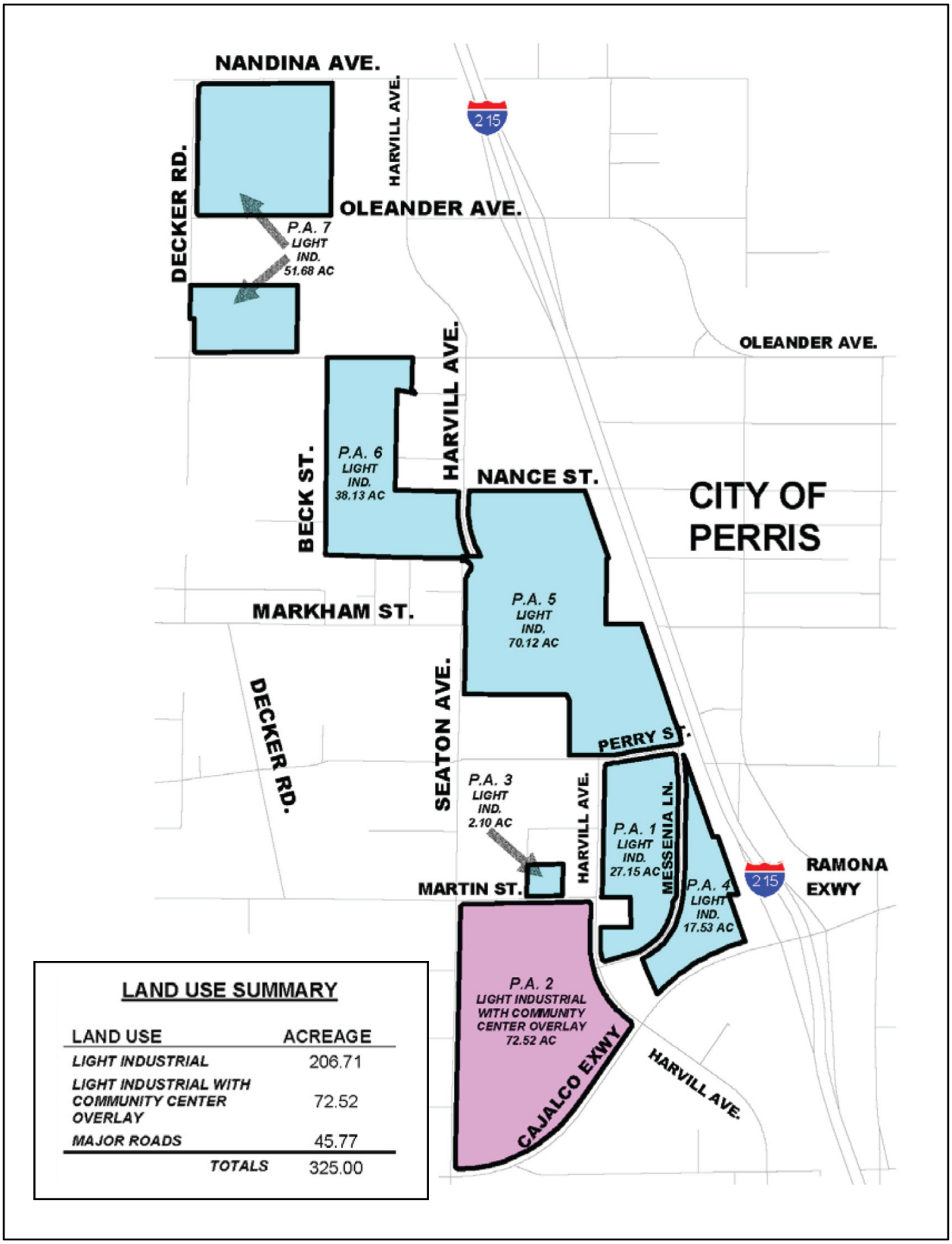
1.2 History of Specific Plan No. 341

The Riverside County Board of Supervisors adopted the Majestic Freeway Business Center Specific Plan No. 341 (SP No. 341; herein, "MFBCSP") by resolution (Resolution No. 2005-416) on August 23, 2005 and concurrently certified a Final EIR (EIR No. 466; SCH No. 2004051085). The MFBCSP encompasses an approximately 325-acre property, of which approximately 45.77 acres consist of backbone roadways that were previously constructed as part of Community Facilities District (CFD) No. 88-8 in the early 1990s. The adopted land use plan for the MFBCSP is depicted on Figure 1-1, *MFBCSP Land Use Plan*. The MFBCSP allows for the development of approximately 6.2 million square feet (s.f.) of light industrial buildings, ranging in size between 25,000 and 1.2 million square feet for manufacturing, distribution, and warehouse uses. The MFBCSP also provides for the optional development of up to 680,000 s.f. of retail and commercial uses on 72.52 acres in a Community Center overlay area (i.e., MFBCSP Planning Area 2), which if developed would reduce the permitted amount of light industrial uses to 4,555,000 s.f. on 206.71 acres. (Webb, 2005, pp. I-1, I-2, and II-2)

Since adoption of the MFBCSP in 2005, there have been nine implementing plot plans approved, of which two have been fully constructed and one is under construction, as follows:

- Plot Plan (PP) No. 21552 was approved by Riverside County on December 11, 2006 allowing for six light industrial warehouse and distribution buildings, ranging from 40,000 s.f. to 600,000 s.f. in size for a total of 947,000 s.f. and two detention basins. Implementation of Plot Plan No. 21552 would result in the full buildout of MFBCSP Planning Areas 1 and 4. As of March 2019, one of the buildings (Building 10) approved pursuant to Plot Plan No. 21552 has been constructed and the others are pending construction. As part of its approval of Plot Plan No. 21552, the County determined that Plot Plan No. 21552 required no further CEQA review beyond that provided by EIR No. 466.

- Plot Plan No. 25252 was approved by Riverside County in February 2013 allowing for the development of a 399,150 s.f. light industrial building within the northern portion of MFBCSP Planning Area 5. This building was constructed in 2013 at the northeast corner of Markham Street and Harvill Avenue. As part of its approval of Plot Plan No. 25252, the County relied on an



LAND USE SUMMARY

LAND USE	ACREAGE
LIGHT INDUSTRIAL	206.71
LIGHT INDUSTRIAL WITH COMMUNITY CENTER OVERLAY	72.52
MAJOR ROADS	45.77
TOTALS	325.00

Source(s): Albert A. Webb Associates (2005)

Figure 1-1

Not to Scale

MFBCSP Land Use Plan

Addendum to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 25252 were within the scope of analysis of EIR No. 466.

- Plot Plan No. 25954 was approved by the Riverside County Planning Commission on July 20, 2016 allowing for the development of a 767,410 s.f. industrial building with a 10,000 s.f. mezzanine within the northern portion of MFBCSP Planning Area 7. This building was constructed in 2017 at the northwest corner of Harley Knox Boulevard and Blanding Way. As part of its approval of Plot Plan No. 25954, the County relied on an Addendum to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 25954 were within the scope of analysis of EIR No. 466.

- Plot Plan No. 180028 was approved by the Riverside County Planning Commission on August 7, 2019, and the Board of Supervisors denied an appeal of the Planning Commission's approval on September 10, 2019. Plot Plan No. 180028, which encompasses MFBCSP Planning Area 2, allows for the development of three proposed light industrial buildings, including a 1,138,800 s.f. high-cube fulfillment center warehouse building, a 31,408 s.f. warehouse building, and a 15,192 s.f. warehouse building. As part of its approval of Plot Plan No. 180028, the County relied on Addendum No. 3 to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 180028 were within the scope of analysis of EIR No. 466.

- Plot Plan No. 180034 was approved by the Riverside County Planning Commission on June 3, 2020. Plot Plan No. 180034, which encompasses a portion of MFBCSP Planning Area 5, allows for the development of a 373,368 s.f. high-cube transload short-term warehouse building and two detention basins. As part of its approval of Plot Plan No. 180034, Riverside County relied on Addendum No. 4 to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 180034 were within the scope of analysis of EIR No. 466.

- Plot Plan No. 180038 was approved as part of a Riverside County Director's Hearing on May 4, 2020. Plot Plan No. 180038, which encompasses a portion of MFBCSP Planning Area 5, allows for the development of a 147,249 s.f. warehouse building. As part of its approval of Plot Plan No. 180038, the County relied on Addendum No. 5 to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 180028 were within the scope of analysis of EIR No. 466.

- Plot Plan No. 190003 was approved as part of a Riverside County Director's Hearing on May 4, 2020. Plot Plan No. 190003, which encompasses a portion of MFBCSP Planning Area 5, allows for the development of an 83,449 s.f. warehouse building. As part of its approval of Plot Plan No. 190003, the County relied on Addendum No. 6 to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 190003 were within the scope of analysis of EIR No. 466.

- Plot Plan No. 180029 was approved by the Riverside County Planning Commission on November 18, 2020. Plot Plan No. 180029, which encompasses a portion of MFBCSP Planning Area 6 and a

portion of MFBCSP Planning Area 5, allows for the development of a 426,821 high-cube transload short-term warehouse building and a detention basin/bio retention basin. As part of its approval of Plot Plan No. 180029, Riverside County relied on Addendum No. 7 to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 180029 were within the scope of analysis of EIR No. 466.

- Plot Plan No. 180033 was approved as part of a Riverside County Director's Hearing on November 16, 2020. Plot Plan No. 190033, which encompasses a portion of MFBCSP Planning Area 7, allows for the development of two warehouse buildings comprising of 106,552 square feet and 108,872 square feet. As part of its approval to Plot Plan No. 18033, the County relied on Addendum No. 8 to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 180033 were within the scope of analysis of EIR No. 466.

Additionally, as part of Community Facilities District (CFD) 88-8, roadway and utility improvements have been constructed throughout the MFBCSP area. Although CFD 88-8 ultimately had financial issues, the Project Applicant, Majestic Realty Co., restored the financial health of CFD 88-8 by refinancing the remaining bonds within CFD 88-8, establishing CFD 04-1, and creating a financial reserve. The Project Applicant has honored all of its financial commitments and the CFD has remained current on its taxes and obligations.

1.3 PROJECT SUMMARY

The Project Applicant proposes a Plot Plan (PP No. 180032) to allow for the construction of one high-cube transload short-term warehouse building (herein, "Building 19") and a detention basin. The Project site, inclusive of the detention basin site, comprises approximately 22.0 acres and is located within a portion of Planning Areas 5 and 6 of the MFBCSP. The Project is an implementing action of the MFBCSP and, as demonstrated in the consistency analysis provided in *Technical Appendix J*, the Project is consistent with the MFBCSP, which was approved by Riverside County in 2005.

Specifically, Building 19, which is located in MFBCSP Planning Area 6, is proposed on a 19.4-acre site located west of Harvill Avenue, south of Nance Street (also known as America's Tire Drive), east of Decker Road, and north of Markham Street, and would contain approximately 347,672 s.f. of building area; however, for purposes of analysis herein, it is assumed Building 19 would comprise up to 365,056 s.f. of building area in order to account for any minor changes to the building area as part of final design. Although the tenant of Building 19 is not known, it is expected that Building 19 would be occupied by high-cube transload short-term warehouse uses. Additionally, a detention basin is proposed on an approximately 2.6-acre site located at the northeast corner of Seaton Avenue at Markham Street, which would provide water quality treatment and detention for runoff from the Building 19 site. The detention basin would be located within a portion of Planning Area 5 of the MFBCSP. Please refer to Section 3.0 for a comprehensive description of the proposed Project evaluated herein.

1.4 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

1.4.1 CEQA Objectives

CEQA, a statewide environmental law contained in Public Resources Code §§ 21000-21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies inform themselves of the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an EIR and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

1.4.2 CEQA Requirements for Environmental Impact Report (EIR) Addendums

The CEQA Guidelines allow for the updating and use of a previously-certified EIR for projects that have changed or are different from the previous project or conditions analyzed in the certified EIR. In cases where changes or additions occur with no new or more severe significant environmental impacts, an Addendum to a previously certified EIR may be prepared. See CEQA Guidelines § 15164.

The following describes the requirements of an Addendum, as defined by CEQA Guidelines § 15164:

a. The lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in § 15162 calling for preparation of a Subsequent EIR have occurred.

b. An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in § 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

c. An Addendum need not be circulated for public review but can be included in or attached to the Final EIR.

d. The decision-making body shall consider the Addendum with the Final EIR prior to making a decision on the project.

e. A brief explanation of the decision not to prepare a Subsequent EIR pursuant to § 15162 should be included in an Addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

EIR No. 466 was prepared to serve as a "program EIR" for the ultimate development of the MFBCSP (Webb, 2005, p. I-2). CEQA Guidelines § 15168(c) sets forth requirements that implementing

developments must meet in order to tier from a program EIR as provided in § 15152 of the CEQA Guidelines. As documented in the Initial Study provided herein in Sections 4.0 and 5.0, the proposed Project's environmental effects were fully evaluated in EIR No. 466, as required by CEQA Guidelines § 15168(c)(1). CEQA Guidelines § 15168(c)(2) allows for tiering from a program EIR if the lead agency finds that no subsequent EIR would be required pursuant to CEQA Guidelines § 15162. As discussed below under the discussion of CEQA Guidelines § 15162, the lead agency (Riverside County) has determined that there is substantial evidence demonstrating that the proposed Project is within the scope of analysis of EIR No. 466, is consistent with the project evaluated in EIR No. 466, is within the geographic area analyzed by EIR No. 466, and is consistent with the overall planned building intensity for the site as evaluated by EIR No. 466. As such, the Project meets the criteria of CEQA Guidelines § 15168(c) that allows for tiering from a program EIR as allowed by CEQA Guidelines § 15152.

As noted above, CEQA Guidelines § 15164(a) and (b) allow for the preparation of an Addendum and §15168(c)(2) allows for tiering from a program EIR if none of the conditions described in § 15162 are met. CEQA Guideline § 15162 describes the conditions under which a Subsequent EIR must be prepared, as follows:

a. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of environmental effects or a substantial increase in the severity of previously identified significant effects;

b. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

    1. The project will have one or more significant effects not discussed in the previous EIR;

    2. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or

    4. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If none of these circumstances are present, and only minor technical changes or additions are necessary to update the previously certified EIR, an Addendum may be prepared. See CEQA Guidelines § 15164. As described in detail subsection 1.4.5 and in the Initial Study provided in Sections 4.0 and 5.0, none of the above circumstances that warrant the preparation of a Subsequent EIR are present.

1.4.3 Format and Content of this EIR Addendum

The following components comprise the EIR Addendum in its totality:

a. This Introduction (Section 1.0), the Environmental Setting (Section 2.0), and the Project Description (Section 3.0).

b. The completed Initial Study/Environmental Checklist Form and its associated analyses (Sections 4.0 and 5.0), which conclude that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of environmental impacts beyond the levels disclosed in EIR No. 466.

c. Fourteen (14) technical reports and other documentation that evaluate the proposed Project, which are attached as EIR Addendum Technical Appendices A-J.

Appendix A Health Risk Assessment, prepared by Urban Crossroads, Inc., and dated December 10, 2020.

Appendix B1 Biological Technical Report, prepared by Glenn Lukos Associates, and dated April 27, 2020.

Appendix B2 Determination of Biological Equivalent or Superior Preservation, prepared by Glenn Lukos Associates, and dated April 28, 2020.

Appendix C1 Geotechnical Study (Building 19), prepared by Kleinfelder, and dated March 11, 2020.

Appendix C2 Geotechnical Study (Detention Basin Site), prepared by Kleinfelder, and dated November 8, 2018.

Appendix D Climate Action Plan Screening Tables, prepared by Urban Crossroads, Inc. (No Date).

Appendix E1 Phase I Environmental Site Assessment (Building 19), prepared by SCS Engineers, and dated October 29, 2018.

Appendix E2 Phase I Environmental Site Assessment (Detention Basin), prepared by SCS Engineers, and dated November 2, 2018

Appendix F1 Preliminary Hydrology Study, prepared by PBLA Engineering, Inc., and dated April 2021.

Appendix F2 Preliminary Project Specific Water Quality Management Plan (WQMP), prepared by PBLA Engineering, Inc., and dated April 2021.

Appendix G Noise Impact Analysis, prepared by Urban Crossroads, Inc., and dated December 24, 2020.

Appendix H Traffic Impact Analysis, prepared by Urban Crossroads, Inc., and dated January 14, 2021.

Appendix I Historical/Archaeological Resources Survey Update, prepared by CRM Tech, and dated June 4, 2019.

Appendix J Majestic Freeway Business Center Specific Plan Consistency Analysis, prepared by T&B Planning, and dated January 14, 2021.

CEQA Guidelines § 15150 states that an "EIR or Negative Declaration may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public." Accordingly, the above-listed technical reports are herein incorporated by reference pursuant to § 15150 In addition, this EIR Addendum incorporates the following additional documents by reference in accordance with § 15150:

- The Draft and Final EIR No. 466 (SCH No. 2004051085), accompanying Mitigation Monitoring Program (MMP), Technical Appendices to EIR No. 466, Findings and Statement of Facts, Statement of Overriding Considerations, and the associated Board of Supervisors Resolution. EIR No. 466 was certified by the Board of Supervisors on August 23, 2005.

- EIR No. 521 (SCH No. 200904105), which evaluates impacts associated with the County's comprehensive update to the General Plan and the County's Climate Action Plan (CAP). Draft EIR No. 521 was certified in December 2015.

The above-referenced documents, including the Project's technical reports, are available for public review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501. In addition to the above-referenced documents, this EIR Addendum also incorporates by reference the documents and information sources listed in Section 6.0. All of the documents and information and information sources listed in Section 6.0 are also available for public review at the Riverside County Planning Department at the address listed above and/or at the website address listed in Section 6.0.

1.4.4 Initial Study Checklist

The County of Riverside prepared the proposed Project's Initial Study Checklist as suggested by CEQA Guidelines §§ 15063(d)(3) and 15168(c)(4). The CEQA Guidelines include a suggested checklist to indicate whether the conditions set forth in § 15162, which would require a subsequent or supplemental EIR, are met and whether there would be new significant impacts resulting from the project not examined in the previously-certified EIR. The checklist and an explanation of each answer on the form can be found in Section 5.0.

As presented in Section 5.0, there are four possible responses to each of the environmental issues included on the checklist:

1. **New Significant Impact**. This response is used to indicate when the Project has changed to such an extent that major revisions to EIR No. 466 are required due to the presence of new significant environmental effects.

2. **More Severe Impacts**. This response is used to indicate when the circumstances under which the Project is undertaken have changed to such an extent that major revisions to EIR No. 466 are required due to the fact that the severity of previously identified significant effects would substantially increase.

3. **New Ability to Substantially Reduce Significant Impact**. This response is used to indicate when new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time EIR No. 466 was certified, indicates that there are new mitigation measures or alternatives available to substantially reduce significant environmental impacts of the Project, but the Project proponent declines to adopt the mitigation measure(s) or alternative.

4. **No Substantial Change from Previous Analysis**. This response is used to indicate that the proposed Project would not create a new impact or substantially increase the severity of the previously-identified environmental impact.

The Initial Study Checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the current Project in the context of environmental impacts addressed in the previously certified EIR No. 466. In doing so, the County will determine the extent of additional environmental review, if any, for the current Project.

1.4.5 Initial Study Findings

Sections 4.0 and 5.0 contain a copy of the Initial Study/Environmental Assessment that Riverside County prepared for the proposed Project pursuant to CEQA and County of Riverside requirements (CEQA Case No. CEQ180115). The Initial Study determined that implementation of the proposed Project would not result in any new, significant environmental effects under the issue areas of aesthetics, agriculture/forest resources, air quality, biological resources, energy, geology/soils, greenhouse gas emissions, hazards/

hazardous materials, cultural resources, hydrology/water quality, land use/planning, mineral resources, noise, paleontological resources, population/housing, public services, recreation, transportation, tribal cultural resources, utilities/service systems, or wildfire. More specifically, the County of Riverside has determined that an Addendum to EIR No. 466 should be prepared, rather than a Supplemental or Subsequent EIR, based on the following facts:

a) As demonstrated in the accompanying Initial Study/Environmental Assessment form and its associated analyses (refer to Sections 4.0 and 5.0), the proposed Project would not require major revisions to the previously-certified EIR No. 466 because the Project would not result in any new significant impacts to the physical environment nor would it create substantial increases in the severity of the environmental impacts previously disclosed in the EIR No. 466. In summary, the proposed Project consists of a Plot Plan (PP No. 180032) to implement a portion of Planning Area 6 of the MFBCSP with up to 365,056 s.f. of high-cube transload short-term warehouse use and a 2.6-acre detention basin within a portion of MFBCSP Planning Area 5. EIR No. 466 evaluated development of Planning Areas 5 and 6 with a range of land uses including light industrial and warehouse/ distribution land uses. The uses proposed as part of PP No. 180032 would result in a substantial decrease in the amount of traffic generated from the site as compared to what was evaluated as the maximum impact scenario in EIR No. 466. There are no components of PP No. 180032 that would result in increased physical environmental effects beyond what was previously evaluated and disclosed as part of EIR No. 466. Accordingly, there would be no new environmental effects or a substantial increase in the severity of previously-identified significant effects as a result of the proposed Project. Thus, the proposed Project would not require major revisions to the previously-certified EIR No. 466.

b) EIR No. 466 concluded that implementation of the MFBCSP would result in significant and unavoidable impacts to air quality (due to emissions of VOCs and NO_X during construction and emissions of VOCs, NO_X, CO, and PM_{10} during long-term operation) and traffic-generated noise. As demonstrated in the accompanying Initial Study/Environmental Assessment form and its associated analyses (refer to Sections 4.0 and 5.0), there are no components of the proposed Project that would result in new or increased impacts to air quality or due to traffic-related noise because the proposed Project would generate substantially less traffic than was assumed for the site by EIR No. 466 (refer to subsection 5.1.18). As such, the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of impacts identified in EIR No. 466 under the issue areas of air quality or noise.

c) Subsequent to the certification of EIR No. 466, no substantial changes in the circumstances under which the Project would be undertaken have occurred. Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site comprises four parcels of land that have been previously graded for future development and that are surrounded by improved roadways. Land uses surrounding the site include undeveloped lands and rural residential uses to the west and south, and existing and planned light industrial development to the east and north. The Project would result in a substantial reduction in the amount of traffic generated by uses on the Project site as compared to what was evaluated for the site by EIR No. 466 (refer to

Table 5-19); thus, it can be concluded that the Project's impacts to transportation facilities (including local roads and freeways) would be reduced in comparison to the project evaluated by EIR No. 466. As demonstrated in the accompanying Initial Study/Environmental Assessment form and its associated analyses (refer to Sections 4.0 and 5.0), no substantial changes have occurred in the surrounding area that would result in new or more severe impacts to the environment as compared to what was evaluated and disclosed in EIR No. 466.

d) Subsequent to the certification of EIR No. 466, no new information of substantial importance has become available which was not known and could not have been known at the time the EIR No. 466 was prepared. Changes in law have occurred since certification of EIR No. 466 that have resulted in more environmentally-protective rules and regulations (e.g., increased energy efficiency, water conservation, fuel efficiency, etc.) to which the Project would be required to comply. Compliance with modern rules and regulations would result in decreased impacts to the environment as compared to what was assumed, evaluated, and disclosed by EIR No. 466.

e) The Project's one proposed discretionary action, which includes approval of Plot Plan No. 180032, would not result in any new or substantially more severe significant environmental impacts beyond those disclosed in EIR No. 466.

f) Subsequent to the certification of EIR No. 466, no new mitigation measures or alternatives have been identified that were infeasible at the time EIR No. 466 was certified and that would substantially reduce impacts to air quality or traffic-related noise, which were identified as significant and unavoidable by EIR No. 466.

g) Subsequent to the certification of EIR No. 466, no new mitigation measures or alternatives that are considerably different from those analyzed in EIR No. 466 have been identified to reduce the significant unavoidable impacts to air quality or traffic-related noise.

h) Technical reports were prepared for the proposed Project to evaluate its environmental effects. Riverside County has reviewed and accepted these reports as adequate and in compliance with Riverside County's requirements. Copies of these reports are contained within the appendix of this document and are herein incorporated by reference pursuant to CEQA Guidelines § 15150. These technical reports do not identify any new impacts or substantial increases in impacts to the environment beyond those that were disclosed in EIR No. 466. Specifically, these technical reports concluded as follows:

1. The Mobile Source Health Risk Assessment (*Technical Appendix A*), prepared by Urban Crossroads, Inc., and dated December 10, 2020, concludes that the proposed Project would not result in any new impacts or more severe impacts associated with localized cancer and non-cancer risks than previously disclosed in EIR No. 466;

2. The Biological Technical Report (*Technical Appendix B1*) and Determination of Biological Equivalent or Superior Preservation ("DBESP"; *Technical Appendix B2*) prepared by Glenn

Lukos Associates and dated April 27, 2020 and April 28, 2020, respectively, conclude that the proposed Project would not result in any new impacts or more severe impacts associated with biological resources or jurisdictional waters or wetlands than previously disclosed in EIR No. 466;

3. The Geotechnical Report for Building 19 (*Technical Appendix C1*), dated March 11, 2020, as well as the Letter of Geotechnical Study prepared for the detention basin site (*Technical Appendix C2*), dated November 8, 2018, both of which were prepared by Kleinfelder, demonstrate that the proposed Project would not result in any new impacts or more severe impacts associated with geology or soils than previously disclosed in EIR No. 466;

4. The Screening Table for Greenhouse Gases (*Technical Appendix D*), prepared by Urban Crossroads, Inc., demonstrates that the proposed Project would be consistent with the Riverside County Climate Action Plan (CAP) and therefore would not result in any new impacts or more severe impacts associated with greenhouse gas emissions beyond what would have been disclosed by EIR No. 466;

5. The Phase I Environmental Site Assessment (*Technical Appendices E1 and E2)*, prepared by SCS Engineers and dated October 29, 2018 and November 2, 2018 for the Building 19 site and the detention basin site, respectively, demonstrate that the proposed Project would not result in any new impacts or more severe impacts associated with hazards and hazardous materials than previously disclosed in EIR No. 466;

6. The Preliminary Hydrology Study (*Technical Appendix F1*) and Project Specific Water Quality Management Plan (*Technical Appendix F2*), prepared by PBLA Engineering, Inc. and both dated April 2021, conclude that the proposed Project would not result in any new impacts or more severe impacts associated with hydrology and water quality than previously disclosed in EIR No. 466;

7. The Noise Impact Analysis (*Technical Appendix G*), prepared by Urban Crossroads, Inc. and dated December 24, 2020, concludes that the proposed Project would not result in any new impacts or more severe impacts associated with noise than previously disclosed in EIR No. 466;

8. The Traffic Impact Analysis (*Technical Appendix H*), prepared by Urban Crossroads, Inc. and dated January 14, 2021, concludes that the proposed Project would not result in any new impacts or more severe impacts associated with transportation and traffic than previously disclosed in EIR No. 466; and

9. The Update to Historical/Archaeological Resources Survey (*Technical Appendix I*), prepared by CRM Tech and dated June 4, 2019, demonstrates that the Project would not result in any new impacts or more severe impacts associated with historical or cultural resources than previously disclosed in EIR No. 466.

Therefore, and based on the findings of the Initial Study/Environmental Assessment (Sections 4.0 and 5.0), the County of Riverside determined that an EIR Addendum shall be prepared for the proposed Project pursuant to CEQA Guidelines § 15164. The purpose of this Addendum is to evaluate the proposed Project's level of impact on the environment in comparison to the existing condition and the impacts disclosed in EIR No. 466.

1.4.6 EIR Addendum Processing

The Riverside County Planning Department directed and supervised the preparation of this Addendum. Although prepared with assistance of the consulting firm T&B Planning, Inc., the content contained within and the conclusions drawn by this EIR Addendum reflect the sole independent judgment of the County.

This EIR Addendum will be forwarded, along with the previously-certified EIR No. 466, to the Riverside County Planning Department for review of the proposed Project. A public hearing will be held before the Riverside County Planning Commission. The Planning Commission will consider the proposed Project and the adequacy of this EIR Addendum, at which time public comments will be heard. At the conclusion of the public hearing process, the Planning Commission will take action to approve, conditionally approval, or deny approval of the proposed Project.

The decision of the Planning Commission is considered final and no action by the Board of Supervisors is required unless, within ten (10) days after the date of decision, the Project Applicant or an interested person files an appeal. If an appeal is filed, then the Board of Supervisors would consider the proposed action and the adequacy of this EIR Addendum. In such cases, the Board of Supervisors would conduct a public hearing to evaluate the proposal and would take final action to uphold the Planning Commission's decision and deny the appeal, or to approve the appeal and disapprove the Project.

2.0 Environmental Setting

2.1 PROJECT LOCATION

As shown on Figure 2-1, *Regional Location Map*, Figure 2-2, *Vicinity Map*, and Figure 2-3, *USGS Topographical Map*, the 22.0-acre Project site is located within the Mead Valley Area Plan (MVAP) of unincorporated Riverside County, approximately 0.3 mile west of the City of Perris and approximately 0.8 mile southwest of The City of Moreno Valley. Specifically, the Project site is located west of and adjacent to Harvill Avenue, north of and adjacent to Markham Street, east of Decker Road, and south of Nance Street (also known as America's Tire Drive). The subject property encompasses Assessor's Parcel Numbers (APNs) 314-051-015, 314-260-010, 314-260-011, and 314-260-012. The property is located in Sections 1 and 2, Township 4 South, Range 4 West, San Bernardino Baseline and Meridian.

2.2 EXISTING SITE AND AREA CHARACTERISTICS

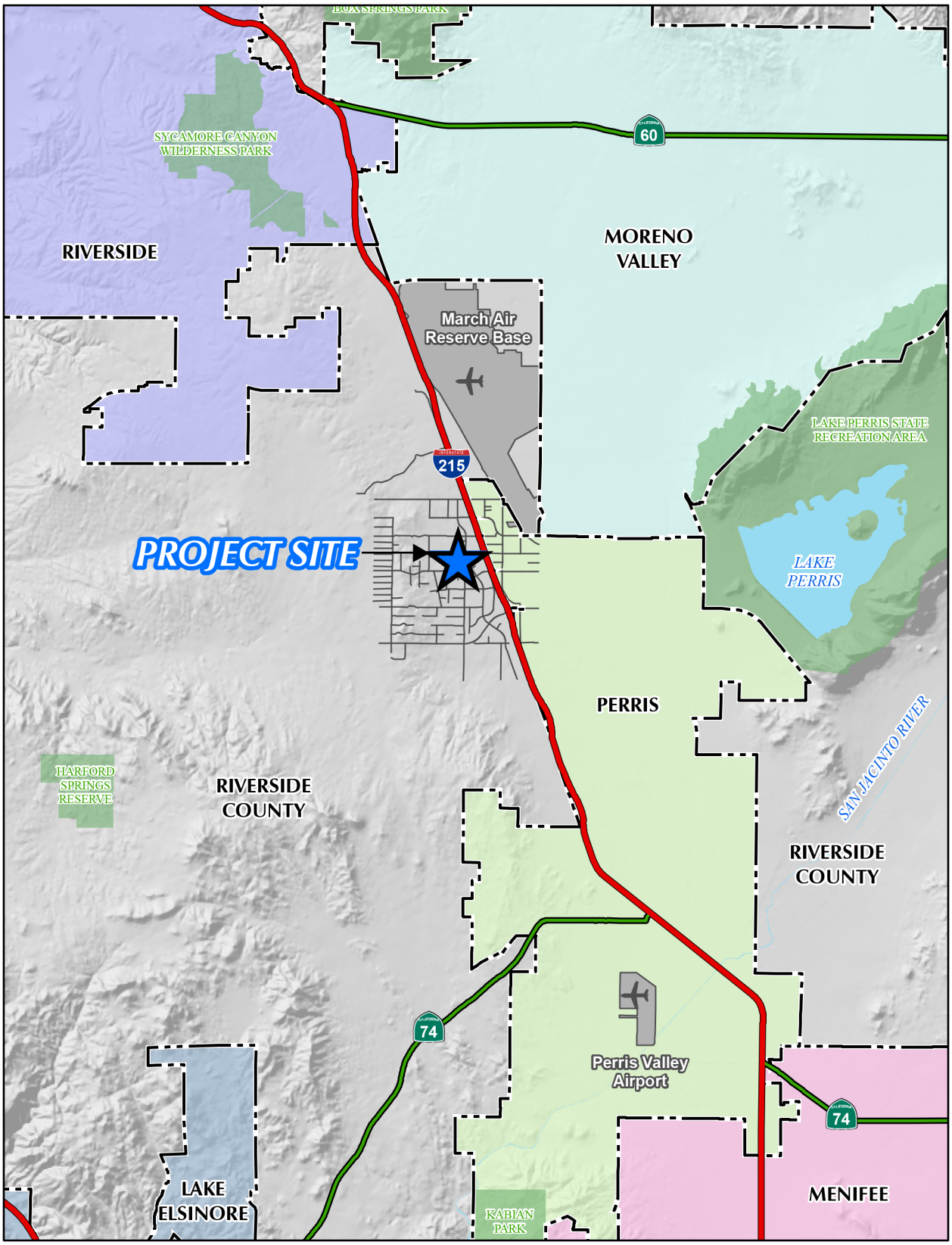
2.2.1 Existing Site Conditions

As shown on Figure 2-4, *Aerial Photograph*, under existing conditions the 22.0-acre site is undeveloped and has been fully disturbed as part of grading activities that occurred in the early 1990s as part of "Oakwood Business Park" (CFD 88-8). The majority of the property consists of disturbed vegetation that is routinely disced for fire abatement purposes. Several existing informal dirt trails traverse the Project site.

2.2.2 General Plan and Zoning

As shown on Figure 2-5, *MVAP Land Use Plan*, the 22.0-acre property is designated by the Riverside County General Plan and MVAP for "Light Industrial (LI)" land uses, which allows for Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses (Riverside County, 2018, p. 11 and Figure 3). In addition, and as previously shown on Figure 1-1, the Project site is located within the MFBCSP and encompasses a portion of Planning Area 6 and a portion of Planning Area 5, which are designated by the MFBCSP for "Light Industrial" land uses. The Light Industrial designation of the MFBCSP is intended to provide for light manufacturing and warehouse/distribution uses that provide employment opportunities for area residents. (Webb, 2005, pp. III-4 and III-5)

As shown on Figure 2-6, *Existing Zoning Designations*, the Riverside County Zoning Code assigns two separate zoning designations on the property. The western and southern 200 feet of the Building 19 site and the western 200 feet of the detention basin site are zoned for "I-P (Industrial Park)" land uses, which allows for planned industrial areas with approval of a plot plan, requiring special attention to circulation, parking, utility needs, aesthetics, and compatibility. The remaining portions of the property are zoned for "M-SC (Manufacturing – Service Commercial)," which allows for most light manufacturing and industrial uses defined under the Standard Industrial Classification Code (SIC) with Plot Plan approval, including food, textile, metal, lumber and wood, leather, chemical products, machinery, electrical equipment, services to selected commercial uses, and caretakers' residence. (Riverside County, 2016)

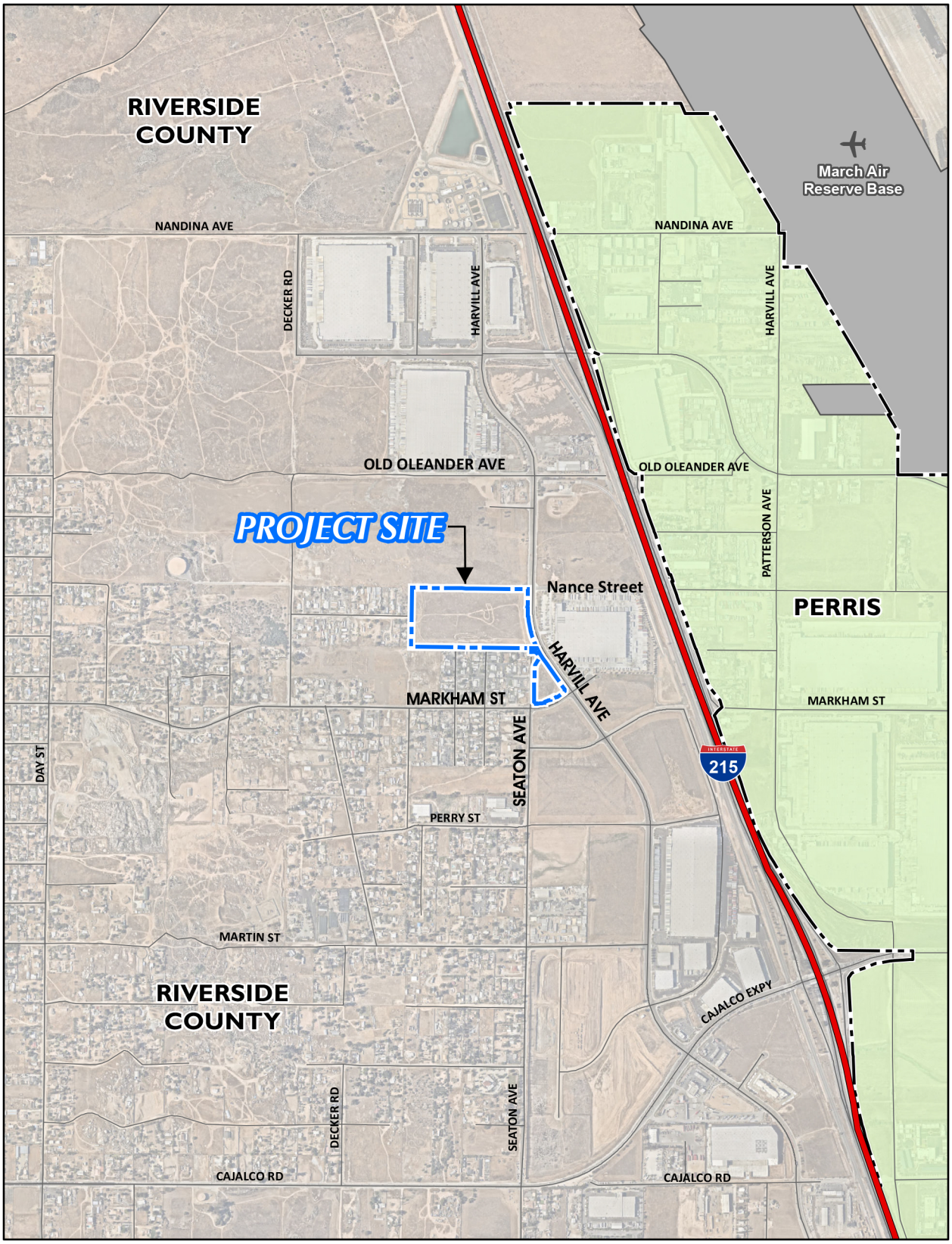


Source(s): ESRI, RCTLMA (2020)

Figure 2-1

0 0.5 1 2 Miles

Regional Location Map

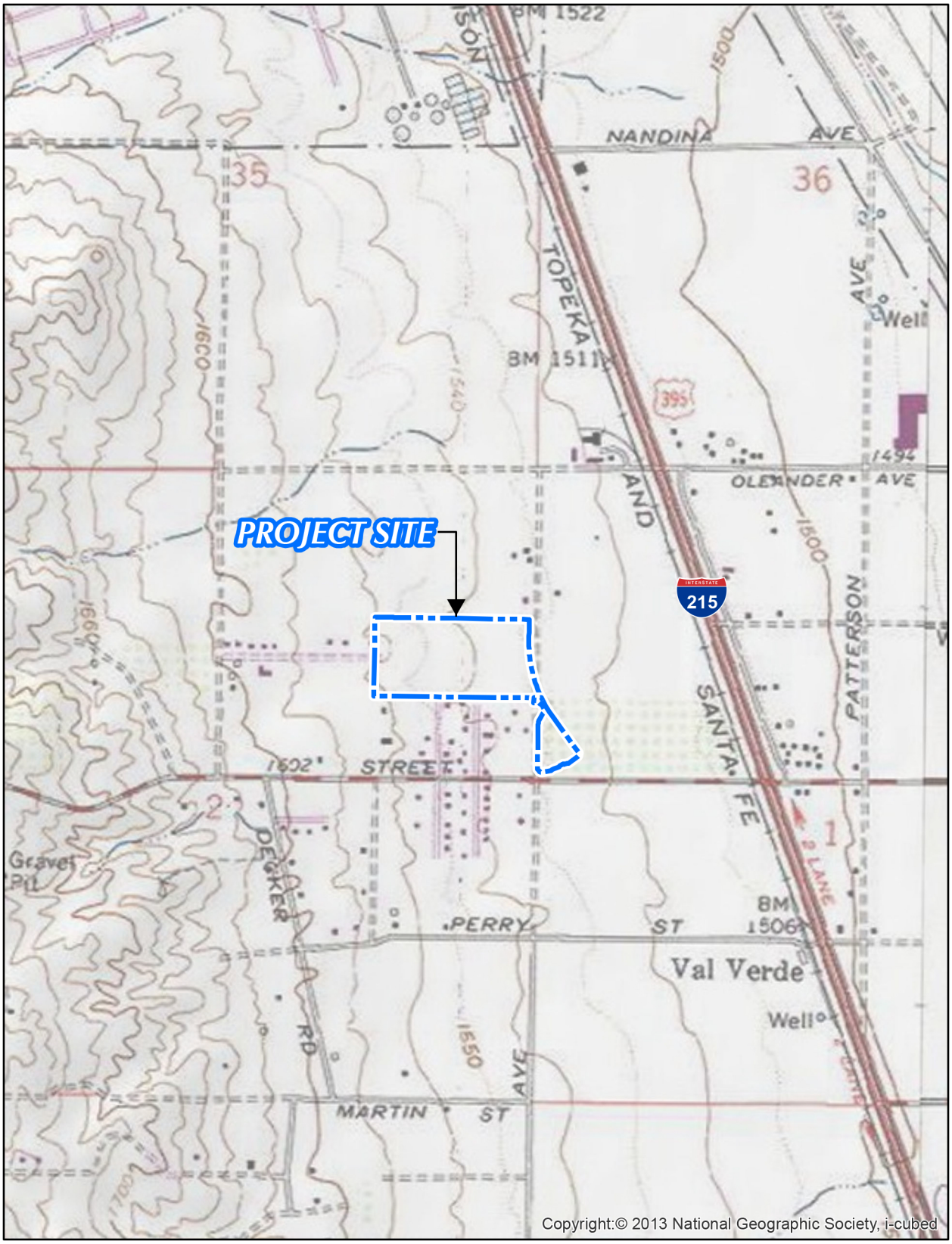


Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-2

0 400 800 1,600
Feet

Vicinity Map



Source(s): USGS (2013)

Figure 2-3

0 300 600 1,200
Feet

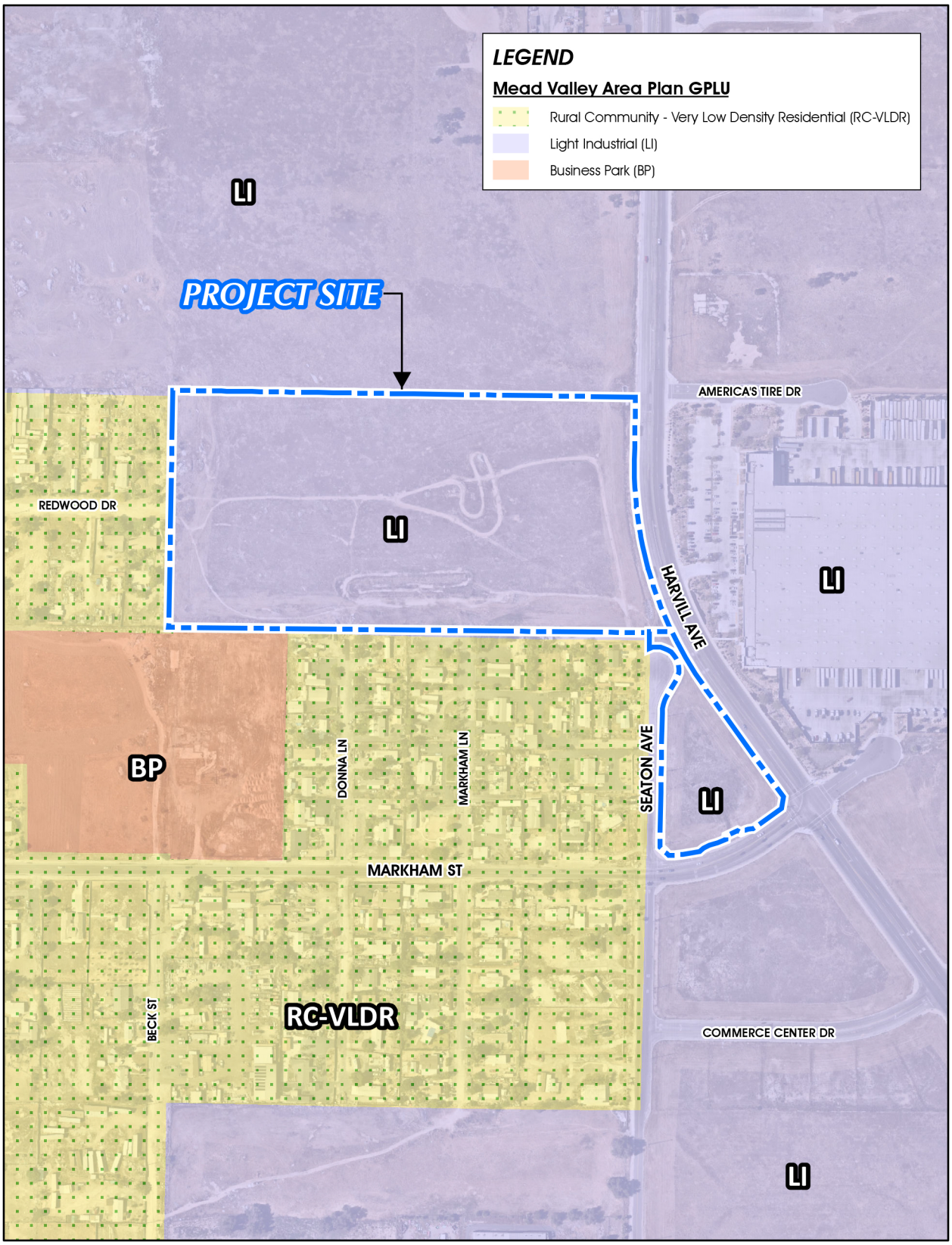
USGS Topographical Map

Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-4

0 100 200 400
Feet

Aerial Photograph

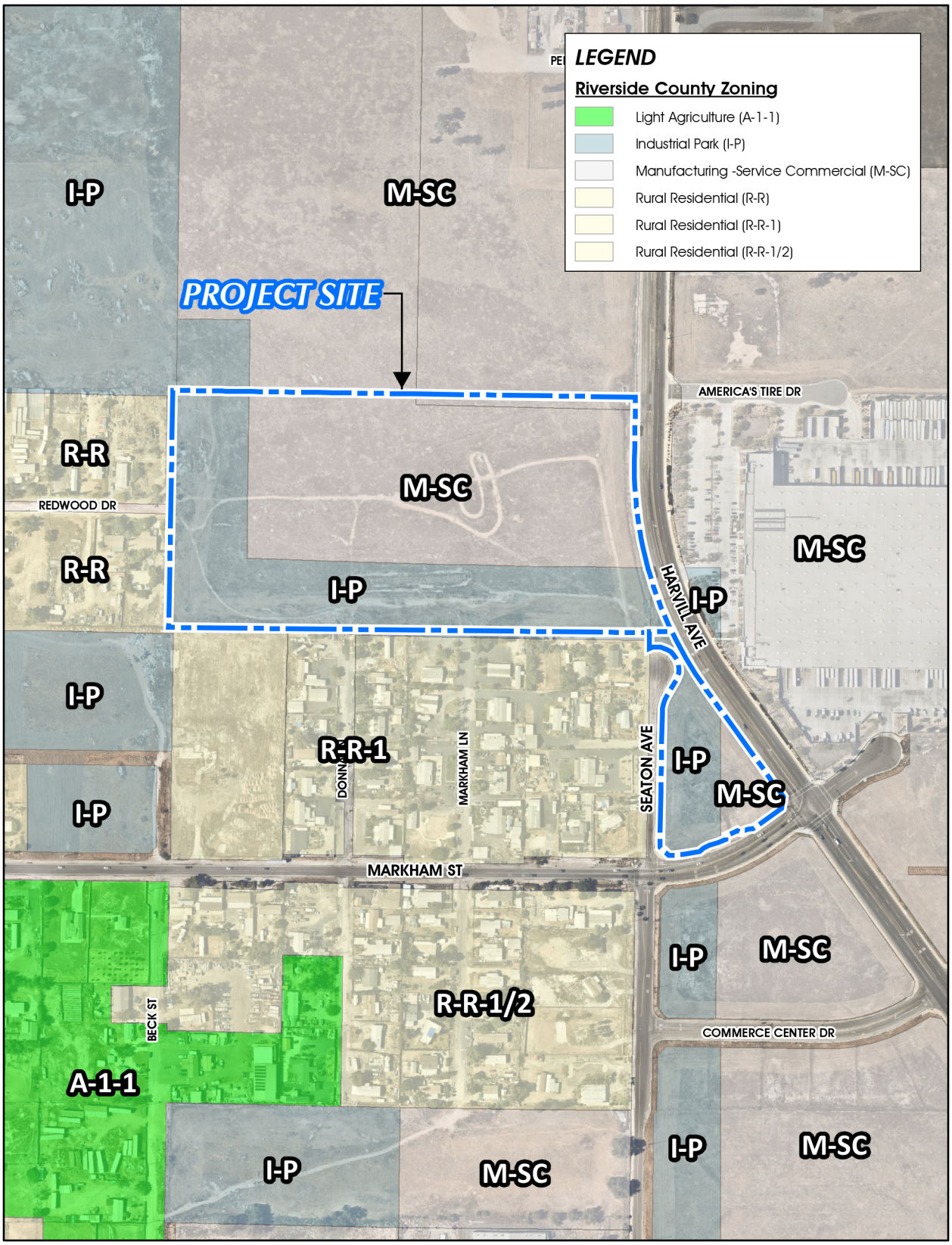


Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-5

0 100 200 400
Feet

MVAP Land Use Plan



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-6

0 100 200 400 Feet

Existing Zoning Designations

2.2.3 Surrounding Land Uses and Development

Figure 2-7, *Surrounding Land Uses and Development*, depicts the existing land uses and development in the vicinity of the Project site. Areas to the west of the Project site consist of rural residential development and undeveloped lands. Lands to the north of the Project site include disturbed and undeveloped lands that are planned for light industrial uses. To the east of the Project site are vacant and undeveloped lands and an existing light industrial building. Lands to the south of the Project site include rural residential land uses and disturbed and undeveloped lands that are planned for light industrial uses.

2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

2.3.1 Topography

The topography of the Project site is relatively flat with elevations on-site ranging from approximately 1,572 feet above mean sea level (amsl) in the southwestern portion of the Building 19 site to 1,523 feet amsl at the southeastern boundary of the detention basin site. Overall topographic relief is approximately 49 feet.

2.3.2 Geology

No active or inactive fault traces are known to traverse the site and no evidence of on-site faulting was observed during the investigation conducted for the Project site. The site is not located within a currently-designated Alquist-Priolo Fault Zone or County of Riverside Fault Zone. The closest zoned fault to the site is the San Jacinto fault zone located approximately 9.5 miles northeast of the site. (Kleinfelder, 2020, p. 7) Similar to other properties throughout southern California, the Project site is located within a seismically-active region and is subject to ground shaking during seismic events.

A field exploration was conducted for the Project site, and the results determined that the site subsurface materials consist of older alluvium ranging in thickness from approximately 0 to 14 feet below ground surface (bgs), with bedrock occurring at a depth of between 5 to 14 feet bgs. (Kleinfelder, 2020, pp. 4-5)

2.3.3 Hydrology

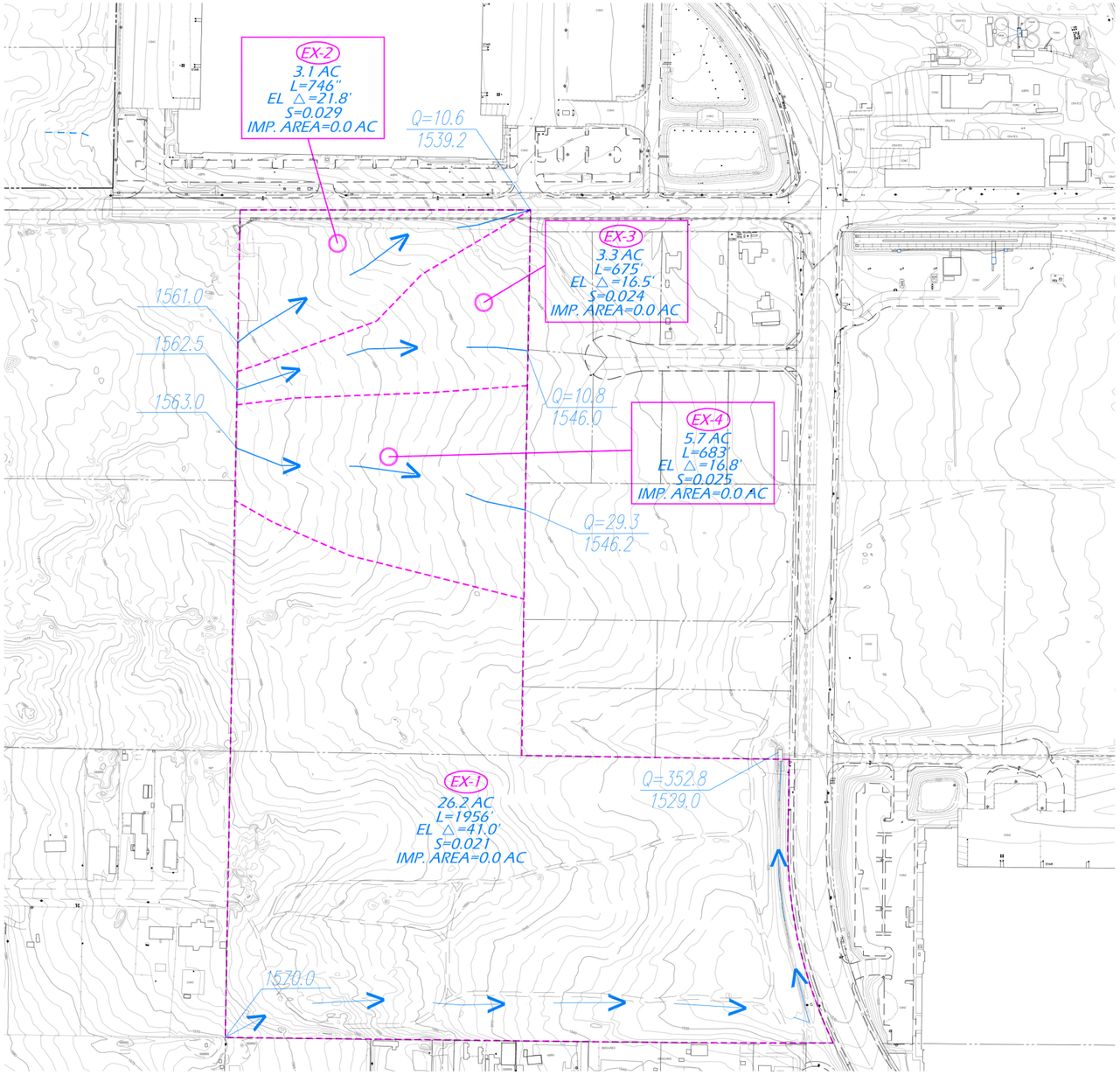
Figure 2-8, *Existing Conditions Hydrology*, depicts the site's existing hydrology. As shown, under existing conditions runoff from off-site areas tributary to the Building 19 site enters the site from the west. These flows along with runoff generated on the Project site are conveyed easterly to an existing drainage ditch that runs parallel to Harvill Avenue. The detention basin site is not tributary to off-site flows under existing conditions, and any runoff that does not infiltrate on site is conveyed via sheet flow to existing drainage facilities within Markham Street and Harvill Avenue. Peak runoff from the Building 19 site under existing conditions is approximately 17.9 cfs during 24-hour, 100-year storm events. (PBLA, 2021a, p. 4)

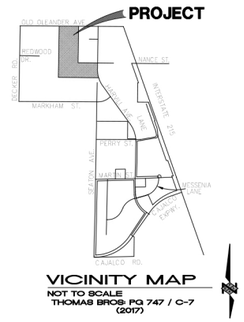
Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-7

0 125 250 500
Feet

Surrounding Land Uses and Development





HYDROLOGY SUMMARY

EXISTING CONDITION - ALL STORMS

SUBAREA	1 HR/100 YR CFS	3 HR/100 YR CFS	6 HR/100 YR CFS	24 HR/100 YR CFS	TOTAL VOLUME 24 HR (AC-FT)
EX-1	68.4	39.1	33.5	13.4	4.9
EX-2	8.6	5.0	4.4	1.6	0.6
EX-3	9.3	5.4	4.7	1.7	0.6
EX-4	16.1	9.3	8.2	2.9	1.1

LEGEND

- (A) — SUBAREA DESIGNATION
- SUBAREA BOUNDARY
- FLOWPATH THROUGH SUBAREA
- Q=10.0 — RUNOFF FROM SUBAREA (100 YEAR, 1 HOUR STORM)

Source(s): PBLA Engineering (01-22-2021)

Figure 2-8

Not to Scale

Existing Conditions Hydrology

2.3.4 Groundwater

The Project site is located within the Perris North Groundwater Management Zone of the West San Jacinto Groundwater Management Area (GMA). Groundwater was encountered on site at approximately 21 feet bgs. There are no groundwater wells located on the Project site under existing conditions. (Kleinfelder, 2020, p. 5)

2.3.5 Soils

Table 2-1, *Summary of Project Area Soils*, provides a summary of the soil types present on the Project site. As shown, approximately 36.3% of the site has a slow rate of runoff and slight susceptibility to erosion. Approximately 24.0% of the site has a slow to medium rate of runoff and a slight to moderate susceptibility to erosion. The remaining 39.6% of the Project site contains soils with a medium rate of runoff and a moderate susceptibility to erosion. There are no portions of the Project site that contain soils with a high erosion susceptibility or rate of runoff. (USDA, 1971)

Table 2-1 Summary of Project Area Soils

Map Unit Symbol	Map Unit Name	Rate of Runoff	Erosion Susceptibility	Acres in AOI	Percent of AOI
AoC	Arlington fine sandy loam, deep, 2 to 8 percent slopes	Medium	Moderate	8.4	38.3%
FcD2	Fallbrook rocky sandy loam, shallow, 8 to 15 percent slopes, eroded	Medium	Moderate	0.3	1.3%
FfC2	Fallbrook fine sandy loam, 2 to 8 percent slopes, eroded	Slow	Slight	5.8	26.5%
GyC2	Greenfield sandy loam, 2 to 8 percent slopes, eroded	Slow to Medium	Slight to Moderate	1.1	4.8%
HcC	Hanford coarse sandy loam, 2 to 8 percent slopes	Slow to Medium	Slight to Moderate	4.2	19.2%
MmB	Moderate sandy loam, 0 to 5 percent slopes	Slow	Slight	2.2	9.8%
			Totals for Area of Interest:	**22.0**	**100.0%**

AOI = Area of Interest (i.e., Project site).
Note: Totals reflect rounding.
(NRCS, n.d.; USDA, 1971, pp. 14, 33, 38-40, and 65)

2.3.6 Vegetation

As shown in Table 2-2, *Summary of Vegetation/Land Use Types*, and as depicted on Figure 2-9, *Existing Vegetation*, under existing conditions the 22.0-acre Project site contains four distinct vegetation types as mapped by the Project biologist (Glenn Lukos Associates), including developed, disturbed, disturbed/non-native grassland, and disturbed/ruderal. Each is described below. (GLA, 2020a, pp. 24-25)

- **Developed**. As shown on Figure 2-9, the Project site supports a total of 0.03 acre of developed land. This area is located along the southeastern portion of the Project site and consist of rip-rap associated with an onsite earthen drainage feature. (GLA, 2020a, p. 24)

Table 2-2 Summary of Vegetation/Land Use Types

Vegetation Type	Acres
Developed	0.03
Disturbed	1.9
Disturbed/Non-Native Grassland	17.3
Disturbed/Ruderal	2.8
Total:	**22.0**

(GLA, 2020a, Table 4-1)

- **Disturbed**. As shown on Figure 2-9, The Project site supports 1.9 acres of disturbed lands that are predominantly unvegetated and comprise of unpaved access roads within the Project site. (GLA, 2020a, p. 24)

- **Disturbed/Non-Native Grassland**. As shown on Figure 2-9, the Project site supports 17.3 acres of disturbed/non-native grassland. The entire Project site has been disturbed in the past from ground disturbance activities including mowing or disking for decades and with the entire site having been cleared of vegetation in 1967, based on a review of online historical aerials. Currently disced areas that recently supported this habitat are included in the acreage. Dominant plant species observed include London rocket (*Sisymbrium irio*), short-pod mustard (*Hirschfeldia incana*), ripgut grass (*Bromus diandrus*), red brome (*Bromus madritensis* ssp. *rubens*), and redstem filaree (*Erodium cicutarium*). Other species detected include stinknet (*Oncosiphon piluliferum*), Russian thistle (*Salsola tragus*), and common sandaster (*Corethrogyne filaginifolia*). Within this area includes a small cluster of rock outcrops near the western Study Area boundary and scattered boulders and rocks throughout the western half of the Study Area. (GLA, 2020a, pp. 24-25)

- **Disturbed/Ruderal**. As shown on Figure 2-9, the Project site supports 2.8 acres of disturbed/ruderal lands. Dominant plant species observed included Russian thistle and short-pod mustard. Other plant species include telegraph weed (Heterotheca grandiflora), tumbling pigweed (Amaranthus albus), redstem filaree, stinknet, and several individuals of California buckwheat (Eriogonum fasciculatum) and brittlebush (Encelia farinosa). (GLA, 2020a, p. 25)

2.3.7 Wildlife

One special-status animal, the San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), was detected in the study area, and several special-status reptile, bird and mammal species have a low potential to occur. Table 4-3 of the Project's Biological Technical Report ("BTR"; *Technical Appendix B1*) provides a list of special-status animals evaluated for the Study Area through general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors, including: 1) species identified by the CNDDB as occurring (either currently or historically) on or in the vicinity of the Study Area, and 2) any other special-status animals that are known to occur within the vicinity of the Study Area, for which potentially suitable habitat occurs on the site. (GLA, 2020a, p. 32)

PEREGRINE WAY

INSET

PROJECT SITE

AMERICA'S TIRE DR

215

REDWOOD DR

HARVILL AVE

DONNA LN

MARKHAM LN

SEATON AVE

MARKHAM ST

Legend

- Project Site
- Developed
- Disturbed
- Disturbed/Non-Native Grassland
- Disturbed/Ruderal
- Ornamental

Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

0 100 200 400 Feet

Figure 2-9

Existing Vegetation

3.0 Project Description

The proposed Project consists of an application for a Plot Plan (PP No. 180032), and is described in this Section. Copies of the entitlement application materials for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines § 15150 and are available for review at the County of Riverside Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501. A detailed description of the proposed Project is provided in the following subsections. It should be noted that the Project design features described in the following subsections would be fully enforceable by the County as part of its review of implementing ministerial applications.

3.1 PROPOSED DISCRETIONARY APPROVALS

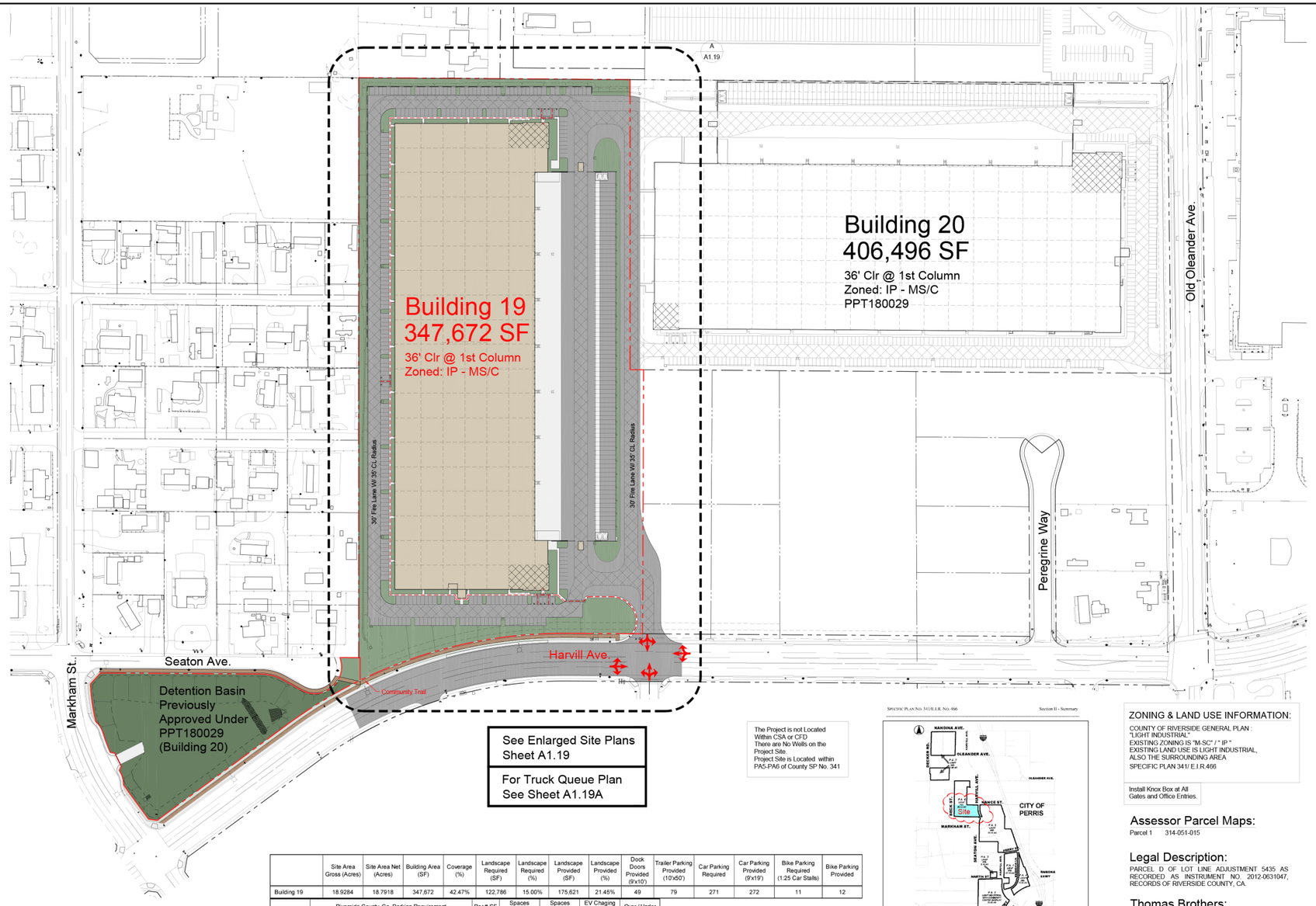
3.1.1 Plot Plan No. 180032

A plot plan is required prior to development of any permitted use pursuant to the requirements of the site's underlying zoning designations of I-P and M-SC (refer to subsection 2.2.2). Accordingly, Plot Plan No. 180032 (PP No. 180032) is proposed to allow for development of the site with Building 19 and a detention basin. As evaluated herein, Building 19 would consist of up to 365,056 s.f. of high-cube transload short-term warehouse uses.

A. Site Planning and Building Configuration

Figure 3-1, *Plot Plan No. 180032 Master Site* Plan, depicts the overall site plan proposed as part of the Project, while Figure 3-2, *Plot Plan No. 180032 Building 19 Site Plan*, depicts the site plan for the Building 19 site. As shown, the Project proposes to develop the 22.0-acre site with one high-cube transload short-term warehouse building (herein, "Building 19") and a detention basin/bio-retention basin. Specifically, Building 19 would be constructed on a 19.4-acre site located west of Harvill Avenue, north of Markham Street, east of Decker Road, and south of Nance Street (also known as America's Tire Drive). In addition, a detention basin is proposed on an approximately 2.6-acre site located west of Harvill Avenue, east of Seaton Avenue, and north of Markham Street, which would provide water quality treatment and detention for runoff from the Building 19 site.

As shown on Figure 3-2, Building 19 would contain approximately 347,672 s.f. of building area; however, for purposes of analysis herein, it is assumed Building 19 would comprise up to 365,056 s.f. of building area in order to account for any minor changes to the building area as part of final design. A total of 49 dock doors are proposed along the northern side of Building 19. Additionally, a total of 79 trailer parking spaces are proposed to the north of Building 19 within the truck docking area. A total of 272 parking spaces for passenger vehicles are also accommodated on the Building 19 site, which would occur primarily along the west, south, and east sides of Building 19. A proposed 30-foot fire access path is accommodated surrounding Building 19. Vehicular access to Building 19 would occur from a proposed driveway along Harvill Avenue.



	Site Area Gross (Acres)	Site Area Net (Acres)	Building Area (SF)	Coverage (%)	Landscape Required (SF)	Landscape Required (%)	Landscape Provided (SF)	Landscape Provided (%)	Dock Doors Provided (9'x10')	Trailer Parking Provided (10'x50')	Car Parking Required	Car Parking Provided (9'x19')	Bike Parking Required (1:25 Car Stalls)	Bike Parking Provided
Building 19	18.9284	18.7918	347,672	42.47%	122,786	15.00%	175,621	21.45%	49	79	271	272	11	12

	Riverside County, Ca. Parking Requirement				Per # SF	Spaces Required	Spaces Provided	EV Charging Stations Req'd	Over / Under
Building 19									
	Office	8.00%	27,814	/	250	111.26			
	Warehouse Balance		319,858	/	2,000	159.93			
	Total		347,672			271	272	17	1

The Landscape Provided Includes Building 19 Prorated Share of The Detention Basin
50% to building 19
50% to Building 20.
Detention Basin = 107,707 SF
13,000 SF is Needed to Meet Its Own Landscape Coverage
107,707-13,000 = 94,707 sf
94,707 * .5 = 47,353 sf Can Be Allocated to Building 19 and 20

The Project is not Located Within CSA or CFD
There are No Wells on the Project Site.
Project Site is Located within PA5-PA6 of County SP No. 341

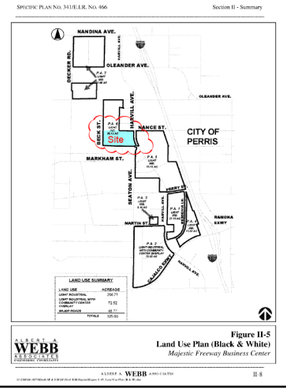


Figure II-5
Land Use Plan (Black & White)
Majestic Freeway Business Center

ZONING & LAND USE INFORMATION:

COUNTY OF RIVERSIDE GENERAL PLAN :
"LIGHT INDUSTRIAL"
EXISTING ZONING IS "M-SC" / " IP "
EXISTING LAND USE IS LIGHT INDUSTRIAL,
ALSO THE SURROUNDING AREA
SPECIFIC PLAN 341/ E.I.R.466

Install Knox Box at All Gates and Office Entries.

Assessor Parcel Maps:

Parcel 1 314-051-015

Legal Description:

PARCEL D OF LOT LINE ADJUSTMENT 5435 AS RECORDED AS INSTRUMENT NO. 2012-0631047, RECORDS OF RIVERSIDE COUNTY, CA.

Thomas Brothers:

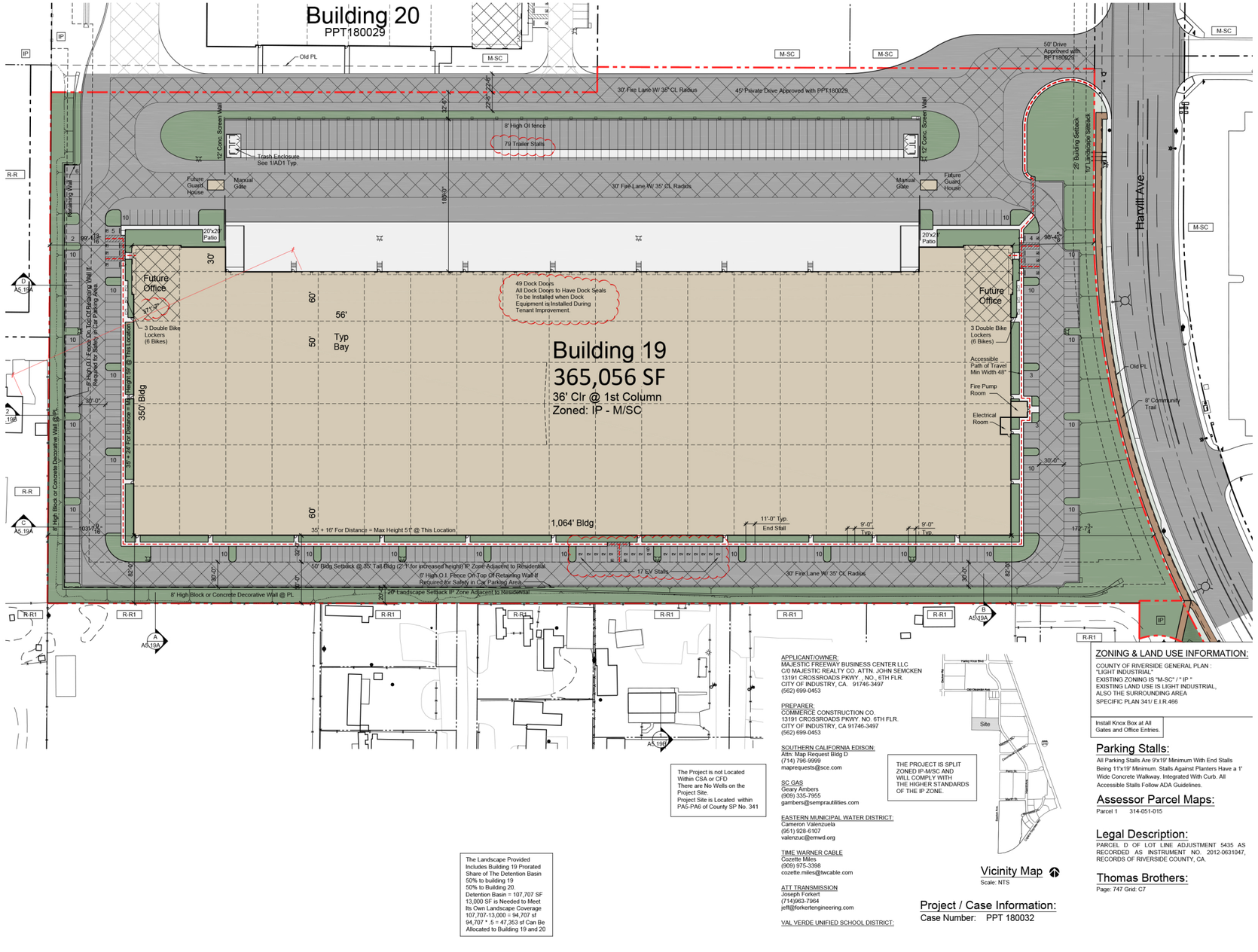
Page: 747 Grid: C7

Source(s): Commerce Construction Company (04-30-2021)

Figure 3-1

Not to Scale

Plot Plan No. 180032 Master Site Plan



The Project is not Located Within CSA or CFD
There are No Wells on the Project Site.
Project Site is Located within PA5-PA6 of County SP No. 341

The Landscape Provided Includes Building 19 Prorated Share of The Detention Basin
50% to building 19
50% to Building 20.
Detention Basin = 107,707 SF
13,000 SF is Needed to Meet Its Own Landscape Coverage
107,707-13,000 = 94,707 sf
94,707 * .5 = 47,353 sf Can Be Allocated to Building 19 and 20

APPLICANT/OWNER:
MAJESTIC FREEWAY BUSINESS CENTER LLC
C/O MAJESTIC REALTY CO. ATTN: JOHN SEMCKEN
13191 CROSSROADS PKWY. , NO., 6TH FLR.
CITY OF INDUSTRY, CA. 91746-3497
(562) 699-0453

PREPARER:
COMMERCE CONSTRUCTION CO.
13191 CROSSROADS PKWY. NO. 6TH FLR.
CITY OF INDUSTRY, CA 91746-3497
(562) 699-0453

SOUTHERN CALIFORNIA EDISON:
Attn: Map Request Bldg D
(714) 796-9999
maprequests@sce.com

SC GAS
Geary Ambers
(909) 335-7955
gambers@semprautilities.com

EASTERN MUNICIPAL WATER DISTRICT:
Cameron Valenzuela
(951) 928-6107
valenzuc@emwd.org

TIME WARNER CABLE
Cozette Miles
(909) 975-3398
cozette.miles@twcable.com

ATT TRANSMISSION
Joseph Forkert
(714)963-7964
jeff@forkertengineering.com

VAL VERDE UNIFIED SCHOOL DISTRICT:

THE PROJECT IS SPLIT ZONED IP-M/SC AND WILL COMPLY WITH THE HIGHER STANDARDS OF THE IP ZONE.

Vicinity Map
Scale: NTS

Project / Case Information:
Case Number: PPT 180032

ZONING & LAND USE INFORMATION:
COUNTY OF RIVERSIDE GENERAL PLAN : "LIGHT INDUSTRIAL"
EXISTING ZONING IS "M-SC" / " IP "
EXISTING LAND USE IS LIGHT INDUSTRIAL, ALSO THE SURROUNDING AREA
SPECIFIC PLAN 341/ E.I.R.466

Install Knox Box at All Gates and Office Entries.

Parking Stalls:
All Parking Stalls Are 9'x19' Minimum With End Stalls Being 11'x19' Minimum. Stalls Against Planters Have a 1' Wide Concrete Walkway. Integrated With Curb. All Accessible Stalls Follow ADA Guidelines.

Assessor Parcel Maps:
Parcel 1 314-051-015

Legal Description:
PARCEL D OF LOT LINE ADJUSTMENT 5435 AS RECORDED AS INSTRUMENT NO. 2012-0631047, RECORDS OF RIVERSIDE COUNTY, CA.

Thomas Brothers:
Page: 747 Grid: C7

Source(s): Commerce Construction Company (04-30-2021)

Figure 3-2

Not to Scale

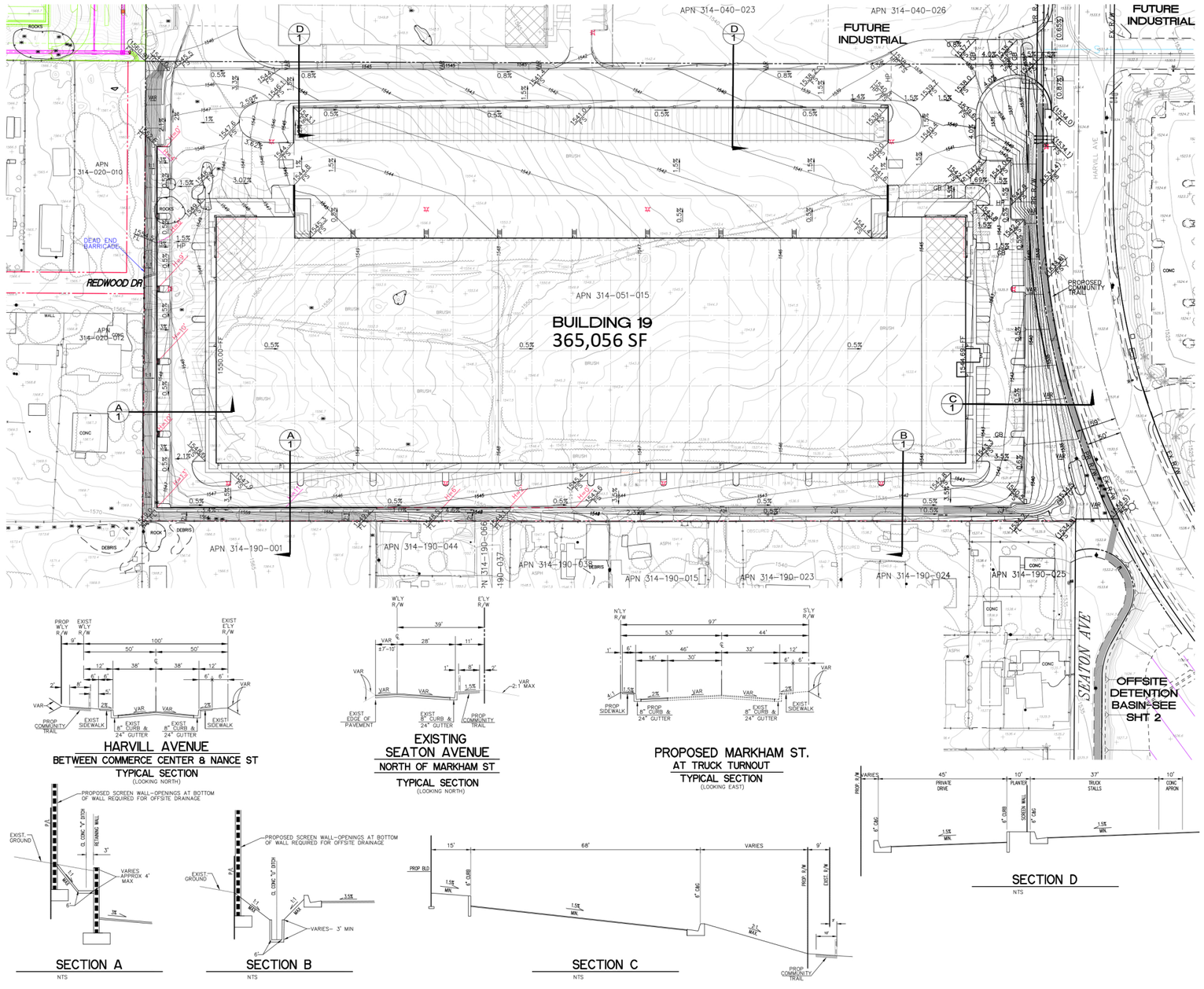
Plot Plan No. 180032 Building 19 Site Plan

An approximately 2.6-acre detention/bio-retention basin is proposed west of Harvill Avenue, north of Markham Street, and east of Seaton Avenue. The detention basin/bio-retention basin primarily is proposed for detention/water quality purposes for the Building 19 site and off-site areas tributary to the Project site, but also would accommodate recreational uses including picnic tables along Seaton Avenue and an informal open play area. A turn-out for food trucks also is accommodated along Markham Street adjacent to the southern portion of the detention basin. The detention basin would extend to depths ranging from 1,517 feet amsl to 1,520 feet amsl, and would include 4:1 (horizontal:vertical) slopes along the perimeter extending to a height of approximately 15 feet. Flows from the detention basin would be conveyed southerly into an existing storm drain facility located within Markham Street following detention and water quality treatment.

B. Grading and Site Work

Figure 3-3 and Figure 3-4 depict the proposed grading plans for the Building 19 and detention basin sites, respectively. As shown, the Project site would be graded in a manner that largely approximates the site's existing topographic conditions. Grading of the Building 19 site would require approximately 370,962 cubic yards (cy) of cut and approximately 231,387 cy of fill, resulting in a total export of approximately 139,575 cy. Grading of the 2.6-acre detention basin/bio-retention basin site would require 19,060 cy of cut and 1,677 cy of fill, resulting in a total export of 17,383 cy. In total, the Project would require approximately 390,022 cy of cut and 233,064 cy of fill, resulting in a total export of 156,958 cy. It is expected that earthwork material exported from the site primarily would be sent to a property located east of Harvill Avenue, north of Perry Street, and south of Commerce Center Drive, which is approved for development with a 373,368 s.f. warehouse building pursuant to Plot Plan No. 180034 (herein, "Building 11"). The remainder of the materials would be exported to a property located at the northeast corner of Oleander Avenue and Decker Road, which is currently entitled for development with 108,872 s.f. of warehouse uses pursuant to Plot Plan No. 180033 (herein, "Buildings 21 and 22"). The Building 11 site is located approximately 730 feet southeast of the detention basin site, while the site proposed for Buildings 21 and 22 is located approximately 0.25-mile northwest of the Project site.

Manufactured slopes and retaining walls are proposed to facilitate site grading. To the west and south of Building 19, retaining walls up to 13 feet are proposed, above which would be 2:1 manufactured slopes. Along the northern, eastern, and southeastern boundaries of the Building 19 site would be 2:1 manufactured slopes measuring up to nine feet in height. Additionally, the 2.6-acre detention basin/bio-retention basin is proposed with 4:1 slopes around the perimeter of the basin. The detention basin/bio-retention basin would extend to depths ranging from 1,520 feet amsl to 1,517 feet amsl, along with 4:1 slopes measuring up to 15 feet in height. The detention basin would receive runoff from the Building 19 site and would convey flows in a generally northwest to southeast direction to the proposed inlet located at the southeast corner of the basin. Following detention and water quality treatment, flows would be conveyed into existing drainage facilities within Markham Street.



HARVILL AVENUE
BETWEEN COMMERCE CENTER & NANCE ST
TYPICAL SECTION
(LOOKING NORTH)

EXISTING SEATON AVENUE
NORTH OF MARKHAM ST
TYPICAL SECTION
(LOOKING NORTH)

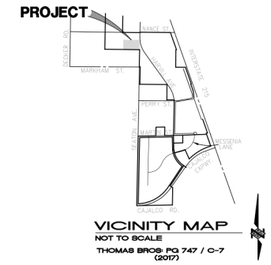
PROPOSED MARKHAM ST.
AT TRUCK TURNOUT
TYPICAL SECTION
(LOOKING EAST)

SECTION A
NTS

SECTION B
NTS

SECTION C
NTS

SECTION D
NTS



BUILDING 19 AND 20 EARTHWORK

DESCRIPTION	CUT	FILL
RAW	208,717	85,675
3' BLD OX	87,085	87,085
2' PKG OX	37,592	37,592
5"/12"HD PAV	15,848	
3"/5" LD PAV	5,073	
6" BLG SLAB	13,966	
8.0" APRON	2,681	
SHRINK		21,035
TOTAL	370,962	231,387

EXPORT = 139,574

BUILDING 19 OVERALL SITEWORK QUANTITIES

DESCRIPTION	QUANTITY
CONC DRIVEWAY APPROACH	1,952 SF
CURB	5,318 LF
CURB & GUTTER	3,347 LF
5"/12" H.D. PAVEMENT	185,004 LF
3"/5" L.D. PAVEMENT	101,515 SF
8" CONC APRON	55,954 SF
RETAINING WALLS	9,110 SF
2'W x 2'D INTERCEPTOR DITCH	1,922 LF

PROJECT AREA

GROSS ACREAGE = 19.41 AC
NET ACREAGE = 19.28 AC

PROPOSED RETAINING WALL HEIGHT

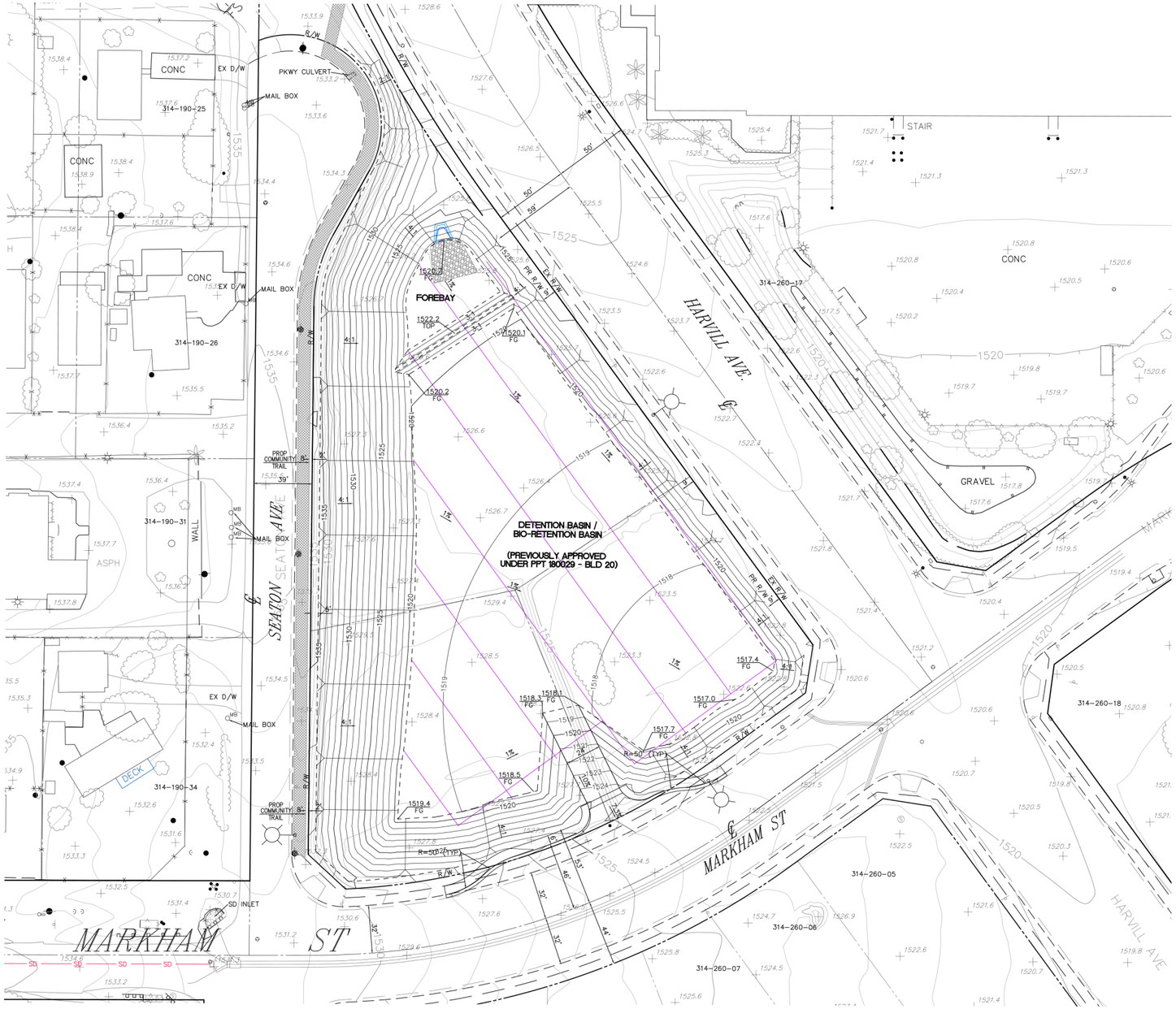
PROPOSED COMMUNITY TRAIL

Source(s): PBLA Engineering (04-30-2021)

Figure 3-3

Not to Scale

Conceptual Grading Plan – Building 19 Site



Source(s): PBLA Engineering (01-23-2021)

Figure 3-4

Not to Scale

Conceptual Grading Plan – Detention Basin Site

C. Circulation

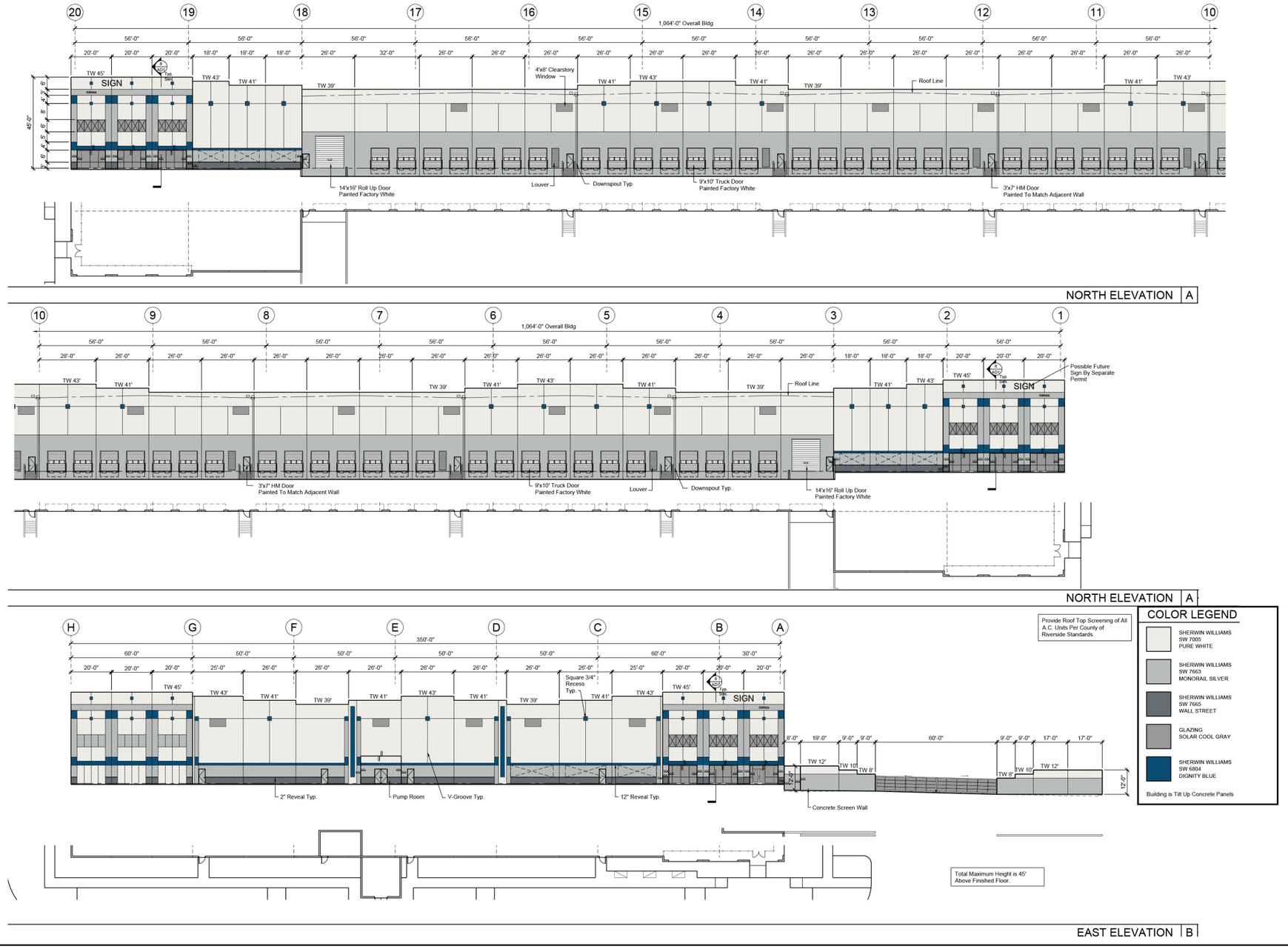
Access to the Building 19 site would be from a proposed driveway at Harvill Avenue. The driveway would serve both passenger vehicles and trucks. As part of the Project, the Project Applicant would dedicate 9 feet of ROW along the Building 19 site's frontage with Harvill Avenue. While most improvements are currently in place, the Project Applicant would construct an 8-foot-wide community trail along the Building 19 site's frontage with Harvill Avenue. Additionally, the Project Applicant would dedicate an additional 9 feet of ROW along the detention basin site's frontage with Harvill Road, although no improvements to this portion of Harvill Road are proposed as roadway, curb, gutter, and sidewalks already are in place. Similarly, no improvements are proposed or required along the detention site's frontage with Markham Street as this segment is fully improved; however, the Project would accommodate a proposed truck turnout along Markham Street to serve as a parking area for food service trucks. Along the detention basin's frontage with Seaton Avenue, no additional ROW would be dedicated, although the Project Applicant would construct an 8-foot-wide community trail that would connect to the 8-foot-wide community trail along Harvill Avenue north of the detention basin site. Benches also are proposed along the detention basin site's frontage with Seaton Avenue.

D. Architectural Design

Proposed building elevations for Building 19 are depicted on Figure 3-5 and Figure 3-6. As shown on Figure 3-5 and Figure 3-6, Building 19 would have a variable roof line that measures between 39 feet in height to as tall as 45 feet in height at the northwest and northeast corners of the building, as measured from proposed grade. The northwest and northeast corners of the building would contain glazing (glass) elements with signage proposed above the main entrances into the building. A total of 49 dock doors are proposed along the northern side of the building, which would be painted white. The truck docking areas would be set approximately 3.5 feet below the proposed grade to facilitate loading and unloading of trucks via the docking doors. Additionally, two roll up doors, which would be painted white to match the docking doors, are proposed on the east and west ends of the docking doors. Three-foot by seven-foot-tall doors are proposed between the docking doors. Building 19 would be painted with a color palette of white, grey, and light grey, with blue accent colors particularly at the northwest and northeast corners of the building.

E. Landscaping

Figure 3-7, *Preliminary Landscape Plan – Building 19 Site*, depicts the Project's proposed landscape plan for the Building 19 site, while Figure 3-8, *Preliminary Landscape Plan – Detention Basin Site*, depicts the proposed landscape plan for the detention basin site. As shown on Figure 3-7, landscaping within the Building 19 site would consist of a combination of trees, shrubs, and groundcover. The Building 19 site's frontage with Harvill Avenue would be planted with 24-inch box Chinese pistache trees (*Pistacia chinensis*), behind which would be 24-inch box Afghan pine trees (*Pinus eldarica*). The driveway access points as well as the corners of the proposed building would be landscaped with 36-inch box thornless Palo Verde (*Cercidium* x 'Desert Museum'). Landscaping along the western, southern, and eastern facades of the proposed building also would be landscaped with 36-inch box thornless Palo Verde. The northern boundary of the Building 19 site would be landscaped with 24-inch box Afghan pine trees,

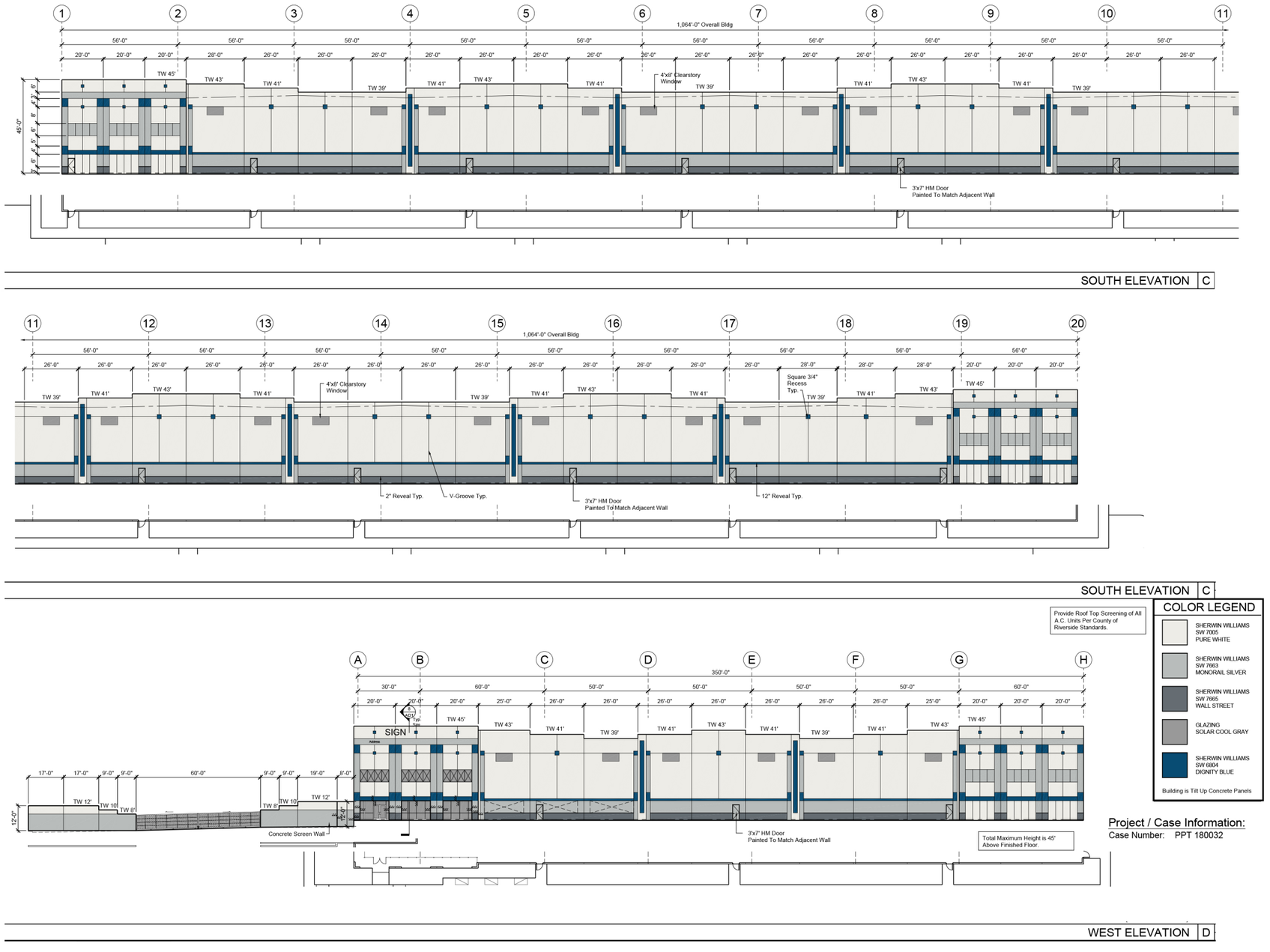


Source(s): Commerce Construction Company (04-30-2021)

Figure 3-5

Not to Scale

Building 19, North and East Elevations

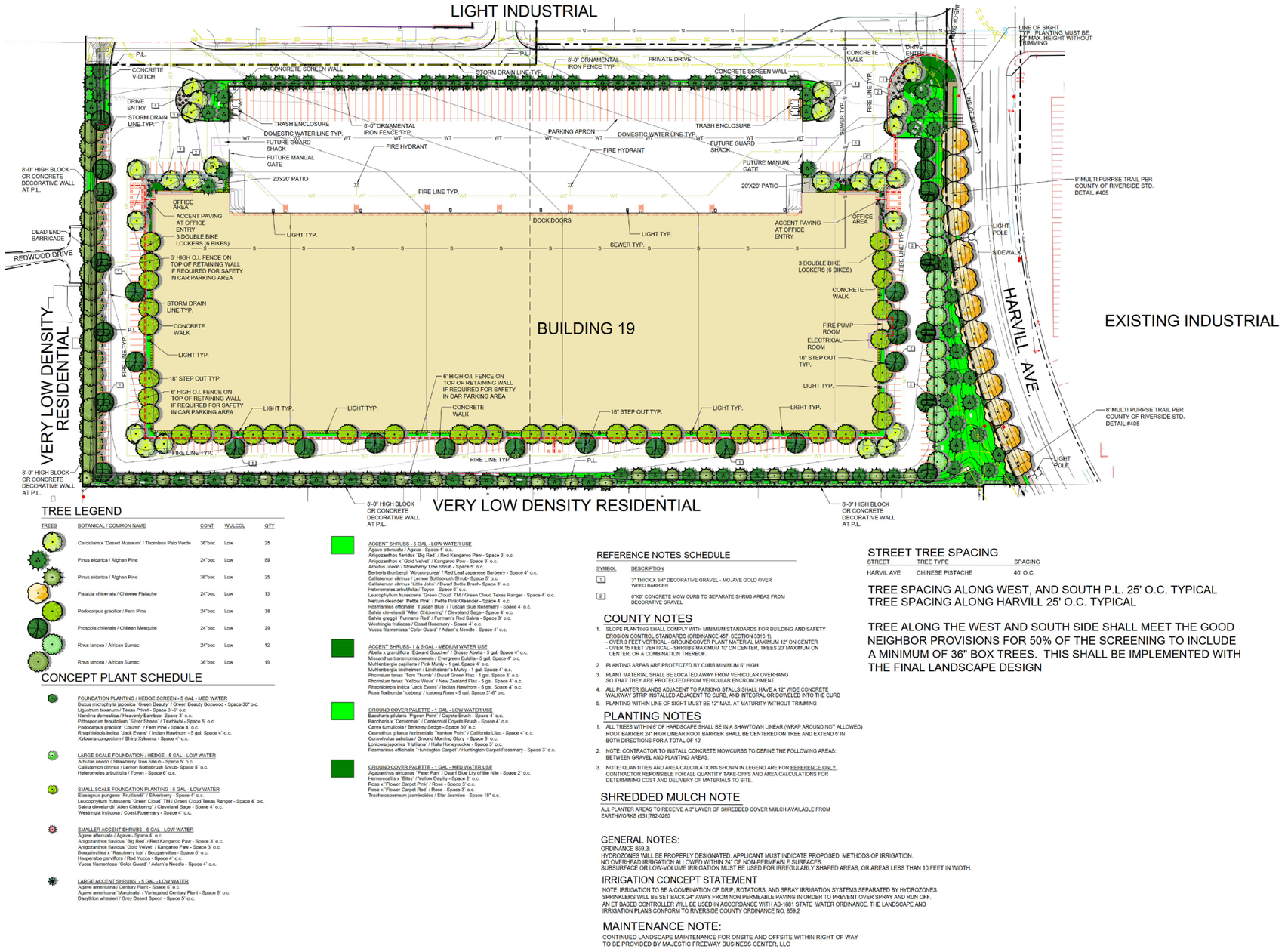


Source(s): Commerce Construction Company (04-30-2021)

Figure 3-6

Not to Scale

Building 19, South and West Elevations



TREE LEGEND

TREES	BOTANICAL / COMMON NAME	CONT	WUCOL	QTY
	Cercidium x 'Desert Museum' / Thornless Palo Verde	36"box	Low	25
	Pinus eldarica / Afghan Pine	24"box	Low	89
	Pinus eldarica / Afghan Pine	36"box	Low	25
	Pistacia chinensis / Chinese Pistache	24"box	Low	13
	Podocarpus gracilior / Fern Pine	24"box	Low	38
	Prosopis chilensis / Chilean Mesquite	24"box	Low	29
	Rhus lancea / African Sumac	24"box	Low	12
	Rhus lancea / African Sumac	36"box	Low	19

CONCEPT PLANT SCHEDULE

FOUNDATION PLANTING / HEDGE SCREEN - 5 GAL - MED WATER
Buxus microphylla japonica 'Green Beauty' / 'Green Beauty Boxwood - Space 30" o.c.
Ligustrum texanum / Texas Privet - Space 3'-6" o.c.
Nandina domestica / Heavenly Bamboo- Space 3' o.c.
Pittosporum tenuifolium 'Silver Sheen' / Tawhiwhi - Space 5' o.c.
Podocarpus gracilior 'Column' / Fern Pine - Space 4' o.c.
Rhaphiolepis indica 'Jack Evans' / Indian Hawthorn - 5 gal. Space 4' o.c.
Xylosma congestum / Shiny Xylosma - Space 4' o.c.

LARGE SCALE FOUNDATION / HEDGE - 5 GAL - LOW WATER
Arbutus unedo / Strawberry Tree Shrub - Space 5' o.c.
Callistemon citrinus / Lemon Bottlebrush Shrub- Space 5' o.c.
Heteromeles arbutifolia / Toyon - Space 6' o.c.

SMALL SCALE FOUNDATION PLANTING - 5 GAL - LOW WATER
Elaeagnus pungens 'Fruitlandii' / Silverberry - Space 4' o.c.
Leucophyllum frutescens 'Green Cloud' TM / Green Cloud Texas Ranger - Space 4' o.c.
Salvia clevelandii 'Allen Chickering' / Cleveland Sage - Space 4' o.c.
Westringia fruticosa / Coast Rosemary - Space 4' o.c.

SMALLER ACCENT SHRUBS - 5 GAL - LOW WATER
Agave attenuata / Agave - Space 4' o.c.
Aregocanthos flavidus 'Big Red' / Red Kangaroo Paw - Space 3' o.c.
Aregocanthos flavidus 'Gold Velvet' / Kangaroo Paw - Space 3' o.c.
Bougainvillea x 'Raspberry Ice' / Bougainvillea - Space 5' o.c.
Hesperaloe parviflora / Red Yucca - Space 4' o.c.
Yucca filamentosa 'Color Guard' / Adam's Needle - Space 4' o.c.

LARGE ACCENT SHRUBS - 5 GAL - LOW WATER
Agave americana / Century Plant - Space 6' o.c.
Agave americana 'Marginata' / Variegated Century Plant - Space 6' o.c.
Dasylirion wheeleri / Grey Desert Spoon - Space 5' o.c.

ACCENT SHRUBS - 5 GAL - LOW WATER USE
Agave attenuata / Agave - Space 4' o.c.
Aregocanthos flavidus 'Big Red' / Red Kangaroo Paw - Space 3' o.c.
Aregocanthos x 'Gold Velvet' / Kangaroo Paw - Space 3' o.c.
Arbutus unedo / Strawberry Tree Shrub - Space 5' o.c.
Berberis thunbergii 'Atropurpurea' / Red Leaf Japanese Barberry - Space 4' o.c.
Callistemon citrinus / Lemon Bottlebrush Shrub- Space 5' o.c.
Callistemon citrinus 'Little John' / Dwarf Bottle Brush- Space 3' o.c.
Heteromeles arbutifolia / Toyon - Space 6' o.c.
Leucophyllum frutescens 'Green Cloud' TM / Green Cloud Texas Ranger - Space 4' o.c.
Nerium oleander 'Petite Pink' / Petite Pink Oleander - Space 4' o.c.
Rosmarinus officinalis 'Tuscan Blue' / Tuscan Blue Rosemary - Space 4' o.c.
Salvia clevelandii 'Allen Chickering' / Cleveland Sage - Space 4' o.c.
Salvia greggii 'Furmans Red' / Furman's Red Salvia - Space 3' o.c.
Westringia fruticosa / Coast Rosemary - Space 4' o.c.
Yucca filamentosa 'Color Guard' / Adam's Needle - Space 4' o.c.

ACCENT SHRUBS- 1 & 5 GAL - MEDIUM WATER USE
Abelia x grandiflora 'Edward Goucher' / Glossy Abelia - 5 gal. Space 4' o.c.
Miscanthus transmorrisonensis / Evergreen Eulalia - 5 gal. Space 4' o.c.
Muhlenbergia capillaris / Pink Muhly - 1 gal. Space 4' o.c.
Muhlenbergia lindheimeri / Lindheimer's Muhly - 1 gal. Space 4' o.c.
Phormium tenax 'Tom Thumb' / Dwarf Green Flax - 1 gal. Space 3' o.c.
Phormium tenax 'Yellow Wave' / New Zealand Flax - 5 gal. Space 4' o.c.
Rhaphiolepis indica 'Jack Evans' / Indian Hawthorn - 5 gal. Space 4' o.c.
Rosa floribunda 'Iceberg' / Iceberg Rose - 5 gal. Space 3'-4" o.c.

GROUND COVER PALETTE - 1 GAL - LOW WATER USE
Baccharis pilularis 'Pigeon Point' / Coyote Brush - Space 4' o.c.
Baccharis x 'Centennial' / Centennial Coyote Brush - Space 4' o.c.
Carex tumulicola / Berkeley Sedge - Space 30" o.c.
Ceanothus griseus horizontalis 'Yankee Point' / California Lilac - Space 4' o.c.
Convolvulus sabatius / Ground Morning Glory - Space 3' o.c.
Lonicera japonica 'Halliana' / Halls Honeysuckle - Space 3' o.c.
Rosmarinus officinalis 'Huntington Carpet' / Huntington Carpet Rosemary - Space 3' o.c.

GROUND COVER PALETTE - 1 GAL - MED WATER USE
Agapanthus africanus 'Peter Pan' / Dwarf Blue Lily of the Nile - Space 2' o.c.
Hemerocallis x 'Bitsy' / Yellow Daylily - Space 2' o.c.
Rosa x 'Flower Carpet Pink' / Rose - Space 3' o.c.
Rosa x 'Flower Carpet Red' / Rose - Space 3' o.c.
Trachelospermum jasminoides / Star Jasmine - Space 18" o.c.

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
1	3" THICK X 3/4" DECORATIVE GRAVEL - MOJAVE GOLD OVER WEED BARRIER
2	6"X6" CONCRETE MOW CURB TO SEPARATE SHRUB AREAS FROM DECORATIVE GRAVEL

COUNTY NOTES

1. SLOPE PLANTING SHALL COMPLY WITH MINIMUM STANDARDS FOR BUILDING AND SAFETY EROSION CONTROL STANDARDS (ORDINANCE 457, SECTION 3316.1).
   - OVER 3 FEET VERTICAL - GROUNDCOVER PLANT MATERIAL MAXIMUM 12" ON CENTER
   - OVER 15 FEET VERTICAL - SHRUBS MAXIMUM 10' ON CENTER, TREES 20' MAXIMUM ON CENTER, OR A COMBINATION THEREOF.
2. PLANTING AREAS ARE PROTECTED BY CURB MINIMUM 6" HIGH
3. PLANT MATERIAL SHALL BE LOCATED AWAY FROM VEHICULAR OVERHANG SO THAT THEY ARE PROTECTED FROM VEHICULAR ENCROACHMENT.
4. ALL PLANTER ISLANDS ADJACENT TO PARKING STALLS SHALL HAVE A 12" WIDE CONCRETE WALKWAY STRIP INSTALLED ADJACENT TO CURB, AND INTEGRAL OR DOWELED INTO THE CURB
5. PLANTING WITHIN LINE OF SIGHT MUST BE 12" MAX. AT MATURITY WITHOUT TRIMMING

PLANTING NOTES

1. ALL TREES WITHIN 6' OF HARDSCAPE SHALL BE IN A SHAWTOWN LINEAR (WRAP AROUND NOT ALLOWED) ROOT BARRIER 24" HIGH LINEAR ROOT BARRIER SHALL BE CENTERED ON TREE AND EXTEND 5' IN BOTH DIRECTIONS FOR A TOTAL OF 10'
2. NOTE: CONTRACTOR TO INSTALL CONCRETE MOWCURBS TO DEFINE THE FOLLOWING AREAS: BETWEEN GRAVEL AND PLANTING AREAS.
3. NOTE: QUANTITIES AND AREA CALCULATIONS SHOWN IN LEGEND ARE FOR REFERENCE ONLY. CONTRACTOR REPONSIBLE FOR ALL QUANTITY TAKE-OFFS AND AREA CALCULATIONS FOR DETERMINING COST AND DELIVERY OF MATERIALS TO SITE.

SHREDDED MULCH NOTE

ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF SHREDDED COVER MULCH AVAILABLE FROM EARTHWORKS (951)782-0260

GENERAL NOTES:

ORDINANCE 859.3:
HYDROZONES WILL BE PROPERLY DESIGNATED. APPLICANT MUST INDICATE PROPOSED METHODS OF IRRIGATION.
NO OVERHEAD IRRIGATION ALLOWED WITHIN 24" OF NON-PERMEABLE SURFACES.
SUBSURFACE OR LOW-VOLUME IRRIGATION MUST BE USED FOR IRREGULARLY SHAPED AREAS, OR AREAS LESS THAN 10 FEET IN WIDTH.

IRRIGATION CONCEPT STATEMENT

NOTE: IRRIGATION TO BE A COMBINATION OF DRIP, ROTATORS, AND SPRAY IRRIGATION SYSTEMS SEPARATED BY HYDROZONES.
SPRINKLERS WILL BE SET BACK 24" AWAY FROM NON PERMEABLE PAVING IN ORDER TO PREVENT OVER SPRAY AND RUN OFF.
AN ET BASED CONTROLLER WILL BE USED IN ACCORDANCE WITH AB-1881 STATE WATER ORDINANCE. THE LANDSCAPE AND IRRIGATION PLANS CONFORM TO RIVERSIDE COUNTY ORDINANCE NO. 859.2

MAINTENANCE NOTE:

CONTINUED LANDSCAPE MAINTENANCE FOR ONSITE AND OFFSITE WITHIN RIGHT OF WAY TO BE PROVIDED BY MAJESTIC FREEWAY BUSINESS CENTER, LLC

STREET TREE SPACING

STREET	TREE TYPE	SPACING
HARVIL AVE	CHINESE PISTACHE	40' O.C.

TREE SPACING ALONG WEST, AND SOUTH P.L. 25' O.C. TYPICAL
TREE SPACING ALONG HARVILL 25' O.C. TYPICAL

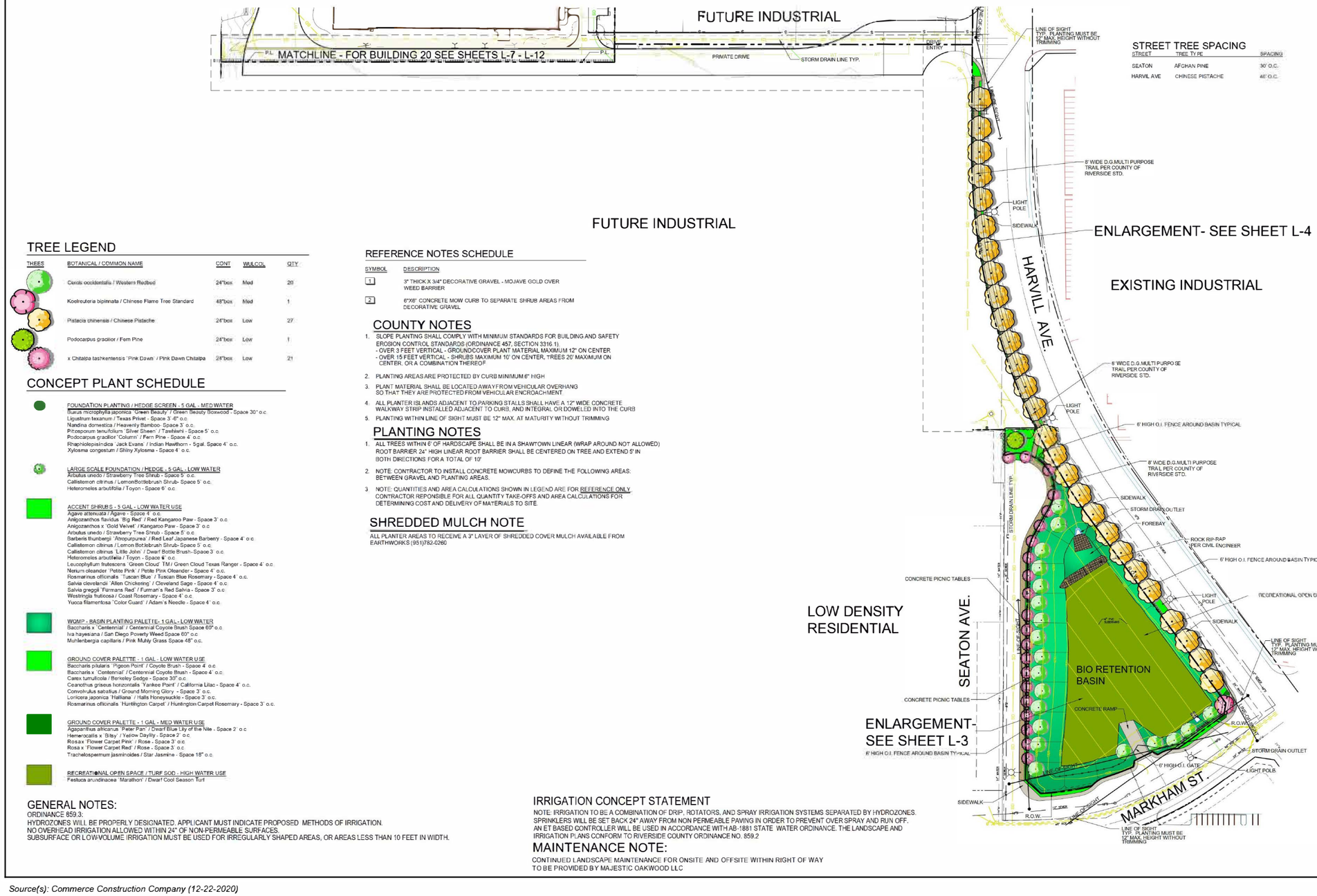
TREE ALONG THE WEST AND SOUTH SIDE SHALL MEET THE GOOD NEIGHBOR PROVISIONS FOR 50% OF THE SCREENING TO INCLUDE A MINIMUM OF 36" BOX TREES. THIS SHALL BE IMPLEMENTED WITH THE FINAL LANDSCAPE DESIGN

Source(s): Commerce Construction Company (12-22-2020)

Figure 3-7

Not to Scale

Preliminary Landscape Plan – Building 19 Site



TREE LEGEND

TREES	BOTANICAL / COMMON NAME	CONT	WUCOL	QTY
	Cercis occidentalis / Western Redbud	24"box	Med	20
	Koelreuteria bipinnata / Chinese Flame Tree Standard	48"box	Med	1
	Pistacia chinensis / Chinese Pistache	24"box	Low	27
	Podocarpus gracilior / Fern Pine	24"box	Low	1
	x Chitalpa tashkentensis 'Pink Dawn' / Pink Dawn Chitalpa	24"box	Low	21

CONCEPT PLANT SCHEDULE

FOUNDATION PLANTING / HEDGE SCREEN - 5 GAL - MED WATER
Ilsuus microphylla japonica 'Green Beauty' / Green Beauty Boxwood - Space 30" o.c.
Ligustrum texanum / Texas Privet - Space 3' -6" o.c
Nandina domestica / Heavenly Bamboo- Space 3' o.c.
Pittosporum tenuifolium 'Silver Sheen' / Tawhiwhi - Space 5' o.c.
Podocarpus gracilior 'Column' / Fern Pine - Space 4' o.c.
Rhaphiolepisindica 'Jack Evans' / Indian Hawthorn - 5gal. Space 4' o.c.
Xylosma congestum / Shiny Xylosma - Space 4' o.c.

LARGE SCALE FOUNDATION / HEDGE - 5 GAL - LOW WATER
Arbutus unedo / Strawberry Tree Shrub - Space 5' o.c.
Callistemon citrinus / LemonBottlebrush Shrub- Space 5' o.c.
Heteromeles arbutifolia / Toyon - Space 6' o.c.

ACCENT SHRUBS - 5 GAL - LOW WATER USE
Agave attenuata / Agave - Space 4' o.c.
Aniigozanthos flavidus 'Big Red' / Red Kangaroo Paw - Space 3' o.c
Aniigozanthos x 'Gold Velvet' / Kangaroo Paw - Space 3' o.c
Arbutus unedo / Strawberry Tree Shrub - Space 5' o.c.
Barberis thunbergii 'Atropurpurea' / Red Leaf Japanese Barberry - Space 4' o.c.
Callistemon citrinus / Lemon Bottlebrush Shrub- Space 5' o.c.
Callistemon citrinus 'Little John' / Dwarf Bottle Brush- Space 3' o.c.
Heteromeles arbutifolia / Toyon - Space 6' o.c.
Leucophyllum frutescens 'Green Cloud' TM / Green Cloud Texas Ranger - Space 4' o.c.
Nerium oleander 'Petite Pink' / Petite Pink Oleander - Space 4' o.c.
Rosmarinus officinalis 'Tuscan Blue' / Tuscan Blue Rosemary - Space 4' o.c.
Salvia clevelandii 'Allen Chickering' / Cleveland Sage - Space 4' o.c.
Salvia greggii 'Furmans Red' / Furman's Red Salvia - Space 3' o.c.
Westringia fruticosa / Coast Rosemary - Space 4' o.c.
Yucca filamentosa 'Color Guard' / Adam's Needle - Space 4' o.c.

WQMP - BASIN PLANTING PALETTE- 1 GAL - LOW WATER
Baccharis x 'Centennial' / Centennial Coyote Brush Space 60" o.c.
Iva hayesiana / San Diego Poverty Weed Space 60" o.c.
Muhlenbergia capillaris / Pink Muhly Grass Space 48" o.c.

GROUND COVER PALETTE - 1 GAL - LOW WATER USE
Baccharis pilularis 'Pigeon Point' / Coyote Brush - Space 4' o.c
Baccharis x 'Centennial' / Centennial Coyote Brush - Space 4' o.c.
Carex tumulicola / Berkeley Sedge - Space 30" o.c.
Ceanothus griseus horizontalis 'Yankee Point' / California Lilac - Space 4' o.c.
Convolvulus sabatius / Ground Morning Glory - Space 3' o.c.
Lonicera japonica 'Halliana' / Halls Honeysuckle - Space 3' o.c.
Rosmarinus officinalis 'Huntington Carpet' / Huntington Carpet Rosemary - Space 3' o.c.

GROUND COVER PALETTE - 1 GAL - MED WATER USE
Agapanthus africanus 'Peter Pan' / Dwarf Blue Lily of the Nile - Space 2' o.c
Hemerocallis x 'Stella' / Yellow Daylily - Space 2' o.c.
Rosa x 'Flower Carpet Pink' / Rose - Space 3' o.c
Rosa x 'Flower Carpet Red' / Rose - Space 3' o.c.
Trachelospermum jasminoides / Star Jasmine - Space 18" o.c.

RECREATIONAL OPEN SPACE / TURF SOD - HIGH WATER USE
Festuca arundinacea 'Marathon' / Dwarf Cool Season Turf

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
1	3" THICK X 3/4" DECORATIVE GRAVEL - MOJAVE GOLD OVER WEED BARRIER
2	6"X6" CONCRETE MOW CURB TO SEPARATE SHRUB AREAS FROM DECORATIVE GRAVEL

COUNTY NOTES

1. SLOPE PLANTING SHALL COMPLY WITH MINIMUM STANDARDS FOR BUILDING AND SAFETY EROSION CONTROL STANDARDS (ORDINANCE 457, SECTION 3316.1).
   - OVER 3 FEET VERTICAL - GROUNDCOVER PLANT MATERIAL MAXIMUM 12" ON CENTER
   - OVER 15 FEET VERTICAL - SHRUBS MAXIMUM 10' ON CENTER, TREES 20' MAXIMUM ON CENTER, OR A COMBINATION THEREOF
2. PLANTING AREAS ARE PROTECTED BY CURB MINIMUM 6" HIGH
3. PLANT MATERIAL SHALL BE LOCATED AWAY FROM VEHICULAR OVERHANG SO THAT THEY ARE PROTECTED FROM VEHICULAR ENCROACHMENT.
4. ALL PLANTER ISLANDS ADJACENT TO PARKING STALLS SHALL HAVE A 12" WIDE CONCRETE WALKWAY STRIP INSTALLED ADJACENT TO CURB, AND INTEGRAL OR DOWELED INTO THE CURB
5. PLANTING WITHIN LINE OF SIGHT MUST BE 12" MAX. AT MATURITY WITHOUT TRIMMING

PLANTING NOTES

1. ALL TREES WITHIN 6' OF HARDSCAPE SHALL BE IN A SHAWTOWN LINEAR (WRAP AROUND NOT ALLOWED) ROOT BARRIER 24" HIGH LINEAR ROOT BARRIER SHALL BE CENTERED ON TREE AND EXTEND 5' IN BOTH DIRECTIONS FOR A TOTAL OF 10'
2. NOTE: CONTRACTOR TO INSTALL CONCRETE MOWCURBS TO DEFINE THE FOLLOWING AREAS: BETWEEN GRAVEL AND PLANTING AREAS.
3. NOTE: QUANTITIES AND AREA CALCULATIONS SHOWN IN LEGEND ARE FOR REFERENCE ONLY CONTRACTOR REPONSIBLE FOR ALL QUANTITY TAKE-OFFS AND AREA CALCULATIONS FOR DETERMINING COST AND DELIVERY OF MATERIALS TO SITE.

SHREDDED MULCH NOTE

ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF SHREDDED COVER MULCH AVAILABLE FROM EARTHWORKS (951)782-0260

GENERAL NOTES:

ORDINANCE 859.3:
HYDROZONES WILL BE PROPERLY DESIGNATED. APPLICANT MUST INDICATE PROPOSED METHODS OF IRRIGATION.
NO OVERHEAD IRRIGATION ALLOWED WITHIN 24" OF NON-PERMEABLE SURFACES.
SUBSURFACE OR LOW-VOLUME IRRIGATION MUST BE USED FOR IRREGULARLY SHAPED AREAS, OR AREAS LESS THAN 10 FEET IN WIDTH.

IRRIGATION CONCEPT STATEMENT

NOTE: IRRIGATION TO BE A COMBINATION OF DRIP, ROTATORS, AND SPRAY IRRIGATION SYSTEMS SEPARATED BY HYDROZONES. SPRINKLERS WILL BE SET BACK 24" AWAY FROM NON PERMEABLE PAVING IN ORDER TO PREVENT OVER SPRAY AND RUN OFF. AN ET BASED CONTROLLER WILL BE USED IN ACCORDANCE WITH AB-1881 STATE WATER ORDINANCE. THE LANDSCAPE AND IRRIGATION PLANS CONFORM TO RIVERSIDE COUNTY ORDINANCE NO. 859.2

MAINTENANCE NOTE:

CONTINUED LANDSCAPE MAINTENANCE FOR ONSITE AND OFFSITE WITHIN RIGHT OF WAY TO BE PROVIDED BY MAJESTIC OAKWOOD LLC

Source(s): Commerce Construction Company (12-22-2020)

Figure 3-8

Not to Scale

Preliminary Landscape Plan – Detention Basin Site

while the southern boundary would be landscaped with a combination of 24-inch and 36-inch box Afghan pine trees. The western site boundary would be landscaped with 36-inch box African sumac (*Rhus lancea*) trees. Passenger vehicle parking areas would be landscaped with 24-inch box Chilean mesquite (*Prosopis chilensis*).

As shown on Figure 3-8, the Project's frontage with Harvill Avenue adjacent to the detention basin would be planted with Chinese pistache trees and groundcover. Seaton Avenue would be planted with pink dawn chitalpa (*Chitalpa tashkentensis* 'Pink Dawn') and groundcover, with concrete picnic tables provided in the parkway. African sumac trees would be planted adjacent to the proposed community trail connection between Seaton Avenue and Harvill Avenue. Within the detention basin, the western and southern portions of the basin would be planted with western redbud (*Cercus occidentalis*), while the slopes and the bottom of the basin would be planted with drought-resistant groundcover.

F. Walls and Fencing

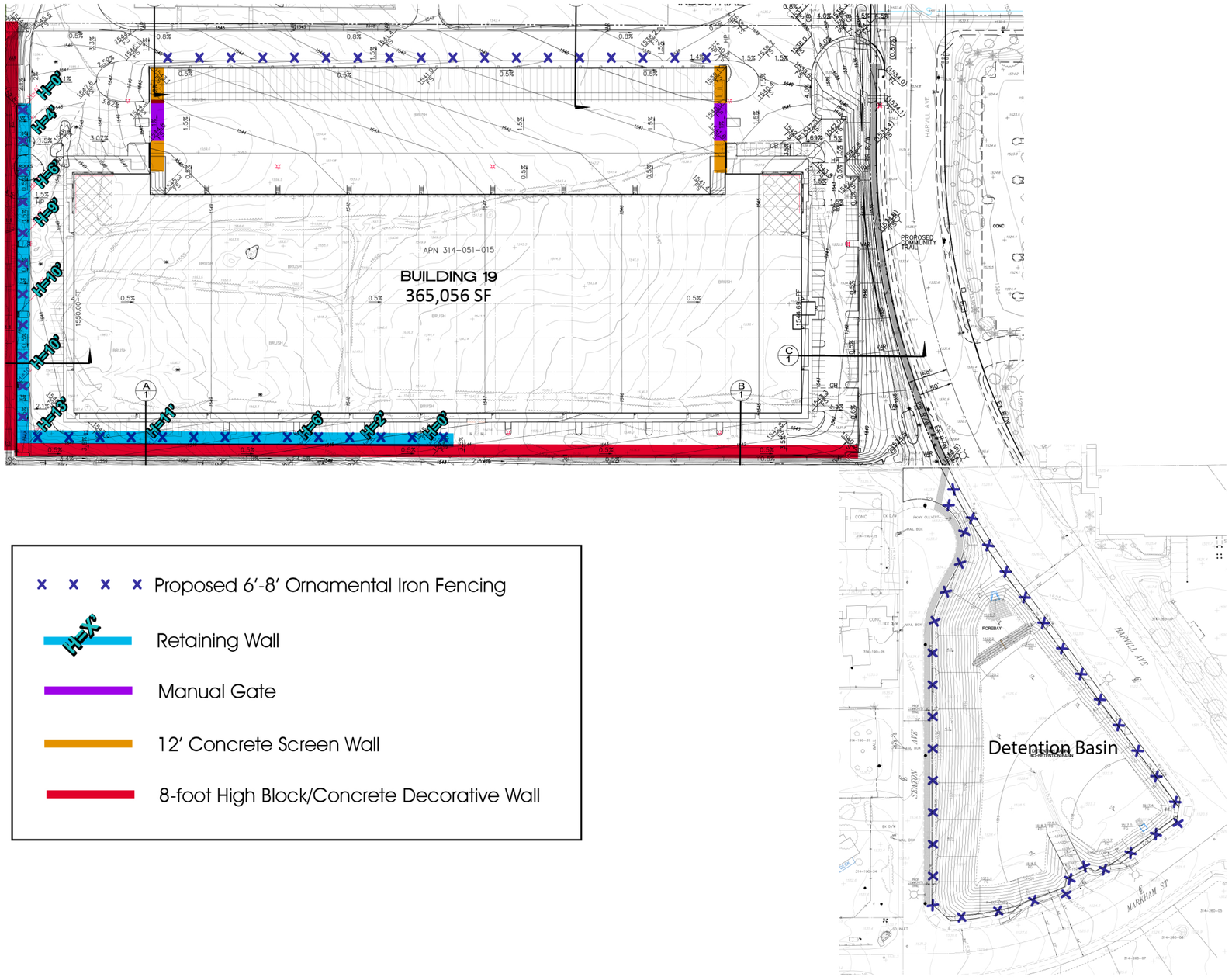
As shown on Figure 3-9, *Proposed Walls and Fencing*, screening walls and fencing are proposed for aesthetic and security purposes, while retaining walls are proposed to facilitate site grading. Along the western and southern boundaries of the Building 19 site, retaining walls up to 13 feet are proposed to facilitate site grading, atop which would be a six-foot tall Ornamental Iron (O.I.) fence. An eight-foot-tall block or concrete decorative wall also is proposed at the southern and western property lines. The decorative walls along the western and southern boundary have been designed to accommodate openings at the bottom of the walls to facilitate off-site drainage that runs on to the Project site. Six-foot tall O.I. fencing also is proposed along the boundaries of the passenger vehicle parking areas to the west and south of the building, with eight-foot tall O.I. fencing proposed along the northern edge of the truck docking court. The western and eastern access points to the loading dock area would be screened by 12-foot-tall concrete screen walls and a manual gate.

G. Water, Sewer, and Drainage

Proposed water, sewer, and drainage improvements proposed by the Project for Building 19 and the and detention basin site are depicted on Figure 3-10 and Figure 3-11, respectively. A description of the utility plan is provided below.

Water Service

Potable water service to the Project site would be provided by Eastern Municipal Water District (EMWD), while reclaimed water is not available in the area. As shown on Figure 3-10, water service for Building 19 would be provided from an existing 24-inch water line within Harvill Avenue via proposed 1.5-inch water lines to be constructed on site. In addition, 8-inch fire water mains would be constructed on site surrounding Building 19 to provide adequate water for fire protection purposes, which would connect to the existing 24-inch water main within Harvill Avenue and to the north from a planned 8-inch water main to be constructed in association with Plot Plan No. 180029. The planned 8-inch fire water line to the north would connect to an existing 12-inch water line within Old Oleander Road.

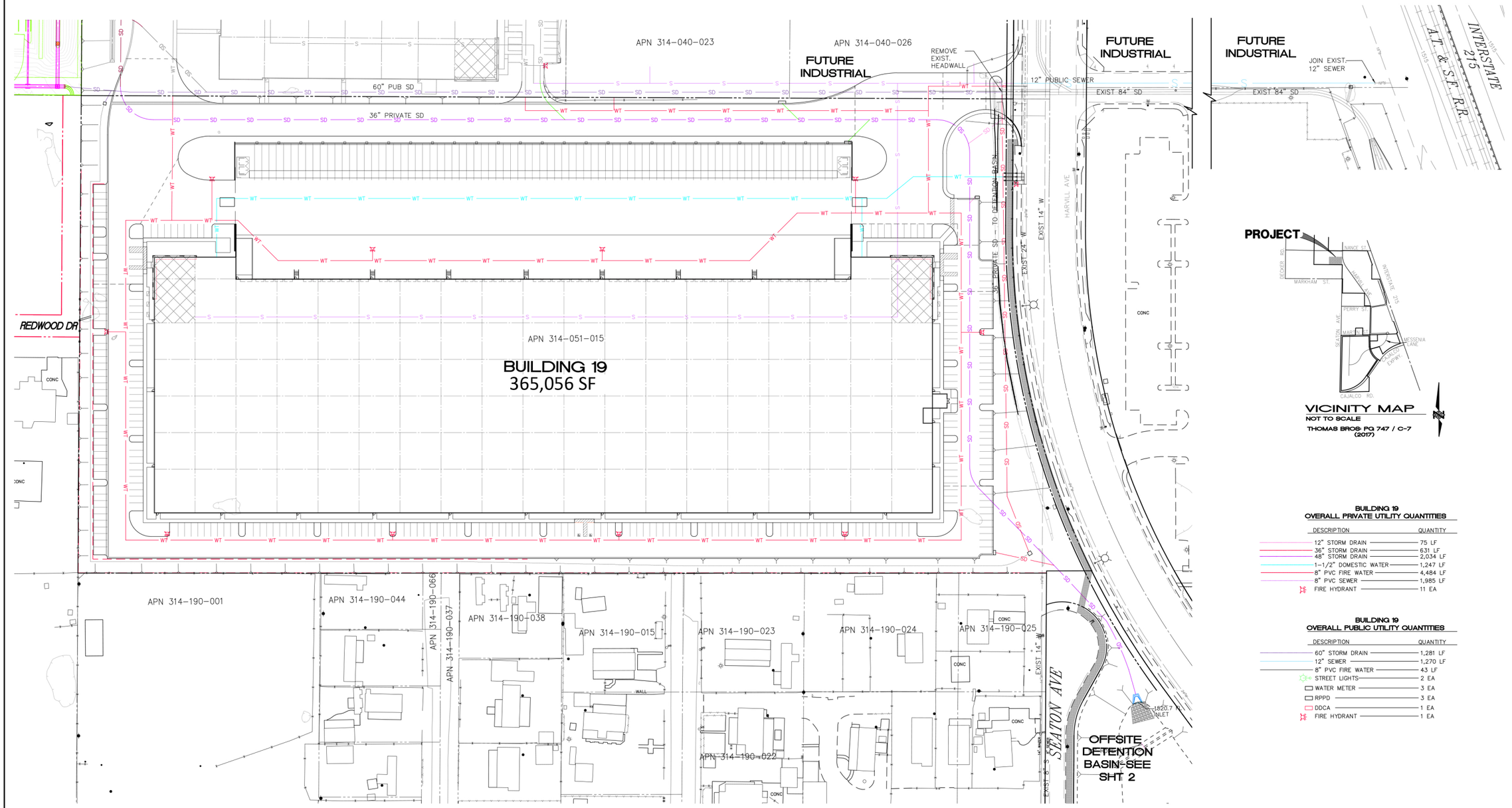


Source(s): PBLA Engineering (02-16-2021)

Figure 3-9

Not to Scale

Proposed Walls and Fencing

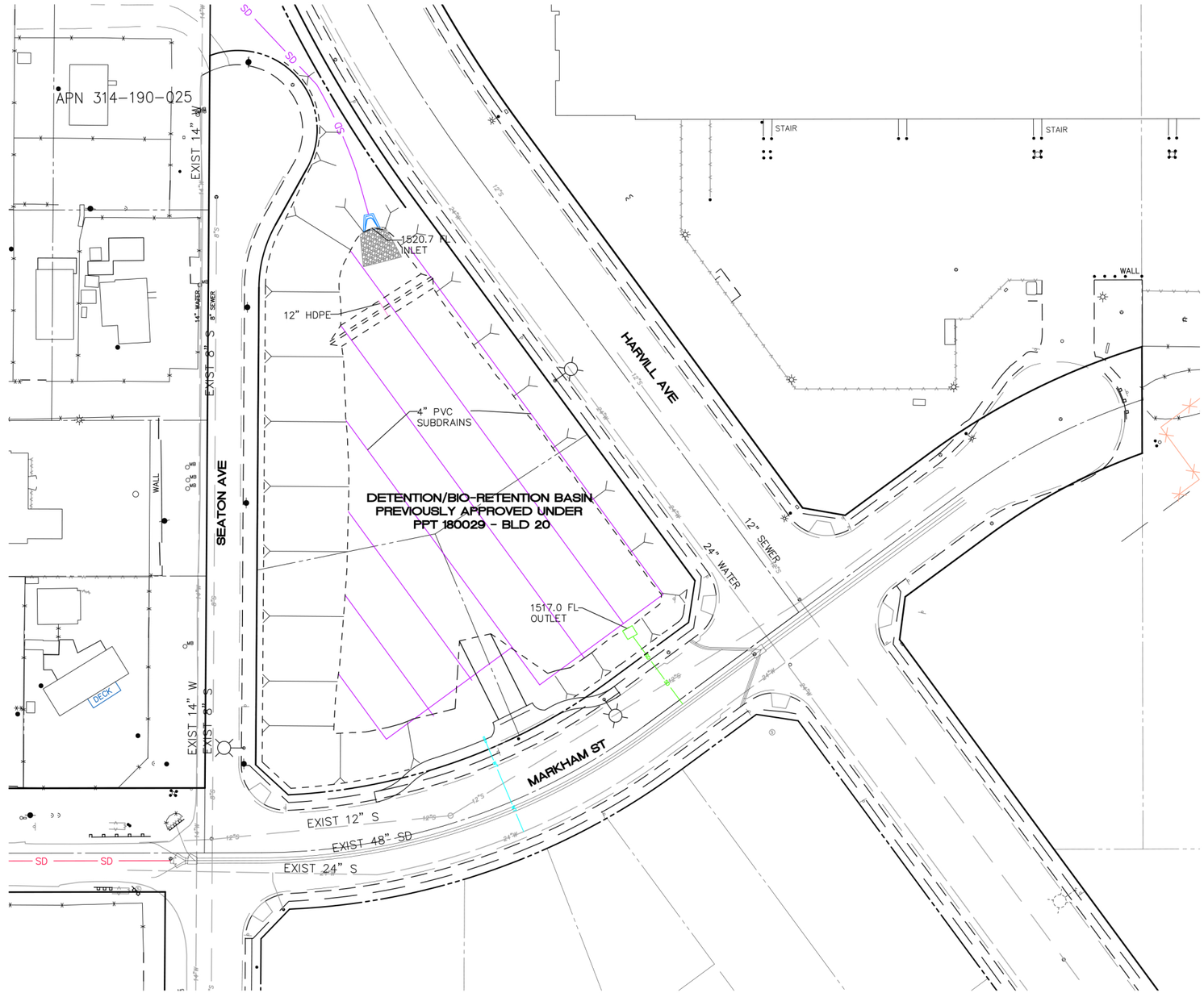


Source(s): PBLA Engineering (06-21-2021)

Figure 3-10

Not to Scale

Conceptual Utility Plan – Building 19



Source(s): PBLA Engineering (01-23-2021)

Figure 3-11

Not to Scale

Conceptual Utility Plan – Detention Basin Site

Sewer Service

Sewer service to the Project site also would be provided by the EMWD. As shown on Figure 3-10, the Project proposes to construct 8-inch sewer lines extending from the northwest corner of Building 19, which would extend easterly via a proposed off-site 12-inch public sewer within Nance Street (also known as America's Tire Drive) to an existing 12-inch sewer line located near the existing railroad tracks and I-215. Flows from the Project site ultimately would be conveyed to the EMWD's Perris Valley Water Reclamation Facility (PVRWRF), located approximately 7.5-miles southeast of the Building 19 site.

Drainage

The Project's drainage system has been designed to convey off-site flows tributary to the site, while diverting runoff from the developed portions of the Building 19 site to the proposed detention basin. Off-site flows tributary to the northwest corner of the Building 19 site would be conveyed via a proposed on-site 60-inch storm drain to an existing 84-inch storm drain that extends across Harvill Avenue and easterly within Nance Street (also known as America's Tire Drive) to existing drainage facilities, including an existing detention basin, located adjacent to I-215. Runoff tributary to the Project site from the west and south would continue to flow onto the Project site through proposed openings at the bottom of the proposed screen walls. With respect to runoff generated on the Building 19 site (including off-site flows tributary to the Project site from the west and south), a 36-inch private storm drain is proposed along the northern and eastern boundaries of the Building 19 site, which would convey on-site flows towards a proposed detention basin located at the northeast corner of Markham Street at Seaton Avenue, immediately south of the Building 19 site. Following detention and water quality treatment, these flows would then be directed via an outlet structure and proposed 24-inch storm drain line to an existing 48-inch storm drain within Markham Street.

3.2 SCOPE OF ENVIRONMENTAL ANALYSIS

3.2.1 Construction Characteristics

A. Proposed Physical Disturbance

Implementation of the proposed Project would result in full disturbance of the 22.0-acre property as well as 2.63 acres off site. The Project also would result in frontage improvements along the site's frontage with Harvill Avenue. The Project also would entail the construction of an 8-foot-wide community trail along the Building 19 site's frontage with Harvill Avenue, which would connect to an 8-foot-wide community trail along the detention basin site's frontage with Seaton Avenue. In addition, as part of the Project a turn-out for food vending trucks would be accommodated along the detention basin site's frontage with Markham Street, and picnic benches would be provided along the detention basin site's frontage with Seaton Avenue. A 24-inch storm drain pipe also would be constructed between the detention basin outflow and the existing 48-inch RCP storm drain line within Markham Street. The Project would result in additional off-site impacts at the proposed driveway entrance from Harvill Avenue. In addition, the Project Applicant proposes to construct a 12-inch sewer line across Harvill Avenue and within the alignment of Nance Street (America's Tire Drive) towards an existing 12-inch sewer main located near the AT&SF railroad tracks and I-215.

3.2.2 Operational Characteristics

A. Overview of Operational Characteristics

At this time, the occupants of the proposed Project's buildings are unknown. This EIR Addendum assumes the proposed buildings would be operational 24 hours per day, 365 days per year, with exterior areas lit at night. Lighting would be subject to compliance with Riverside County Ordinance Nos. 655 and 915, which were adopted to prevent significant skyglow or lighting levels affecting other properties. The buildings are designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays and trailer parking stalls. No refrigerated warehouse space is proposed as part of the Project.

B. Future Employment

Because users of the Project's buildings are not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of analysis, employment estimates have been calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimated that light industrial business would employ one (1) worker for every 1,030 s.f. of building area. Based on this employment generation rate, the Project is expected to create approximately 354 new, recurring jobs (365,056 s.f. ÷ 1,030 = 354). (Riverside County, 2015, Appendix E, Table ES-5)

C. Future Traffic

As indicated in Table 3-3, *Project Trip Generation Summary*, buildout of the proposed Project is anticipated to result in a net total of 514 actual vehicle trip-ends per day with 28 AM peak hour trips and 36 PM peak hour trips. In comparison, the proposed Project is anticipated to generate a net total of 768 Passenger Car Equivalent (PCE) trip-ends per day, with 45 PCE AM peak hour trips and 49 PCE PM peak hour trips. (Urban Crossroads, 2021, Table 4-2)

3.2.3 Related Environmental Review and Consultation Requirements

Riverside County has primary approval responsibility for the proposed Project. As such, the County is serving as the Lead Agency for this EIR Addendum pursuant to CEQA Guidelines § 15050. As indicated in subsection 1.4.6, the County's Planning Commission will consider the Project's requested Plot Plan application as part of a publicly-noticed hearing and will have the authority to approve, conditionally approve, or deny the proposed Project. Upon approval of the Project and approval of this EIR Addendum, the County would conduct administrative reviews and grant ministerial permits and approvals to implement the Project. At this time, no federal approvals or permits are anticipated to be necessary. The Project would require issuance of a 1602 Streambed Alteration agreement by the California Department of Fish and Wildlife (CDFW) for impacts of up to 0.12 acre (651 linear feet) of CDFW jurisdictional areas (none of which consists of vegetated riparian habitat). The Project also would require issuance of a Section 13260 Waste Discharge Order pursuant to the California Water Code (CWC) by the Santa Ana Regional Water Quality Control Board (RWQCB) for impacts to 0.07 acre of RWQCB jurisdictional

Table 3-3 Project Trip Generation Summary

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
High-Cube Transload & Short-Term Storage	365.056	TSF							
Passenger Cars:			16	5	21	8	21	29	348
2-axle Trucks:			*1*	*0*	*1*	*0*	*1*	*1*	*28*
3-axle Trucks:			*1*	*0*	*1*	*0*	*1*	*1*	*34*
4+-axle Trucks:			*4*	*1*	*5*	*1*	*4*	*5*	*104*
Total Trucks:			6	1	7	1	6	7	166
Total Trips (Actual)[2]			**22**	**6**	**28**	**9**	**27**	**36**	**514**
Passenger Car Equivalent (PCE):									
High-Cube Transload & Short-Term Storage	365.056	TSF							
Passenger Cars:			16	5	21	8	21	29	348
2-axle Trucks (PCE):			*2*	*1*	*3*	*1*	*1*	*2*	*42*
3-axle Trucks (PCE):			*3*	*1*	*4*	*1*	*2*	*3*	*68*
4+-axle Trucks (PCE):			*13*	*4*	*17*	*4*	*11*	*15*	*310*
Total Trucks (PCE):			18	6	24	6	14	20	420
Total Trips (PCE)[2]			**34**	**11**	**45**	**14**	**35**	**49**	**768**

[1] TSF = thousand square feet

[2] TOTAL TRIPS = Passenger Cars + Truck Trips.

(Urban Crossroads, 2021, Table 4-2)

drainages, and the issuance of a National Pollutant Discharge Elimination System (NPDES) Permit by the RWQCB. Coverage under a NPDES Permit is required for all construction projects in the State that disturb more than one acre of land. Table 3-4, *Matrix of Project Approvals/Permits*, provides a summary of the agencies responsible for subsequent ministerial approvals associated with the Project. This EIR Addendum covers all federal, State, and local government approvals which may be needed to construct or implement the proposed Project, whether or not explicitly noted in Table 3-4.

Table 3-4 Matrix of Project Approvals/Permits

PUBLIC AGENCY	APPROVALS AND DECISIONS
RIVERSIDE COUNTY	
PROPOSED PROJECT – RIVERSIDE COUNTY DISCRETIONARY APPROVALS	
Riverside County Planning Director's Hearing	• Approve, conditionally approve, or deny proposed Plot Plan No. 180032.
Subsequent Riverside County Discretionary and Ministerial Approvals	
Riverside County Building and Safety Department	• Issue Grading Permits. • Issue Building Permits. • Approve Roadway Frontage Improvements. • Issue Encroachment Permits. • Issue Conditional Use Permits, if required.
Other Agencies – Subsequent Approvals and Permits	
California Department of Fish and Wildlife (CDFW)	• Issuance of a Section 1602 Streambed Alteration Agreement
Santa Ana Regional Water Quality Control Board (RWQCB)	• Issuance of a Construction Activity General Construction Permit • Compliance with National Pollutant Discharge Elimination System (NPDES) Permit • Issuance of a Section 13260 Waste Discharge Order
Riverside County Flood Control & Water Conservation District (RCFCWCD)	• Approvals for construction of the proposed detention basin

4.0 Environmental Checklist

Environmental Assessment (EA)/CEQA Case Number: Case No. CEQ180115
Project Case Type(s) and Number(s): Plot Plan No. 180032
Lead Agency Contact Person: Russell Brady; (951) 955-3025
Lead Agency Address: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501
Applicant Contact Person: John Semcken
Telephone Number: (562) 948-4306
Applicant's Name: Majestic Realty Co.
Applicant's Address: 13191 Crossroads Parkway North, 6th Floor; City of Industry, CA 91746
Engineer's Name: Steve Levisee, PBLA Engineering, Inc.
Engineer's Address: 4790 Irvine Blvd, Suite 105-262; Irvine, CA 92620

4.1 PROJECT INFORMATION

A. Project Description: The Project Applicant proposes a Plot Plan (PP No. 180032) to allow for the construction of one high-cube transload short-term warehouse building (herein, "Building 19") on a 19.4-acre site and a detention basin on a 2.6-acre site. Building 19 is proposed on a 19.4-acre site located west of Harvill Avenue, south of Nance Street (also known as America's Tire Drive), east of Decker Road, and north of Markham Street, and would contain approximately 347,672 s.f. of building area; however, for purposes of analysis herein, it is assumed Building 19 would comprise up to 365,056 s.f. of building area in order to account for any minor changes to the building area as part of final design. Additionally, a detention basin is proposed on an approximately 2.6-acre site located south of the Building 19 site, west of Harvill Avenue, east of Seaton Avenue, and north of Markham Street, which would provide water quality treatment and detention for runoff from the Building 19 site. Please refer to Section 3.0 for a comprehensive description of the proposed Project evaluated herein.

B. Type of Project:
Site Specific ☒ Countywide ☐ Community ☐ Policy ☐

C. Total Project Area: 22.0 Acres

Residential Acres: 0	**Lots**: 0	**Units**: 0	**Projected No. of Residents**: 0
Commercial Acres: 0	**Lots**: 0	**Sq. Ft. of Bldg. Area**: 0	**Est. No. of Employees**: 0
Industrial Acres: 19.4 acres	**Lots**: N/A	**Sq. Ft. of Bldg. Area**: 365,056 s.f.	**Est. No. of Employees**: 354
Other: Detention Basin (2.6 acres)	**Lots**: N/A	**Sq. Ft. of Bldg. Area**: N/A	**Est. No. of Employees**: N/A

D. Assessor's Parcel No(s): 314-051-015, 314-260-010, 314-260-011, and 314-260-012

E. Street References: West of and adjacent to Harvill Avenue, north of Markham Street, and south of Nance Street (America's Tire Drive).

F. Section, Township & Range Description or reference/attach a Legal Description: Sections 1 and 2, Township 4 South, Range 4 West, San Bernardino Baseline and Meridian.

G. Brief description of the existing environmental setting of the project site and its surroundings: Under existing conditions the 22.0-acre site is undeveloped and has been fully disturbed as part of grading activities that occurred in the early 1990s as part of "Oakwood Business Park" (CFD 88-8). The majority of the property consists of disturbed vegetation that is routinely disced for fire abatement purposes. Several existing informal dirt trails traverse the Project site.

The Project site is surrounded by improved roadways, including Harvill Avenue, Seaton Avenue, and Markham Street. To the west of the Project site are rural residential land uses and undeveloped lands. Lands to the north of the Project site include disturbed and undeveloped lands that are planned for light industrial development. To the east of the Project site are an existing light industrial building and vacant and undeveloped lands that are planned for light industrial uses. Land to the south of the Project site includes rural residential land uses, with undeveloped lands that are planned for light industrial uses to the south of the detention basin site.

4.2 APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. Land Use: The Project site is located within the Mead Valley Area Plan (MVAP) of the County of Riverside's General Plan, and is within the Majestic Freeway Business Center Specific Plan (MFBCSP, Specific Plan No. 341). The General Plan and MVAP designate the site for "Light Industrial (LI)" land uses, which allows for Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses (Riverside County, 2018, p. 11 and Figure 3). The Project site also is located within a portion of MFBCSP Planning Areas 5 and 6, which are designated by the MFBCSP for "Light Industrial" land uses. The Light Industrial land use designation of the MFBCSP is intended to provide for light manufacturing and warehouse/distribution uses that provide employment opportunities for area residents. (Webb, 2005, pp. III-4 and III-5)

2. Circulation: The proposed Project was reviewed for conformance with County Ordinance No. 461 by the Riverside County Transportation Department. Adequate circulation facilities exist and are proposed to serve the proposed Project. The proposed Project meets with all applicable circulation policies of the General Plan.

3. Multipurpose Open Space: No natural open space land is required to be preserved within the boundaries of this Project. The Project would be consistent with or otherwise would not conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The proposed Project meets with all other applicable Multipurpose Open Space Element Policies.

4. **Safety**: The proposed Project allows for sufficient provision of emergency response services to the existing and future users of the Project through the Project's design. The proposed Project meets with all other applicable Safety Element policies.

5. **Noise:** The proposed Project meets with all applicable Noise Element policies. Consistent with the findings of EIR No. 466, the proposed Project would not exceed Riverside County noise standards.

6. **Housing**: No housing is proposed as part of the Project, the Project site is not planned for residential housing, and the Project would not displace any existing housing. There are no impacts to housing as a direct result of this Project.

7. **Air Quality**: EIR No. 466 determined that air quality impacts during construction would exceed the SCAQMD's construction significance thresholds for volatile organic compounds (VOCs) and nitrogen oxides (NO_X) and would therefore result in significant unavoidable impacts. EIR No. 466 also disclosed that operations associated with buildout of the MFBCSP would result in significant and unavoidable impacts due to emissions of VOCs, NO_X, carbon monoxide (CO), and PM_{10}. The proposed Project would be subject to the air quality mitigation measures identified by EIR No. 466, which address both construction-related and operational-related air quality emissions. The Project also would be subject to applicable SCAQMD requirements. Moreover, construction of the proposed Project would result in lower emission levels than disclosed by EIR No. 466 due to advancements in construction equipment technology and efficiency since EIR No. 466 was certified. Additionally, the Project would result in a substantial reduction in the amount of traffic generated by development on the site as compared to what was evaluated in EIR No. 466, which also would result in substantial reductions in operational air quality emissions as compared to what was evaluated in EIR No. 466. The proposed Project is consistent with or otherwise would not conflict with all applicable Air Quality Element policies.

8. **Healthy Communities**: A Project-specific Health Risk Assessment (HRA; *Technical Appendix A*) was prepared for the proposed Project, which determined that the Project would not result in any significant localized air quality impacts affecting nearby sensitive receptors (i.e., residential uses). The Project accommodates sidewalk connections and entails the installation of community trail segments along Seaton Avenue and Harvill Avenue, in conformance with the MVAP, which would encourage walking and physical activity. The Project site is not environmentally sensitive or subject to severe natural hazards. The Project also would provide for local jobs, which would assist the County in reducing the substantial out-of-county job commutes. The proposed Project is consistent with or otherwise would not conflict with all applicable policies of the Healthy Communities Element.

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

C. Foundation Component(s): Community Development

D. Land Use Designation(s): General Plan and MVAP: Light Industrial; MFBCSP: Light Industrial.

E. Overlay(s), if any: None.

F. Policy Area(s), if any: Mt. Palomar Night Time Lighting Policy Area.

G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any: Areas surrounding the Project site occur within the MVAP. Areas to the north and east of the Project site, as well as areas south of the detention basin site, are within the "Community Development" Foundation Component, while areas to the south and west of the Building 19 site are within the "Community Development" and "Rural Community" Foundation Components. Areas to the north and east of the Project site are designated for "Light Industrial" development, as are lands to the south of the detention basin site. Lands to the west and south of the Building 19 site are designated for "Rural Community - Very Low Density Residential" and "Business Park" land uses. The Project site and surrounding areas are located within the Mt. Palomar Night Time Lighting Policy Area.

H. Adopted Specific Plan Information

1. Name and Number of Specific Plan, if any: Majestic Freeway Business Center Specific Plan (Specific Plan No. 341)

2. Specific Plan Planning Area, and Policies, if any: The Project site is located within Planning Area 5 and Planning area 6 of the Majestic Freeway Business Center Specific Plan (MFBCSP), Specific Plan No. 341 (SP 341). There are no policies in the MFBCSP that relate specifically to Planning Area 5 and Planning Area 6 beyond standard compliance with the development standards and design guidelines set forth by SP 341.

I. Existing Zoning: "I-P (Industrial Park)" and "M-SC (Manufacturing – Service Commercial)"

J. Proposed Zoning, if any: There are no changes proposed to the site's zoning classification.

K. Adjacent and Surrounding Zoning: North: I-P and M-SC; East: I-P and M-SC; South: I-P, M-SC, and "Rural Residential, 1-acre minimum lot size (R-R-1)"; and West: I-P, RR-1, and "Rural Residential (R-R)."

4.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (☒) would be potentially affected by this project, involving at least one impact that is a "New Significant Impact" or "More Severe Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Hazards & Hazardous Materials	☐ Recreation
☐ Agriculture & Forest Resources	☐ Hydrology/Water Quality	☐ Transportation
☐ Air Quality	☐ Land Use / Planning	☐ Tribal Cultural Resources
☐ Biological Resources	☐ Mineral Resources	☐ Utilities/Service Systems

☐ Cultural Resources	☐ Noise	☐ Wildfire
☐ Energy	☐ Paleontological Resources	☐ Mandatory Findings of Significance
☐ Geology/Soils	☐ Population/Housing	
☐ Greenhouse Gas Emissions	☐ Public Services	

4.4 DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED:

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

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

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

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED:

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

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

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

☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial

changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following: (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration; (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration; (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or, (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature

September 16, 2021
Date

Russell Brady
Printed Name

For John Hildebrand, Planning Director

5.0 Environmental Analysis

5.1 ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Cod §§ 21000-21178.1), this Initial Study (IS) has been prepared to analyze the proposed Project to determine any potential significant impacts upon the environment beyond those disclosed in EIR No. 466 that would result from construction and implementation of the Project. In accordance with California Code of Regulations § 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration (MND), Environmental Impact Report (EIR), or Addendum to a previous EIR or MND is required for the proposed Project. The purpose of this Initial Study is to inform the decision makers, affected agencies, and the public of potential environmental impacts associated with implementation of the proposed Project.

5.1.1 Aesthetics

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
I. Scenic Resources a. Have a substantial adverse effect upon a scenic highway corridor within which it is located?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

EIR No. 466 Finding: EIR No. 466 noted that at the time, the Majestic Freeway Business Center Specific Plan (MFBCSP) site was largely graded and vacant with streets, sidewalks, and gutters in place. While some rock outcroppings and eucalyptus trees in the southern portions were noted, EIR No. 466 determined that these features do not have scenic significance and that their removal would not comprise damage to scenic resources. The Initial Study and Notice of Preparation (IS/NOP) prepared for EIR No. 466 determined that Specific Plan No. 341 (SP 341) would have no impact upon scenic highways; thus, impacts to scenic highways were not studied in detail in EIR No. 466. (Webb, 2005, pp. IV-27 and IV-33)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, there are no officially-designated State scenic highways in the Project vicinity, nor are there any County-designated scenic highways. The nearest officially-designated State scenic highway is the portion of State Route 74 (SR-74) located east of the City of Hemet, which is approximately 23.4 miles southeast of the Project site. The nearest State-eligible scenic highway is State Route 74 (SR-74), located approximately 4.8 miles south of the Project site, while Interstate 215 (I-215), located 0.3 mile east of the Project site, is designated as a County-eligible scenic highway. (Caltrans, 2011; Riverside County, 2018, Figure 10) Due to distance and intervening topography and development, buildings proposed by the Project Applicant would not be visible from any segments of SR-74; thus, the Project would not result in any impacts to State scenic highways (Google Earth, 2018). Although the buildings proposed by the Project Applicant would be visible from nearby segments of I-215, the I-215 is not officially designated as a scenic highway corridor. Moreover, the Project site is located in an area that is characterized by industrial uses along I-215 and between I-215 and the Project site; thus, the building proposed by the Project Applicant would appear as an extension of the existing development pattern in the area. Additionally, Riverside County reviewed the Project's design elements for conformance with the development standards and design guidelines prescribed by the MFBCSP, and determined that all Project components are consistent with the MFBCSP. A detailed analysis of the Project's consistency with the MFBCSP is provided in *Technical Appendix J* (T&B Planning, 2021). As the MFBCSP development standards and design guidelines were crafted to preclude aesthetically offensive conditions, the Project would not result in a significant adverse effect on views available from nearby segments of I-215. Accordingly, Project impacts to scenic highway corridors would be less than significant. Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact as previously identified and analyzed in EIR No. 466.

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

c) In non-urbanized areas, would the proposed Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area,

would the project conflict with applicable zoning and other regulations governing scenic quality?

EIR No. 466 Finding: EIR No. 466 noted that the MFBCSP site was largely graded and vacant with streets, sidewalks, and gutters in place. While some rock outcroppings and eucalyptus trees were noted as occurring in the southern portions of the MFBCSP site, EIR No. 466 determined that these features do not have scenic significance and that their removal would not comprise damage to scenic resources; thus, EIR No. 466 concluded that impacts to scenic resources would not occur. (Webb, 2005, p. IV-33)

With respect to scenic vistas and views open to the public, EIR No. 466 noted that the San Gabriel Mountains to the northwest, the San Bernardino Mountains to the north and northeast, and the San Jacinto Mountains to the east all are visible in the MFBCSP area. Lesser scenic features noted in EIR No. 466 include the Lakeview Mountains to the southeast, and the Bernasconi Hills around Lake Perris to the east. EIR No. 466 determined that views of these features are not limited to the MFBCSP site, views of these resources are common in the area, and that buildout of the MFBCSP would not interfere with any views of these mountains from I-215 or properties north or south of the MFBCSP area. Due to the common availability of the views of the distant mountains from throughout the Perris Valley and the limited area within which these views will be obstructed by the MFBCSP, EIR No. 466 concluded that the MFBCSP would result in less-than-significant impacts to scenic vistas or views open to the public. (Webb, 2005, pp. IV-33 and IV-34)

EIR No. 466 noted that the site contained a lack of natural scenic characteristics due to previous grading, infrastructure construction, and the proximity of I-215. EIR No. 466 indicated that the new structures constructed as part of the MFBCSP could be considered aesthetically offensive due to their size and the fact that they are new buildings within a viewshed that includes few structures. However, EIR No. 466 noted that all future development within MFBCSP would be subject to the development standards and design guidelines of SP 341, including architectural elements, setbacks, landscaping, and screen walls. As a consequence, EIR No. 466 concluded that impacts due to the creation of an aesthetically offensive site open to public view would be less than significant. (Webb, 2005, pp. IV-34 and IV-35)

No Substantial Change from Previous Analysis: As previously depicted on Figure 2-4, under existing conditions and consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site has been largely disturbed by past grading activities. Implementation of the Project would convert a portion of the Project site from an undeveloped parcel of land to light industrial and detention basin uses. Development of the Project site would be governed by SP No. 341 as well as proposed PP No. 180032, which contain site planning, architectural, and landscape architectural specifications to ensure that the site is developed in a manner that is not aesthetically offensive and is visually compatible with existing warehouse development on surrounding parcels. Landscaping also is proposed throughout the Project site to soften the appearance of parking areas and the proposed light industrial buildings. The Project would not create an aesthetically offensive site open to public view. Furthermore, there are no prominent vistas available from the Project site, and views of regional components of the viewshed, such as the San Bernardino Mountains to the north, would continue to be available in the surrounding areas. Accordingly, implementation of the proposed Project would not substantially damage scenic resources,

obstruct any prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to public view, and impacts would be less than significant.

The Project site is located in an urbanized area and was reviewed by Riverside County for compliance with all development regulations, design guidelines, and other requirements of the MFBCSP, including requirements related to visual quality. As demonstrated in *Technical Appendix J*, the Project would not conflict with any MFBCSP policies related to visual quality (T&B Planning, 2021). The Project also was found to be consistent with all relevant goals and policies of the Riverside County General Plan related to visual quality. The Project would be consistent with County ordinance requirements related to visual quality, including Riverside County Ordinance No. 655 (Regulating Light Pollution) and Ordinance No. 915 (Regulating Outdoor Lighting), as would be assured through the County's future review of implementing building permit applications. As such, the Project would not conflict with applicable zoning or other regulations governing scenic quality, and a less-than-significant impact would occur.

Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
2. Mt. Palomar Observatory a. Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	☐	☐	☐	☒

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

EIR No. 466 Finding: EIR No. 466 noted that the MFBCSP site is located within 45 miles of the Mt. Palomar Observatory, and therefore would be subject to Riverside County Ordinance No. 655. EIR No. 466 determined that adherence to the regulations set forth in Riverside County Ordinance No. 655 would allow future development within the MFBCSP to avoid interfering with nighttime astrological observations at the Mt. Palomar Observatory, and that the proper shielding of lighting and the use of lighting types as identified in Ordinance No. 655 would ensure that the future development within the MFBCSP would have a less-than-significant impact on activities at the Observatory. (Webb, 2005, p. IV-35)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 466, the Project site is located approximately 41.1 miles northwest of the Mount Palomar Observatory and has the potential to create lighting levels that could adversely affect the nighttime operation of this facility

(Google Earth, 2018). As indicated by EIR No. 466, the proposed Project would be required to comply with Riverside County Ordinance No. 655, which was adopted to prevent significant lighting impacts that could affect the nighttime use of the Mount Palomar Observatory. Due to the 41.1-mile distance between the Project site and the Mount Palomar Observatory, the Project would be subject to the provisions of Ordinance No. 655 pertaining to Zone B. Ordinance No. 655 encourages the use of low-pressure sodium lamps, and requires all nonexempt outdoor fixtures to be shielded to prevent sky glare. (Riverside County, 1988) Compliance with Ordinance No. 655 is mandatory and would be assured through future County review of building permit applications. Project impacts to the Mount Palomar Observatory would be less than significant with mandatory compliance to Ordinance No. 655. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
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?	☐	☐	☐	☒
b. Expose residential property to unacceptable light levels?	☐	☐	☐	☒

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

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

EIR No. 466 Finding: EIR No. 466 noted that development within the MFBCSP would be required to comply with Riverside County Ordinance No. 655, which limits light pollution emissions, thus reducing the amount of light that may interfere with residential uses. EIR No. 466 also indicated that the MFBCSP design guidelines require lot lighting to be located, where possible, on the buildings, thereby reducing the need for light poles located on the site perimeter. In addition, EIR No. 466 determined that there were few residences located immediately adjacent to the MFBCSP site. In areas where the uses do abut one another, EIR No. 466 noted that the zoning-required setbacks of 50 feet with required landscaping would reduce interference with residential uses. EIR No. 466 concluded that compliance with Ordinance No. 655 and the MFBCSP design guidelines would result in a less-than-significant effect upon nighttime views in the area and would prevent the exposure of residential uses to unacceptable light levels. (Webb, 2005, p. IV-35)

EIR No. 466 indicated that development within the MFBCSP would be required to comply with all regulations and guidelines pertaining to its proximity to March Air Reserve Base Airport (MARB), including requirements to avoid the creation of glare that could impede the vision of aircraft pilots. Additionally, EIR No. 466 noted that the proposed building elevations would consist primarily of earth-tone colors with few windows that could create glare. As such, EIR No. 466 concluded that impacts due to glare would be less than significant. (Webb, 2005, p. IV-35)

No Substantial Change from Previous Analysis: Under existing conditions, and consistent with the conditions that existed when EIR No. 466 was certified, the Project site is undeveloped and vacant, and contains no sources of artificial lighting. The Project Applicant proposes to develop the site with one high-cube transload short-term warehouse building, and would introduce new lighting elements on site to illuminate the parking areas, truck docking areas, and building entrances. Ordinance No. 915 requires that all outdoor luminaires (other than street lighting) must be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. (Riverside County, 2012) With exception of roadway lighting, all lighting proposed by the Project Applicant would be required to comply with Riverside County Ordinance No. 915. Compliance with Ordinance No. 915 would be assured through future County review of building permit applications. Mandatory compliance with Ordinance No. 915 would ensure that Project-related lighting would not create a new source of substantial light or glare which could adversely affect day or nighttime views in the area. Additionally, street lighting as proposed along Harvill Avenue and Old Oleander Road would be subject to the requirements of Section 22 of Ordinance No. 461, which has been designed to preclude light and glare impacts associated with street lighting throughout the County.

As part of the Project's Plot Plan, a photometric analysis was conducted to evaluate lighting levels associated with the proposed development. As shown on the photometric plan (refer to Sheet E1.11 of the Project's application materials), Project lighting would not expose any residential properties to the south or west to adverse lighting effects. Because residential uses occur only to the south and west of the Project site, the Project would not expose residential properties to unacceptable light levels, and no impact would occur.

With respect to glare, a majority of Project building elements would consist of tilt-up concrete panels, although the main corners of the buildings would include glass elements. While window glazing has a potential to result in minor glare effects, such effects would not adversely affect daytime views of surrounding properties, including motorists along adjacent roadways, because the glass proposed by the Project Applicant would be low-reflective. Areas proposed for window glazing also would be limited, as shown on the Project's application materials. Furthermore, any potential glare effects would be reduced due to proposed landscaping and perimeter walls. Thus, glare impacts from proposed building elements would be less than significant.

However, the Project's building roof designs would accommodate the installation of solar panels. Pursuant to conditions of approval imposed on the Project by the Riverside County Airport Land Use Commission ("ALUC"; refer to the discussion under Thresholds 22a. through 22.d in subsection 5.1.9, and the Project's Conditions of Approval [COAs]), prior to the installation of any solar panels on the roof, a

solar glare study would be required with a performance standard to demonstrate that glare from the solar panels would not adversely affect aircraft operations at the March Air Reserve Base (MARB). The solar glare study would be subject to review and approval by the ALUC, which would preclude any significant glare impacts associated with the installation of solar panels. There are no other components of the Project that would produce glare impacts during daytime or nighttime hours. Accordingly, a less-than-significant glare impact would occur.

Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.2 Agriculture and Forest Resources

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
4. Agriculture a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	☐	☐	☐	☒
c. Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	☐	☐	☐	☒
d. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP for EIR No. 466 determined that most of the MFBCSP is identified as "Farmland of Local Importance." Small portions of the MFBCSP site were classified as "Urban" and "Built up Land" and "Other Land." As a consequence, the IS/NOP for EIR No. 466 concluded that buildout of the MFBCSP would not convert Prime Farmland, Unique Farmland, or Statewide Farmland into a nonagricultural land use and that impacts would be less than significant. (Webb, 2005, Appendix A, p. 9)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, and according to mapping information from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the Project site is classified as containing "Farmland of Local Importance." Areas surrounding the Project site are classified as "Farmland of Local Importance" and "Urban and Built-Up Land." (CDC, n.d.) Thus, the Project site and surrounding areas do not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), and the Project site and surrounding areas are not currently in agricultural use. Thus, the Project would have no potential to convert Farmland to non-agricultural use. As such, no impact to Farmland would occur as a result of the Project. The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that the areas proposed for development by the MFBCSP did not contain existing agricultural land uses. In addition, the parcels that comprise the MFBCSP site were not listed on the County Assessor's database as being subject to a Williamson Act Contract or being within an agricultural preserve. Therefore, the IS/NOP for EIR No. 466 concluded that no impacts to existing agricultural uses or Williamson Act contracts would occur, and this topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 9)

No Substantial Change from Previous Analysis: The Project site is zoned for "I-P (Industrial Park)" and "M-SC (Manufacturing – Service Commercial)"; thus, the Project site is not zoned for agricultural use, and no agricultural uses occur on-site or on immediately-adjacent properties under existing conditions. Areas to the north, east, and southeast are zoned for "I-P" and "M-SC." Areas to the west and south of the Project site are zoned for "Rural Residential, 1-acre minimum lot size (R-R-1)," "R-R (Rural Residential)," and "I-P." Thus, the Project would not conflict with existing agricultural zoning or existing agricultural use, and impacts would be less than significant.

According to mapping information available from the CDC, the Project site and surrounding areas are not subject to a Williamson Act contract. The nearest land subject to a Williamson Act Contract is located

approximately 2.6 miles west of the Project site. Additionally, according to Riverside County GIS, the Project site and surrounding areas are not located within an existing County Agricultural Preserve. The nearest land subject to an Agricultural Preserve also occurs approximately 2.6 miles west of the Project site. (RCIT, 2020) As such, the Project would result in no impacts to lands subject to a Williamson Act Contract or lands located within an Agricultural Preserve.

Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that the MFBCSP site was located within 300 feet of agriculturally zoned property, which is located west of the southernmost portion of the MFBCSP area and west of Seaton Avenue. These properties were zoned A-1-1 (Light Agriculture with a 1-acre minimum lot size). The IS/NOP for EIR No. 466 noted that all future development within the MFBCSP area would be required to comply with Riverside County Ordinance No. 625 (Right-To-Farm), which would reduce potential impacts to less-than-significant levels. This issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 9)

No Substantial Change from Previous Analysis: As noted above, and similar to the conditions that existed when the IS/NOP for EIR No. 466 was prepared, the Project site is not located within 300 feet of any agriculturally-zoned property. The nearest property zoned for agricultural use, which is zoned "A-1-1 (Light Agriculture, minimum one-acre lot size)," occurs approximately 685 feet south of the Project site (RCIT, 2020; Riverside County, 1994). As such, the Project would not cause development of non-agricultural uses within 300 feet of agriculturally-zoned property (Ordinance No. 625 "Right-to-Farm") and no impact would occur. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that development of the MFBCSP site would not require the extension of roadways that would facilitate further conversion of agricultural land in the region. The IS/NOP noted that no other changes are expected that would turn agricultural land into non-agricultural uses. As such, the IS/NOP found that no impacts would occur, and this topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 9)

No Substantial Change from Previous Analysis: "Farmland" is defined in Section II.a of Appendix G to the State CEQA Guidelines to mean Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As described under Threshold a), above, and consistent with the conditions that existed when the IS/NOP for EIR No. 466 was prepared, there are no areas of Farmland within the Project vicinity. As such, there

are no components of the proposed Project that would result in changes in the existing environment which, due to their location or nature, could result in conversion of these types of Farmland, to non-agricultural use, and no impact would occur. Further, the Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
5. Forest a. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	☐	☐	☐	☒
b. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

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

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

EIR No. 466 Finding: EIR No. 466 did not identify any conflicts to existing zoning for forest land, timberland, or timberland zoned as "Timberland Production." EIR No. 466 also did not identify any impacts associated with the loss of forest land or conversion of forest land to non-forest use. (Webb, 2005)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed when EIR No. 466 was certified, no lands within the Project vicinity are zoned for forest land, timberland, or Timberland Production, nor are any lands within the Project vicinity used for timber production (Riverside County, 2019b; Google Earth, 2018). As previously indicated in Table 2-2, the Project site and off-site improvement areas contains only developed, disturbed, disturbed/non-native grassland, disturbed/ ruderal, and ornamental habitat types, none of which consists of forest land. Additionally, there are no mature trees on site or in the off-site improvement areas. The Project therefore would have no potential to conflict with timberland or forest land zoning designations, nor would the Project result in the loss of forest land or conversion of forest land to non-forest use. There are no components of the proposed Project that would result in changes to the existing environment which could result in the conversion of forest land to non-forest use. Thus, no impact to forest resources would occur. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.3 Air Quality

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
6. Air Quality Impacts a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c. Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	☐	☐	☐	☒
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

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

EIR No. 466 Finding: EIR No. 466 found that because the MFBCSP would comply with the General Plan, the MFBCSP would not conflict with regional population projections and therefore would not exceed the

growth forecasts of the AQMP. Impacts were determined to be less than significant. (Webb, 2005, pp. IV-54 and IV-55)

No Substantial Change from Previous Analysis: The proposed Project is located within the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) is principally responsible for air pollution control in the SCAB and has adopted a series of Air Quality Management Plans (AQMPs) to reduce air emissions in the Basin. Most recently, the SCAQMD Governing Board adopted the Final 2016 AQMP for the SCAB in March 2017. The 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and updated emission inventory methodologies for various source categories.

As discussed in more detail in subsection 5.1.18, the proposed Project would result in a substantial reduction in the amount of traffic generated by development of the site as compared to what was evaluated by EIR No. 466. Specifically, the Project would entail development of proposed Building 19. EIR No. 466 anticipated that the Project site would be developed with light industrial uses at a Floor Area Ratio (FAR) of 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). Thus, EIR No. 466 anticipated that the Project site (22.0 acres) would be developed with up to 488,743 s.f. of light industrial building area (958,320 s.f. [22.0 acres] x 0.51 FAR = 488,743 s.f.), whereas the Project Applicant proposes only 365,056 s.f. of building area. As such, the Project would result in the generation of 1,130 fewer daily vehicle trips (actual vehicles) as compared to what was assumed for the Project site by EIR No. 466. Additionally, the Project would result in the generation of 748 fewer truck trips (actual vehicles) as compared to what was evaluated and disclosed by EIR No. 466 for the Project site. (Urban Crossroads, 2021, Table 4-3) A majority of the Project's emissions would result from vehicular traffic, including both passenger vehicle and truck traffic. Thus, because the Project would result in a substantial reduction in the amount of traffic generated by the development of the Project site as comprised to what was assumed by EIR No. 466, including a reduction in the number of truck trips, it can be concluded that the proposed Project would result in a substantial reduction in air quality emissions as compared to what was evaluated and disclosed by EIR No. 466. Accordingly, because EIR No. 466 determined that buildout of the MFBCSP would not conflict with the AQMP, and because the Project would result in a reduction in emissions as compared to what was evaluated in EIR No. 466, the Project would not conflict with the AQMP and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: EIR No. 466 determined that construction-related emissions associated with buildout of the MFBCSP area would result in emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_X) that exceed the South Coast Air Quality Management District (SCAQMD) daily emission thresholds. EIR No. 466 also found that operational emissions associated with the MFBCSP would exceed the daily thresholds established by SCAQMD for VOCs, NO_X, carbon monoxide (CO), and PM_{10}. Although mitigation measures were imposed on the MFBCSP project, EIR No. 466 nonetheless concluded that impacts due to

emissions of VOCs and NO_X during construction and emissions of VOCs, NO_X, CO, and PM_{10} during long-term operation would be significant and unavoidable. (Webb, 2005, pp. IV-55 through IV-67)

EIR No. 466 noted that the South Coast Air Basin (SCAB) in which the MFBCSP is located was designated as a non-attainment area for ozone and PM_{10} under state standards, and as a non-attainment area for ozone, carbon monoxide, $PM_{2.5}$ (Particulate Matter 2.5 micrometers or less diameter) and PM_{10} (Particulate Matter 10 micrometers or less diameter) under federal standards. EIR No. 466 found that long-term emissions of VOCs, NO_X, CO, and PM_{10} would be above the applicable SCAQMD thresholds. Therefore, EIR No. 466 concluded that buildout of the MFBCSP would result in cumulatively significant impacts to air quality with respect to ozone, CO, and PM_{10}. Although mitigation measures were identified, EIR No. 466 concluded that impacts would be significant and unavoidable. (Webb, 2005. p. IV-70)

No Substantial Change from Previous Analysis: Construction characteristics associated with the proposed Project would be similar to what was assumed for the site by EIR No. 466. Additionally, the Project would be subject to Mitigation Measures MM Air 1 through MM Air 3 from EIR No. 466, which would serve to reduce the Project's construction-related air quality emissions. Moreover, due to advances in technology and more stringent regulations since EIR No. 466 was certified in 2005, there is substantial evidence that the Project's construction-related emissions would be less than was disclosed by EIR No. 466. As shown in the California Emissions Estimator Model (CalEEMod) User's Guide Version 2016.3.2, Section 4.3 "OFFROAD Equipment," as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and because of more modern regulatory requirements. Additionally, construction-related equipment would be subject to a variety of State regulations that would serve to reduce air quality emissions as compared to what was assumed by EIR No. 466. For example, Title 17 of the California Code of Regulations (Low Carbon Fuel Standard) required greenhouse gases in fuel sold in California to be 10% less by 2020, including NO_X. Additionally, the Project is required to comply with the provisions of SCAQMD Rule 1113, *Architectural Coatings*, by requiring that all architectural coatings must consist of low VOCs (i.e., VOCs of less than 100 grams per liter [g/L]) unless otherwise specified in SCAQMD Rule 1113. Nonetheless, and consistent with the findings of EIR No. 466, Project-related air quality impacts due to emissions of VOCs and NO_X during construction would be significant and unavoidable. Although the Project would result in reduced emissions of construction-related VOCs and NO_X as compared to what was evaluated and disclosed for the Project site by EIR No. 466, and although not required by CEQA, a new mitigation measure has been identified to further reduce emissions of VOCs and NO_X during construction (refer to Mitigation Measure MM Air 10). In addition, neither Riverside County nor the SCAQMD have a directly applicable mitigation fee program for collecting fees toward the regional mitigation of air pollutant emissions. In the absence of a mitigation fee program, Riverside County has imposed a Condition of Approval on the Project that will obligate the Project Applicant to make a voluntary fee payment to Riverside County, for the County's use toward a to-be-determined project or program to improve air quality in the Mead Valley community.

With respect to long-term operational emissions, and as discussed in more detail in subsection 5.1.18, the Project would entail development of proposed Building 19 and a detention basin. EIR No. 466 anticipated that the Project site would be developed with light industrial uses at a Floor Area Ratio (FAR) of 0.51

(6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). Thus, EIR No. 466 anticipated that the Project site (22.0 acres) would be developed with up to 488,743 s.f. of light industrial building area (958,320 s.f. [22.0 acres] x 0.51 FAR = 488,743 s.f.), as compared to the 365,056 s.f. of building area proposed as part of the Project. Due to the reduced building area as well as more stringent regulations related to vehicle emissions as compared to what was in place when EIR No. 466 was certified, the proposed Project would result in a substantial reduction in the amount of traffic and air quality emissions generated by the development of the site as compared to what was evaluated by EIR No. 466. Specifically, the Project would result in 1,130 fewer daily vehicle trips (actual vehicles) and 748 fewer truck trips per day (actual vehicles) as compared to what was assumed for the Project site by EIR No. 466 (Urban Crossroads, 2021, Table 4-3). A majority of the Project's operational emissions would result from vehicular traffic, including both passenger vehicle and truck traffic. Thus, due to the reduction in traffic and traffic-related air quality emissions associated with the proposed Project, the Project would result in reduced air quality impacts as compared to what was evaluated and disclosed by EIR No. 466. Additionally, the Project would be subject to compliance with MFBCSP EIR Mitigation Measures MM Air 2 through MM Air 9 to reduce operational emissions. Moreover, the Project would be subject to Title 17 of the California Code of Regulations (Low Carbon Fuel Standard), which required a reduction in greenhouse gases in fuel sold in California to be 10% less by 2020, including NO_X. Additionally, SCAQMD Rule 113, *Architectural Coatings*, requires that all architectural coatings must consist of low VOCs (i.e., VOCs of less than 100 grams per liter [g/L]), which would serve to reduce the Project's VOC emissions associated with on-going architectural coatings. In model year 2017, the average estimated real-world CO_2 emission rate for all new vehicles fell by 3 grams per mile (g/mi) to 357 g/mi, the lowest level ever measured. Fuel economy also increased to 24.9 mpg, achieving a record high. (EPA, n.d.) Nonetheless, and consistent with the findings of EIR No. 466, such regulatory requirements and technological advancements are not enough to reduce the Project's operational emissions to below a level of significance. Thus, and consistent with the conclusion reached by EIR No. 466, the proposed Project would result in significant and unavoidable impacts due to operational emissions of VOCs, NO_X, and PM_{10}. Although the Project's operational emissions of VOCs, NO_X, and PM_{10} would be less than was evaluated and disclosed for the Project site by EIR No. 466, and although not required by CEQA, additional mitigation measures have been identified to further reduce the Project's emissions of VOCs, NO_X, and PM_{10} (refer to Mitigation Measures MM Air 10 through MM Air 13). In addition, neither Riverside County nor the SCAQMD have a directly applicable mitigation fee program for collecting fees toward the regional mitigation of air pollutant emissions. In the absence of a mitigation fee program, Riverside County has imposed a Condition of Approval on the Project that will obligate the Project Applicant to make a voluntary fee payment to Riverside County, for the County's use toward a to-be-determined project or program to improve air quality in the Mead Valley community.

It should be noted that although EIR No. 466 disclosed that operational impacts due to CO emissions would be significant and unavoidable, due to improvements in regional air quality conditions, advances in technology, and increased regulatory requirements, it is highly unlikely that the Project as proposed would exceed the SCAQMD's Regional Threshold for CO. For example, the average on-road vehicular emissions of CO for delivery trucks is estimated to have decreased from 0.024 pounds per mile in 2007 to 0.009 pounds per mile in 2018 (AQMD, n.d.). Refer also to the analysis of Threshold 6.c), below.

Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The threshold of significance used by EIR No. 466 to determine whether the exposure to diesel PM would be considered significant was 10 excess cancer cases per one million people. EIR No. 466 found that operations of the MFBCSP would result in significant health risk impacts from diesel exhaust. EIR No. 466 Mitigation Measures MM Air 3 through MM Air 7 were identified and were found to reduce the incremental cancer risk to below 10 per one million people, thereby reducing impacts to less-than-significant levels. (Webb, 2005, pp. IV-70 through IV-82)

For non-cancer risks, EIR No. 466 utilized a chronic Reference Exposure Level (REL) threshold of 5 $\mu g/m^3$, indicating that non-cancer health risks would be potentially significant when people are exposed to short-term diesel particulate matter concentrations greater than 5 $\mu g/m^3$ and if the hazard index exceeds 1.0. The hazard index (used to quantify the significance of non-cancer health risks) for all receptors in both 2004 and 2012 were determined to be less than 0.04 (for all scenarios evaluated in EIR No. 466), which was less than 4 percent of the SCAQMD recommended threshold. As such, non-cancer risks were found to be less than significant. (Webb, 2005, pp. IV-83 and IV-84)

A CO "hot spot" analysis also was conducted as part of EIR No. 466. For all intersections modeled in the analysis, the CO emissions from traffic associated with the MFBCSP were found to be less than significant on both a direct and cumulatively-considerable basis. (Webb, 2005, pp. IV-63 through IV-66)

No Substantial Change from Previous Analysis: As discussed further in subsection 5.1.18, the Project would entail development of proposed Building 19 and a detention basin. EIR No. 466 anticipated that the Project site would be developed with light industrial uses at a Floor Area Ratio (FAR) of 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). Thus, EIR No. 466 anticipated that the Project site (22.0 acres) would be developed with up to 488,743 s.f. of light industrial building area (958,320 s.f. [22.0 acres] x 0.51 FAR = 488,743 s.f.), as compared to the 365,056 s.f. of building area proposed as part of the Project. Due to the reduction in building area on site, the proposed Project would generate 1,130 fewer trip-ends per day (actual vehicles) and 748 fewer truck trips (actual vehicles) as compared to the traffic evaluated for the Project site by EIR No. 466. As a result of the substantial decrease in traffic as compared to what was assumed by EIR No. 466, this Initial Study clearly concludes that the Project would result in reduced localized impacts to nearby sensitive receptors as compared to what was evaluated and disclosed in EIR No. 466 for the Project site. Notwithstanding, the Project's potential to result in localized impacts associated with carbon monoxide (CO) "hot spots," cancer-related risk, and non-cancer related risks have been evaluated, and each is discussed below.

CO "Hot Spot" Analysis

An adverse carbon monoxide (CO) concentration, known as a "hot spot," would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. It has long been recognized that CO hot spots are caused by vehicular emissions, primarily when idling at congested intersections. EIR No. 466 determined that buildout of the MFBCSP, including the Project site, would result in less-than-significant impacts due to CO hot spots. As noted above, the Project would entail development of Building 19 and a detention basin. EIR No. 466 EIR No. 466 anticipated that the 22.0-acre Project site would be developed with light industrial uses at a Floor Area Ratio (FAR) of 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). Thus, EIR No. 466 anticipated that the Project site (22.0 acres) would be developed with up to 488,743 s.f. of light industrial building area (958,320 s.f. [22.0 acres] x 0.51 FAR = 488,743 s.f.), as compared to the 365,056 s.f. of building area proposed as part of the Project. As shown in Table 5-19 in Subsection 5.1.18, the Project would result in 1,130 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for the Project site. Thus, it is concluded that the Project's potential to create or contribute to a CO hotspot would be substantially reduced in comparison to what was evaluated in EIR No. 466 for the Project site.

Additionally, at the time the SCAQMD published its 1993 Handbook, the SCAB was designated nonattainment under the California Ambient Air Quality Standards (AAQS) and National AAQS (NAAQS) for CO. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. For example, the average on-road vehicular emissions of CO for delivery trucks is estimated to have decreased from 0.024 pounds per mile in 2007 to 0.009 pounds per mile in 2018 (AQMD, n.d.). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment. In fact, since 2003 all areas of the SCAB have been below the federal standards for CO (35 ppm 1-hour and 9 ppm 8-hour), and all portions of the SCAB are currently well below the State CO standards (20 ppm 1-hour and 9.0 ppm 8-hour) (SCAQMD, 2017, pp. 2-38 and 2-39).

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO "hot spot" analysis was conducted by SCAQMD in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, of the 8.4 ppm CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. (SCAQMD, 2003) Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Blvd. and Imperial Hwy. intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in or contributing to a CO "hot spot" at any study area intersections.

Similar considerations also are employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour – or 24,000 vehicles per hour where vertical and/or horizontal air does not mix – in order to generate a significant CO impact (BAAQMD, 2010, pp. 3-4). As noted in Table 5-19 in subsection 5.1.18, the Project would generate 514 net vehicle trips per day (actual vehicles), including 28 a.m. peak hour trips and 36 p.m. peak hour trips, and would not produce the level of traffic necessary to create a significant CO impact.

The busiest intersection evaluated in SCAQMD's 2003 AQMP was at Wilshire Blvd. and Veteran Ave., which had a daily traffic volume of approximately 100,000 vehicles per day and AM/PM traffic volumes of 8,062 vehicles per hour and 7,719 vehicles per hour respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).[1] (SCAQMD, 2003) At buildout of the Project, and as shown on Exhibit 7-1 of the Project's Traffic Impact Analysis (TIA; *Technical Appendix I*), the highest average daily trips on a segment of road within the Project's study area would be 1,563 daily trips along Harvill Avenue, which is far lower than the highest daily traffic volumes at Wilshire Blvd. and Veteran Ave. of 100,000 vehicles per day (Urban Crossroads, 2021, Exhibit 7-1). Therefore, the proposed Project considered herein would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 SCAQMD hot spot study, or based on representative BAAQMD CO threshold considerations. As such, and consistent with the findings of EIR No. 466, the Project would not result in or contribute to any CO "hot spots," and impacts would be less than significant.

Diesel Mobile Health Risk Assessment

EIR No. 466 evaluated buildout of MFBCSP Planning Areas and did not evaluate specific buildings. Because building footprints are now proposed as part of the current Project, the County determined it was prudent to prepare a full Health Risk Assessment (HRA) to demonstrate that health risk impacts would remain below a level of significance, and there would be no new or increased significant impacts not already analyzed in EIR No. 466. Accordingly, an HRA was prepared by Urban Crossroads and is provided as *Technical Appendix A*. The purpose of the HRA is to evaluate Project-related impacts to sensitive receptors (i.e., residential, schools, etc.) and nearby workers as a result of heavy-duty diesel trucks accessing the site. (Urban Crossroads, 2020a, p. 3)

Pursuant to guidance from the SCAQMD, if a proposed project is expected to generate/attract heavy-duty diesel trucks, which emit diesel particulate matter (DPM), preparation of a mobile source HRA is necessary. The Project's mobile source HRA was prepared in accordance with the document, *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, and is composed of all relevant and appropriate procedures presented by the United States Environmental Protection Agency (EPA), California Environmental Protection Agency (CalEPA), and SCAQMD. Cancer risk is expressed in terms of expected incremental incidence per million population.

[1] Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

The SCAQMD has established an incidence rate of ten (10) persons per million as the maximum acceptable incremental cancer risk due to DPM exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. Refer to the Project's HRA, provided as *Technical Appendix A*, for additional information. (Urban Crossroads, 2020a, p. 3)

The SCAQMD also has established non-carcinogenic risk parameters for use in HRAs. Noncarcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index less of than one (1.0) means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less-than-significant. (Urban Crossroads, 2020a, p. 3)

Emissions Estimated

On-Site and Off-Site Truck Activity

Vehicle DPM emissions were calculated by Urban Crossroads by using emission factors for particulate matter less than 10µm in diameter (PM_{10}) generated with the 2017 version of the EMission FACtor model (EMFAC) developed by the California Air Resources Board (CARB). Refer to the Project's HRA (*Technical Appendix A*) for more information on EMFAC 2017. (Urban Crossroads, 2020a, p. 8)

For the proposed Project, annual average PM_{10} emission factors were generated by running EMFAC 2017 in EMFAC Mode for vehicles in the SCAQMD jurisdiction. The vehicle travel speeds modeled for the Project are summarized below. (Urban Crossroads, 2020a, pp. 8-9)

- Idling – on-site loading/unloading and truck gate
- 5 miles per hour – on-site vehicle movement including driving and maneuvering
- 25 miles per hour – off-site vehicle movement including driving and maneuvering.

Calculated emission factors are shown at Table 5-1, *2020 Weighted Average DPM Emissions Factors*. As a conservative measure, a 2023 EMFAC 2017 run was conducted and a static 2023 emissions factor data set was used for a duration of 30 years. Use of 2023 emission factors would overstate potential impacts since this approach assumes that emission factors remain "static" and do not change over time due to fleet turnover or cleaner technology with lower emissions that would be incorporated after 2023. Additionally, based on EMFAC 2017, Light-Heavy-Duty Trucks consist of 49.92% diesel, Medium-Heavy-Duty Trucks consist of 87.89% diesel, and Heavy-Heavy-Duty Trucks consist of 98.73% diesel trucks and have been accounted for accordingly in the emissions factor generation. This methodology would tend to overstate Project impacts because it is reasonable to conclude that over time, emission factors would be reduced as new regulations and requirements are enacted to reduce diesel particulate matter emissions. (Urban Crossroads, 2020a, p. 9) Per the Project's Traffic Impact Analysis, the Project is expected to generate a total of approximately 514 trip-ends per day (actual vehicles) and includes 166 two-way truck trip-ends per day. (Urban Crossroads, 2020a, Table 4-2)

Table 5-1 2020 Weighted Average DPM Emissions Factors

Speed	Weighted Average
0 (idling)	0.08187 (g/idle-hr)
5	0.01527 (g/s)
25	0.00708 (g/s)

(Urban Crossroads, 2020a, Table 2-1)

On-site truck idling exhaust emissions were calculated by applying the idle exhaust PM_{10} emission factor (g/idle-hr) from EMFAC and the total truck trip over the total idle time (15 minutes), whereas CARB's Diesel-Fueled Commercial Motor Vehicle Idling Regulation requires that all heavy-duty diesel truck operators (gross vehicle weight rating >10,000 lbs. (pounds)) restrict idling to a maximum of five minutes. Refer to the Project's HRA (*Technical Appendix A*) for details of the exhaust emission calculations. (Urban Crossroads, 2020a, p. 10)

Each roadway in the Project's study area was modeled as a line source (made up of multiple adjacent volume sources). The corresponding coordinates of each volume source are included in Appendix "2.1" to the Project's HRA (*Technical Appendix A*). The DPM emission rate for each volume source was calculated by multiplying the emission factor (based on the average travel speed along the roadway) by the number of trips and the distance traveled along each roadway segment and dividing the result by the number of volume sources along that roadway, as illustrated on Table 5-2, *DPM Emissions from Project Trucks (2021 Analysis Year)*. The modeled emission sources are illustrated on Exhibit 2-A of the Project's HRA. The modeled truck travel routes included in the HRA are based on the truck trip distributions (inbound and outbound) available from the Project's Traffic Impact Analysis ("TIA"; *Technical Appendix H*). The modeled truck route is consistent with the trip distribution patterns identified in the Project's TIA, is supported by substantial evidence, and was modeled to determine the potential impacts to sensitive receptors along the primary truck routes. The modeling domain is limited to the Project's primary truck route and includes off-site sources in the study area for more than 1 mile. This modeling domain is more inclusive and conservative than using only a ¼-mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within a ¼ mile of the primary source of emissions (in the case of the Project, the primary source of emissions is the on-site idling and travel). Refer to the Project's HRA for details of the exhaust emissions calculations. (Urban Crossroads, 2020a, p. 10)

Exposure Quantification

The analysis presented herein is based on the Project's HRA (*Technical Appendix A*), which was conducted in accordance with the guidelines in the *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. SCAQMD recommends using the EPA's AERMOD model. For purposes of analysis, the Lakes AERMOD View (Version 9.8.3) was used to calculate annual average particulate concentrations associated with Project site operations. Lakes AERMOD View was utilized to incorporate the U.S. EPA's latest AERMOD Version 19191. (Urban Crossroads, 2020a, p. 13)

Table 5-2 DPM Emissions from Project Trucks (2021 Analysis Year)

Truck Emission Rates						
Source	Trucks Per Day	VMT [a] (miles/day)	Truck Emission Rate [b] (grams/mile)	Truck Emission Rate [b] (grams/idle-hour)	Daily Truck Emissions [c] (grams/day)	Modeled Emission Rates (g/second)
On-Site Idling	83			0.0819	1.70	1.966E-05
On-Site Travel	166	41.22	0.0153		0.63	7.285E-06
Off-Site Travel 20% to/from Ramona Expressway	33	35.13	0.0071		0.25	2.878E-06
Off-Site Travel 80% to/from Harley Knox	133	104.71	0.0071		0.74	8.579E-06

[a] Vehicle miles traveled are for modeled truck route only.

[b] Emission rates determined using EMFAC 2017. Idle emission rates are expressed in grams per idle hour rather than grams per mile.

[c] This column includes the total truck travel and truck idle emissions. For idle emissions this column includes emissions based on the assumption that each truck idles for 15 minutes.

(Urban Crossroads, 2020a, Table 2-2)

The model offers additional flexibility by allowing the user to assign an initial release height and vertical dispersion parameters for mobile sources representative of a roadway. For the Project's HRA, the roadways were modeled as adjacent volume sources. Roadways were modeled using the EPA's haul route methodology for modeling of on-site and off-site truck movement. More specifically, the Haul Road Volume Source Calculator in Lakes AERMOD View was utilized to determine the release height parameters. Based on the US EPA methodology, the Project's modeled sources would result in a release height of 3.49 meters, and an initial lateral dimension of 4.0 meters, and an initial vertical dimension of 3.25 meters. Refer to the Project's HRA (*Technical Appendix A*) for additional information. (Urban Crossroads, 2020a, p. 13)

Discrete variants for daily breathing rates, exposure frequency, and exposure duration were obtained from relevant distribution profiles presented in the 2015 OEHHA Guidelines. Tables 2-4 and 2-5 of the Project's HRA (*Technical Appendix A*) summarize the Exposure Parameters for Residents and Offsite Worker exposure scenarios based on 2015 OEHHA Guidelines. Appendix 2.2 to the Project's HRA includes the detailed risk calculation. (Urban Crossroads, 2020a, p. 15)

Carcinogenic Chemical Risk

Based on the SCAQMD Air Quality Significance Thresholds (April 2019), emissions of toxic air contaminants (TACs) are considered significant if an HRA shows an increased risk of greater than 10 in one million. Based on guidance from the SCAQMD in the document, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, for purposes of analysis in the Project's HRA, 10 in one million was used as the cancer risk threshold for the proposed Project. (Urban Crossroads, 2020a, p. 16)

Excess cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens over a specified exposure duration. The estimated risk is expressed as a unitless probability. The cancer risk attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific cancer potency factor (CPF). A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people, would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time. As an example, the risk of dying from accidental drowning is 1,000 in a million, which is 100 times more than the SCAQMD's threshold of 10 in one million, and the nearest comparison to 10 in one million is the 7 in one million lifetime chance that an individual would be struck by lightning. (Urban Crossroads, 2020a, p. 16)

Refer to subsection 2.4 of the Project's HRA (*Technical Appendix A*) for a discussion of the methodology and algorithm utilized to assess carcinogenic exposures.

Non-Carcinogenic Exposures

An evaluation of the potential non-carcinogenic effects of chronic exposures also was conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or

Reference Exposure Level (REL). The REL for diesel particulates was obtained from OEHHA for the analysis in the Project's HRA. The chronic REL for DPM was established by OEHHA as 5 $\mu g/m^3$ (OEHHA Toxicity Criteria Database, http://www.oehha.org/risk/chemicaldb/index.asp). (Urban Crossroads, 2020a, p. 17)

Refer to subsection 2.5 of the Project's HRA (*Technical Appendix A*) for a discussion of the methodology used to calculate non-cancer hazard risks.

Potential Project-Related Toxic Air Pollutants from Construction Activities

During short-term construction activity, the Project also would result in some DPM which is a listed carcinogen and toxic air contaminant (TAC) in the State of California. The 2015 Office of Environmental Health Hazard Assessment (OEHHA) revised risk assessment guidelines suggest that construction projects as short as 2-6 months may warrant evaluation. Notwithstanding, based on the Project air quality consultant's (Urban Crossroads, Inc.) professional opinion, Urban Crossroads' experience in preparing health risk assessments for development projects, and long-standing regulatory guidance, given the size of the Project and the relatively small amount of construction equipment and relative short duration of construction activity, any DPM generated from construction activity would be negligible and would not result in any significant health risks and no further evaluation is required. Also, several mitigation measures required by EIR No. 466 for construction-related air pollutant emissions also address the negligible construction-related DPM emissions, and although not required by CEQA, an additional mitigation measure has been identified to further reduce the Project's construction-related emissions (refer to Mitigation Measure MM Air 10). As such, impacts to sensitive receptors during short-term construction activities would be less than significant. (Urban Crossroads, 2020a, pp. 17-18)

Furthermore, the SCAQMD has acknowledged that they are currently evaluating the applicability of age sensitivity factors and have not established CEQA guidance. More specifically in their response to comments received on SCAQMD Rules 1401 in June 2015 (see Board Meeting June 5, 2015), the SCAQMD explicitly states that (Page A-7 and A-8): (Urban Crossroads, 2020a, p. 18)

> "*The Proposed Amended Rules are separate from the CEQA significance thresholds. The SCAQMD staff is currently evaluating how to implement the Revised OEHHA Guidelines under CEQA. The SCAQMD staff will evaluate a variety of options on how to evaluate health risks under the Revised OEHHA Guidelines under CEQA. The SCAQMD staff will conduct public workshops to gather input before bringing recommendations to the Governing Board. In the interim, staff will continue to use the previous guidelines for CEQA determinations*."

Potential Project-Related DPM Source Cancer and Non-Cancer Risks[2]

As required by the Friant Ranch legal decision (*Sierra Club v. County of Fresno* (Friant Ranch, L.P.) (2018) 6 Cal.5th 502, Case No. S219783), the following discussion relates the Project's air quality emissions to the level of health risk that could result from such emissions.

[2] SCAQMD guidance does not require assessment of the potential health risk to on-site workers. Excerpts from the document OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2003), also indicate that it is not necessary to

Individual Exposure Scenario

The residential land use with the greatest potential exposure to Project DPM source emissions is an existing residential home located at 22948 Markham Lane, approximately 90 feet south of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, the analysis uses the distance from the site to the residential building façade. At the MEIR, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.61 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.0002, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are located at a greater distance, and DPM dissipates with distance from the source, all other residential receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent residences, and impacts would be less than significant. The nearest modeled receptors are illustrated on Exhibit 2-C of the Project's HRA (*Technical Appendix A*). (Urban Crossroads, 2020a, p. 18)

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project DPM source emissions are lands located immediately adjacent to the northern boundary of the Project site that are planned for future non-residential development. At the MEIW, the maximum incremental cancer risk impact at this location is 0.14 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.0005, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the scenario analyze herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby workers, and impacts would be less than significant. The nearest modeled receptors are illustrated on Exhibit 2-C of the Project's HRA (*Technical Appendix A*). (Urban Crossroads, 2020a, pp. 18-19)

School Child Exposure Scenario

There are no schools located within a ¼ mile of the Project site. As such, there would be no significant impacts that would occur to any schools in the vicinity of the Project. Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on CARB and SCAQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center. As such, the Project would not cause a significant

examine the health effects to on-site workers unless required by RCRA (Resource Conservation and Recovery Act) / CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act) or the worker resides on-site.

human health or cancer risk to nearby school children, and impacts would be less than significant. (Urban Crossroads, 2020a, p. 19)

Summary of Impacts to Sensitive Receptors

As indicated in the preceding analysis, the Project would not result in or contribute to a CO "hot spot" or expose residents, workers, or school children to cancer or non-cancer risks that exceed the thresholds established by the SCAQMD. Additionally, Mitigation Measure MM Air 10 has been imposed to reduce DPM emission levels associated with Project site operations and would further ensure the Project's impacts due to DPM emissions would remain below a level of significance. The Project's less-than-significant impacts to sensitive receptors are consistent with the findings of EIR No. 466. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: EIR No. 466 noted the potential for generation of objectionable odors from diesel equipment operation during construction and operation, paving, and architectural coating applications during construction. Odors generated during construction and grading were found to be short term and would not result in a long-term odorous impact to the surrounding area. The wind rose prepared as part of the air quality study for EIR No. 466 indicated that the predominant wind direction was from the west-northwest direction. Recognizing the prevailing wind conditions, short-term duration, and quantity of emissions in the area, EIR No. 466 concluded that the MFBCSP would not expose substantial numbers of people to objectionable odors, and impacts were determined to be less than significant. (Webb, 2005, p. IV-84)

No Substantial Change from Previous Analysis: Consistent with the information provided in EIR No. 466, the Project would have the potential to result in air emissions leading to odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, use of diesel equipment, and the temporary storage of typical solid waste (refuse) associated with the proposed Project's long-term operational uses.

The Project would be subject to standard construction requirements, including the use of low-VOC architectural coatings as required by SCAQMD Rule 113, *Architectural Coatings*; compliance with low sulfur fuel requirements pursuant to SCAQMD Rule 431.2, *Low Sulfur Fuel*; and compliance with SCAQMD Rule 402, *Nuisance*, which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public. Compliance with these standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction and are thus considered less than significant.

Potential sources of operational odors generated by the Project would include disposal of miscellaneous commercial refuse and the use of diesel equipment. All Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on site. Moreover, mandatory compliance with SCAQMD Rule 402 would prevent occurrences of odor nuisances associated with Project site operations. Additionally, a new mitigation measure, Mitigation Measure MM Air 10, has been identified to reduce odor emissions associated with diesel-powered equipment by requiring on-site equipment to be powered by electricity, compressed natural gas, propane, or diesel-fueled engines that comply with the CARB/USEPA Tier IV Engine standards for off-road vehicles or better. Mandatory compliance with Mitigation Measure MM Air 10 would further reduce to below a level of significance potential impacts due to the use of equipment on site by prohibiting equipment types that have high levels of diesel emissions.

Accordingly, and consistent with the findings of EIR No. 466, Project odor-causing emissions impacts during near-term construction and long-term operational activities would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address air quality impacts. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. It should be noted that Mitigation Measure MM Air 1 has been modified to allow for on- or off-site equipment maintenance. In addition, Mitigation Measure MM Air 2 has been modified in order to ensure that the requirement is enforceable by Riverside County. Mitigation Measure MM Air 3 also has been updated to reflect current SCAQMD requirements for idling. Additionally, the Project's proposed vehicular access point occurs along Harvill Avenue and away from residential uses to the west; thus, the Project has fulfilled the requirements of Mitigation Measure MM Air 4 to locate truck entries away from existing residences. In addition, because all truck traffic would utilize Harvill Avenue to access I-215, Mitigation Measure MM Air 5 is not applicable to the proposed Project. Mitigation Measure MM Air 6 has been revised to clarify that the electrical hookups are required only for transport refrigeration units (TRUs). Although not legally required by CEQA, Mitigation Measure MM Air 10 has been added to further reduce construction-related emissions of VOCs and NO_X. Additionally, and although not legally required by CEQA, Mitigation Measures MM Air 11 through MM Air 13 have been added to further reduce the Project's operational emissions of VOCs, NO_X, and PM_{10}. Furthermore, although the Project's DPM impacts would be less than significant, Mitigation Measure MM Air 10 has been added to further reduce DPM emissions associated with site operations even though MM Air 10 is not legally required by CEQA. None of these changes to the following mitigation measures are the result of the Project causing a new or increased significant impact not already identified and analyzed in EIR No. 466.

MM Air 1 During construction, mobile construction equipment will be properly maintained ~~at an offsite location~~, which includes proper tuning and timing of engines. Equipment

maintenance records and equipment design specification data sheets shall be kept on-site during construction.

MM Air 2: Legible, durable, weather-proof signs shall be placed at all passenger vehicle parking areas prohibiting ~~Prohibit~~ all vehicles from idling in excess of thirty minutes~~, both~~ on-site ~~and off-site~~. Prior to the issuance of an occupancy permit, the County of Riverside shall conduct a site inspection to ensure that the signs are in place.

MM Air 3: To comply with the California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling," legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the County of Riverside shall conduct a site inspection to ensure that the signs are in place. ~~Prohibit all diesel trucks from idling in excess of ten minutes, both on-site and offsite.~~

MM Air 4: Wherever practicable, main truck entries will not be located near existing residences.

MM Air 5: Signage will be installed directing heavy-duty trucks to identified truck routes that avoid residential areas within vicinity of the Project site.

MM Air 6: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls that accommodate TRUs in order to allow TRUs with electric standby capabilities to use them.

MM Air 7: As part of lease agreements, the proposed Project owner shall educate drivers/tenants on alternative clean fuels.

MM Air 8: Provide preferential parking spaces for carpools and vanpools. Those parking spaces dedicated for vanpool access shall have a minimum 7'2" vertical clearance.

MM Air 9: Local transit agencies shall be contacted to determine the feasibility of bus routing in the project area that can accommodate bus stops at the project access points. The project or the transit agency shall provide bus stop signage at the agreed upon bus stop locations.

MM Air 10: Prior to grading permit and building permit issuance, the County of Riverside shall verify that the following applicable notes are included on the grading plans and building plans. Project contractors shall be required to ensure compliance with these notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

a) All Heavy-Heavy Duty Haul Trucks (HHD) accessing the Project site during construction shall use year 2010 or newer engines to the extent such HHD are commercially available.

b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB Tier 3 Certified or better.

c) Construction contractors shall notify their workers about Riverside County's Rideshare Program.

d) Construction activities shall be suspended during Stage 2 Smog Alerts issued by the South Coast Air Quality Management District (SCAQMD).

e) Construction activities shall comply with South Coast Air Quality Management District (SCAQMD) Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and equipment travel on unpaved roads.

f) Architectural coating work shall comply with SCAQMD Rule 1113, "Architectural Coatings." Rule 1113 places limits on grams of VOC per liter of coating material and colorants (paint).

g) Street sweepers shall be certified by the SCAQMD as meeting SCAQMD Rule 1186.1 "Less Polluting Street Sweepers" sweeper certification procedures.

MM Air 11: The minimum number of automobile electric vehicle (EV) charging stations required by the California Code of Regulations Title 24 shall be provided. In addition, and to facilitate the possible future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed. 1) At Shell building permit, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the on-site location where the charging facilities would be located where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks. 2) At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel and charging units shall be installed, and the electrical wiring connections shall be made from the electrical panel to the

charging units. If the tenant is not served by electric trucks, this requirement shall not apply.

MM Air 12: All owner users and future tenants shall participate in Riverside County's Rideshare Program. The purpose of this program is to encourage 2+ person occupancy vehicle trips and encourage other alternative modes of transportation. Carpooling opportunities and public transportation information shall be advertised to employees of the building tenant. Developer and all successors shall include the provisions of this obligation in all leases of the Project so that all tenants shall fulfill the terms and conditions of this County condition of approval.

MM Air 13: Developer and all successors shall include information in building sale and lease agreements that inform owner users and tenants about (1) the air quality benefits associated with water-based or low volatile organic compounds (VOC) cleaning products, and (2) the benefits of becoming SmartWay Shippers and SmartWay Carriers, which is federal EPA program that advances supply chain sustainability.

MM Air 14: All construction and operational activities associated with the proposed Project shall comply with Riverside County Board of Supervisors Policy F-3, "'Good Neighbor' Policy for Logistics and Warehouse/ Distribution Uses."

5.1.4 Biological Resources

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
7. Wildlife & Vegetation a. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	☐	☐	☐	☒
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)?	☐	☐	☐	☒

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	☐	☐	☐	☒
f. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
g. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

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

EIR No. 466 Finding: EIR No. 466 disclosed that the MFBCSP area is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area but is not located within any designated criteria cells. EIR No. 466 also disclosed that the MFBCSP area is not located within the MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA), Criterial Area Species Survey Area (CASSA), Amphibian Species Survey Areas, or Mammal Species Survey Areas. The MFBCSP area is located within the Burrowing Owl (BUOW) Survey Area. EIR No. 466 also noted that the MFBCSP site did not contain any wetlands or

areas defined as riparian/riverine area or vernal pools. Additionally, EIR No. 466 noted that the urban/wildlands interface guidelines set forth in Section 6.1.4 of the MSHCP are not applicable to the MFBCSP site due to distance to the nearest area proposed for conservation by the MSHCP. Thus, and with exception of the BUOW survey requirements and the potential for impacts to tricolored blackbird, EIR No. 466 concluded that the MFBCSP would be fully consistent with the MSHCP and determined impacts would be less than significant. (Webb, 2005, p. IV-117 through IV-119)

Focused surveys for the BUOW conducted for EIR No. 466 identified a total of 17 burrowing owls in four territories within the northern portion of the MFBCSP site and within a 500-foot "zone of influence" around the MFBCSP site. EIR No. 466 concluded that because of planned development in the area as well as numerous major roadway facilities, conservation within the MFBCSP site would not provide for the long-term conservation of the species. As such, EIR No 466 found that no conservation was required on site pursuant to MSHCP policies relating to the BUOW, and concluded impacts would be less than significant. (Webb, 2005, pp. IV-121 and IV-122)

Additionally, although EIR No. 466 identified that potential impacts to the tricolored blackbird could occur as a result of the development of the MFBCSP, EIR No. 466 concluded that this species was "Adequately Conserved" pursuant to the USFWS-approved Section 10(a)(1)(B) permit and CDFW Natural Community Conservation Planning permit issued in conjunction with the MSHCP. (Webb, 2005, p. IV-283)

EIR No. 466 also disclosed that the MFBCSP area is within the Fee Area Boundary of the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP). EIR No. 466 also found that the project is required to pay mandatory fees pursuant to Riverside County Ordinance No. 663. (Webb, 2005, p. IV-122)

No Substantial Change from Previous Analysis: Although the Project site has been subject to disturbance and EIR No. 466 assumed it would be developed in the future, the Project consists of proposed Plot Plan No. 180032, which identifies a specific development plan for buildout of portions of MFBCSP Planning Areas 5 and 6 that was not available at the time EIR No. 466 was certified. As such, Riverside County required an updated assessment of the Project's potential to result in impacts to sensitive plants and wildlife, the results of which are presented below. Refer to the Project's Biological Technical Report (BTR), prepared by Glenn Lukos Associates (GLA) and provided as *Technical Appendix B*, for a description of methodologies and existing Project site conditions.

The Project would not develop or disturb any additional property that was not analyzed for development in EIR No. 466. Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site is not located within any MSHCP Criteria Cells, Cores, or Linkages, indicating the Project site is not targeted for conservation under the MSHCP (RCIT, 2020). Regardless, the Project is subject to mandatory payment of the MSHCP per-acre local development mitigation fee pursuant to Ordinance No. 810, and the Project would be required to comply with applicable MSHCP requirements for sites that are not identified for conservation by the MSHCP. An assessment of the Project's consistency with the requirements of the MSHCP is provided below.

Project Compliance with MSHCP Section 6.1.2

Volume 1, Section 6.1.2 of the Multiple Species Habitat Conservation Plan (MSCHP) describes the process to protect species associated with riparian/riverine areas and vernal pools. The MSHCP requires focused surveys for sensitive riparian bird species when suitable habitat would be affected and surveys for sensitive fairy shrimp species when vernal pools or other suitable habitat would be affected. The MSHCP defines riparian/riverine areas as lands which contain habitat dominated by trees, shrubs, persistent emergent mosses, and lichens, which occur close to or which depend upon soils moisture from a nearby fresh water source; or areas with freshwater flow during all or a portion of the year. The MSHCP defines vernal pools as seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetland indictors of hydrology and/or vegetation during the drier portion of the growing season. With the exception of wetlands created for the purpose of providing wetlands habitat or resulting from human actions to create open waters or from the alteration of natural stream courses, areas demonstrating characteristics as described above which are artificially created are not included in these definitions. (GLA, 2020a, p. 58)

The Project would impact 0.12 acre of MSHCP unvegetated riverine areas and would not impact any riparian vegetation. The unavoidable impacts to MSHCP riparian/riverine areas require a Determination of Biologically Equivalent or Superior Preservation (DBESP), such that with mitigation the Project would be biologically equivalent or superior to the current condition. In conformance with MSHCP Section 6.1.2, a DBESP has been prepared for the Project and is included as *Technical Appendix B2*. The DBESP has been reviewed and approved by Riverside County and the Wildlife Agencies, and specifies compensatory mitigation for impacts to 0.12 acre of MSHCP unvegetated riverine areas. Specifically, the Project Applicant would be required to purchase 0.12 acre of re-establishment credits (a 1:1 mitigation-to-impact ratio) from the Riverpark Mitigation Bank and to purchase 0.12 acre of rehabilitation credits (a 1:1 mitigation-to-impact ratio) from the Riverpark Mitigation Bank. Consistent with the findings of EIR No. 466, with implementation of mitigation for jurisdictional areas as specified by the DBESP, the Project would be fully consistent with Section 6.1.2 of the MSHCP. Additionally, no vernal or seasonal pools are present within the Project site and off-site impact areas, and no impact to vernal or seasonal pools would occur. (GLA, 2020a, p. 58)

Project Compliance with MSHCP Section 6.1.3

Volume 1, Section 6.1.3 of the MSHCP requires that within Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plant Species will be required for all public and private projects where appropriate soils and habitat are present. According to MSHCP Figure 6-1, the Project site is not located within the NEPSSA; thus, focused surveys are not required, and the Project has no potential to result in a conflict with MSHCP Section 6.1.3. (Riverside County, 2003, Figure 6-1; GLA, 2020a, p. 58)

Project Compliance with MSHCP Section 6.1.4

According to Section 6.1.4 of the MSHCP, the Urban/Wildlands Interface Guidelines are intended to address indirect effects ("edge effects") associated with locating development in proximity to MSHCP conservation areas. Area. As the MSHCP Conservation Area is assembled, development is expected to

occur adjacent to the Conservation Area. Future development in proximity to the MSHCP Conservation Area may result in edge effects with the potential to adversely affect biological resources within the Conservation Area. To minimize such edge effects, the guidelines shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area and address the following: drainage; toxics; lighting; noise; invasive species; barriers; and grading/land development. The proposed Project does not occur adjacent to or near the MSHCP Conservation Area, and therefore the Urban/Wildland Interface Guidelines do not apply to the Project. As such, the Project has no potential to conflict with MSHCP Section 6.1.4. (GLA, 2020a, pp. 58-59)

Project Compliance with MSHCP Section 6.3.2

Volume I, Section 6.3.2 of the MSHCP identifies that in addition to the Narrow Endemic Plant Species addressed in Section 6.1.3 of the MSHCP, additional surveys may be needed for certain plant and animal species in conjunction with MSHCP implementation in order to achieve full coverage for these species. Within areas of suitable habitat, focused surveys are required if a Study Area occurs within a designated Criteria Area Plant Species Survey Area (CAPSSA), or special animal species survey area (i.e., burrowing owl, amphibians, and mammals). The proposed Project occurs within the burrowing owl survey area but does not occur within the amphibian or mammal survey areas, or within the CAPSSA. Focused burrowing owl surveys were conducted for the proposed Project, and no burrowing owls were detected. Pursuant to Riverside County standard conditions of approval, pre-construction burrowing owl surveys would be required within the 30 days of site disturbance in conjunction with MSHCP requirements. Thus, the proposed Project would be consistent with MSHCP Volume I, Section 6.3.2. (GLA, 2020a, p. 59)

As outlined above, the proposed Project would be consistent with the biological requirements of the MSHCP pertaining to the Project's relationship to reserve assembly, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures).

The Project site also is located within the SKR HCP; however, the Project site is not targeted for conservation with SKR habitat by either the MSHCP or SKR HCP. Pursuant to Riverside County Ordinance No. 663, the Project Applicant would be required to contribute fees towards establishing and maintaining conservation areas for the SKR. With mandatory compliance with County Ordinance No. 663, the Project would not conflict with the SKR HCP.

Accordingly, the Project would not conflict with an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan (GLA, 2020a, p. 59). Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

b) Would the proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

c) Would the proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Wildlife Service?

EIR No. 466 Finding: The 2004 biological report prepared for EIR No. 466 documented paniculate tarplant within the broader study area for that project. Paniculate tarplant is a California Native Plant Society (CNPS) Rank 4.2 species and is not covered by the MSHCP. Specifically, the 2004 report characterized the paniculate tarplant as occurring widely throughout the approximate 300-acre MFBCSP area. However, the 2004 report did not identify specifically where paniculate tarplant was documented in their study area, and so it was not clear whether paniculate tarplant was detected within the Project's study area.

Additionally, EIR No. 466 disclosed that one listed species (Stephens' kangaroo rat), one unlisted species (burrowing owl), and several other special status species were observed or found to have a high likelihood to occur within the MFBCSP boundaries. EIR No. 466 concluded that impacts to the SKR would be less than significant with payment of fees in accordance with the SKR HCP pursuant to Riverside County Ordinance No. 663. Potential impacts to the BUOW were determined to be potentially significant, but would be reduced to less-than-significant levels with the incorporation of mitigation. With respect to the remaining special status species that were observed or have a potential to occur within the MFBCSP boundaries, EIR No. 466 determined that impacts would be less than significant with compliance with the MSHCP. EIR No. 466 found that implementation of the MFBCSP could result in impacts to nesting birds protected by the Migratory Bird Treaty Act (MBTA), but concluded that these impacts would be reduced to less-than-significant levels with implementation of mitigation measures. (Webb, 2005, p. IV-122 through IV-125)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways and infrastructure and rough grading of building pads. Although the Project site has been subject to disturbance and EIR No. 466 assumed it would be developed in the future, the Project consists of proposed Plot Plan No. 180032, which identifies a specific development plan for buildout of a portion of MFBCSP Planning Areas 5 and 6 that was not available at the time EIR No. 466 was certified. As such, Riverside County required an updated assessment of the Project's potential to result in impacts to sensitive plants and wildlife, the results of which are presented below. Refer to the Project's Biological Technical Report (BTR), prepared by Glenn Lukos Associates (GLA) and provided as *Technical Appendix B1*, for a description of methodologies and existing Project site conditions.

Impacts to Special-Status Plants

According to the Biological Technical Report (BTR) prepared for the Project (*Technical Appendix B1*), the proposed Project would not impact special-status plants. The EIR No. 466 and the 2004 AMEC report biological report prepared for EIR No. 466 documented paniculate tarplant within the broader study area for that project. Paniculate tarplant is a CNPS Rank 4.2 species and is not covered by the MSHCP. Specifically, the reports characterized the paniculate tarplant as occurring widely throughout the approximate 300-acre survey area. However, the AMEC report did not identify specifically where paniculate tarplant was documented in their study area, and so it was not clear whether AMEC biologists detected paniculate tarplant within the study area covered by this report. Regardless, the paniculate tarplant has a blooming period from approximately April through November, and GLA biologists did not detect this species or any remnant part of it on site during the general and focused biological survey visits. As such, impacts to special-status plants would be less than significant. (GLA, 2020a, pp. 50-51)

Impacts to Special-Status Animals

Impacts to Listed Species

The proposed Project may result in the loss of habitat for Stephens Kangaroo Rat (SKR), Swainson's hawk, and tri-colored blackbird. Although not confirmed present, SKR, Swainson's hawk, and tri-colored blackbird have the potential to occur at the Study Area, and if present could be impacted by the Project. (GLA, 2020a, p. 51)

- **Stephens Kangaroo Rat (SKR).** An estimated 20.1 acres of potential habitat for SKR (disturbed/non-native grassland and disturbed/ruderal) occurs within the study area. Impacts to SKR occupied habitat could be a potentially significant impact under CEQA; however, the proposed Project occurs within the SKR Fee Assessment Area. All projects located within Fee Assessment Area are required to pay the SKR fee, which mitigates any impacts to SKR to a less than significant level. (GLA, 2020a, p. 51)

- **Swainson's Hawk.** Development of the proposed Project would remove 20.1 acres of potential foraging habitat (disturbed/non-native grassland and disturbed/ruderal) for migrating Swainson's hawks during spring/fall and winter. Although this species is listed as Threatened by the state of California, the California Endangered Species Act (CESA) does not protect migrant habitat unless the habitat supports breeding/nesting, thus protection under CESA would not be triggered by the Project. Furthermore, the removal of this amount of potential foraging habitat would not be a significant impact under CEQA. The number of individual Swainson's hawks potentially affected would be very low. Regardless, the loss of foraging habitat for Swainson's hawk would be mitigated through compliance with the MSHCP and payment of MSHCP development fees. (GLA, 2020a, p. 51)

- **Tri-colored Blackbird.** An estimated 20.1 acres of potential foraging habitat (disturbed/ nonnative grassland and disturbed/ruderal) for the tri-colored blackbird occurs within the study area. The study area does not support suitable nesting habitat. As discussed in EIR No. 466, AMEC biologists in 2004 observed the tri-colored blackbird foraging within the overall 300-acre study area. The

exact location within the Study area was not identified. GLA biologists did not detect the tri-colored blackbird on site during general biological surveys and the study area does not support suitable nesting habitat on site. This species is also a covered species under the MSHCP. As such, impacts to tri-colored blackbird would be less than significant. (GLA, 2020a, p. 51)

Impacts to Non-Listed Species

In addition to the listed species discussed above, the proposed Project would impact habitat for the following non-listed and/or special-status species that have potential to occur but that are covered by the MSHCP: 1) Reptiles: coastal whiptail, coast horned lizard, and red-diamond rattlesnake 2) Birds: burrowing owl, loggerhead shrike, northern harrier hawk (foraging role only), white-tailed kite; and 3) Mammals: Los Angeles pocket mouse, northwestern San Diego pocket mouse and San Diego black-tailed jackrabbit. The proposed Project would impact habitat for the following non-listed and/or special-status species that have potential to occur but that are not covered by the MSHCP: 1) Reptiles: California glossy snake, coast patch-nosed snake, and southern California legless lizard; and 2) Mammals: Dulzura pocket mouse. (GLA, 2020a, pp. 51-52)

- **Burrowing Owl.** No Burrowing owls or physical evidence of burrowing owls were detected in the Study Area during focused surveys conducted by GLA in 2019. However, pursuant to the 2006 MSHCP Burrowing Owl Survey Instructions, pre-construction owl surveys must be performed no more than 30 days prior to disturbance. If burrowing owls are detected during pre-construction surveys, then then owls must be relocated from the site outside of the breeding season following accepted protocols, and subject to the approval of the Regional Conservation Authority (RCA), CDFW, and USFWS. The Project would be required to conduct pre-construction burrowing owl surveys pursuant to EIR No. 466 Mitigation Measure MM Bio 2, which would be enforced as part of the County's standard condition of approval for pre-construction burrowing owl surveys. Consistent with the finding of EIR No. 466, compliance with Mitigation Measure MM Bio 2 and the County's standard condition of approval would reduce impacts to the burrowing owl to less-than-significant levels. (GLA, 2020a, p. 52)

- **Other Non-Listed Species.** Proposed impacts to coastal whiptail, coast horned lizard, ferruginous hawk (foraging role only), loggerhead shrike (foraging role only), Los Angeles pocket mouse, northwestern San Diego pocket mouse, northern harrier (foraging role only), red diamond rattlesnake, San Diego black-tailed jackrabbit, and white-tailed kite, would be less than significant under CEQA. This is based on the number of individuals potentially affected, the species role in the Project area, and/or whether the species remains "common" to the region. Regardless, these species are designated as covered species under the MSHCP, and the loss of habitat for these species would be covered through the MSHCP and payment of development fees pursuant to Riverside County Ordinance No. 810. (GLA, 2020a, p. 52)

Impacts to Raptors

The Project would remove 20.1 acres of low-quality potential foraging habitat for raptors, including the red-tailed hawk, northern harrier, Swainson's hawk, and white-tailed kite, and the Project site does not

support suitable nesting habitat on site. Due to the disturbed nature of the Project site and off-site improvement areas, general lack of small mammal and reptile activity, close proximity to human disturbance, and small size of low-quality suitable habitat, impacts to raptor foraging habitat and potential nesting habitat would be less than significant under CEQA. Additionally, the northern harrier, Swainson's hawk, and white-tailed kite are covered species under the MSHCP and the loss of foraging habitat for these species would be covered through the MSHCP and payment of its development fees pursuant to Riverside County Ordinance No. 810, and impacts would therefore be less than significant. (GLA, 2020a, p. 52)

Impacts to Critical Habitat

The site does not contain any critical habitat and is not designated as critical habitat by the United States Fish and Wildlife Service (USFWS). Therefore, the proposed Project would not impact lands designated as critical habitat by the USFWS. (GLA, 2020a, p. 53)

Impacts to Nesting Birds

The Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to September 15). Impacts to nesting birds are prohibited by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. However, this finding is consistent with EIR No. 466, which imposed Mitigation Measure MM Bio-1 to require pre-construction surveys and avoidance (as necessary) of active nests during the breeding season to ensure compliance with the MBTA and California Fish and Game Code requirements. Additionally, although impacts to native birds are prohibited by MBTA and similar provisions of California Fish and Game Code, impacts to native birds by the proposed Project would not be a significant impact under CEQA for biological reasons. The native birds with potential to nest on the Project site or off-site improvement areas would be those that are extremely common to the region and highly adapted to human landscapes (e.g., house finch, killdeer). The number of individuals potentially affected by the Project would not significantly affect regional, let alone local, populations of such species. Consistent with the findings of EIR No. 466, impacts to nesting birds protected by the MBTA would be less than significant, and would be further reduced with implementation of Mitigation Measure MM Bio-1. (GLA, 2020a, p. 53)

Impacts to Special-Status Animals

As indicated in the foregoing analysis, the Project would result in less-than-significant impacts to endangered, threatened, candidate, sensitive, and/or special status species with standard regulatory compliance (including payment of fees) and implementation of the mitigation measures specified by EIR No. 466. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Conclusion

As indicated in the foregoing analysis, and assuming mandatory compliance with Mitigation Measures MM Bio 1 and MM Bio 2 from EIR No. 466 and mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810, the Project would result in less-than-significant impacts to endangered,

threatened, candidate, sensitive, and/or special status species. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously-identified significant impact as analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that the MFBCSP site was highly disturbed due to recent grading activities and therefore did not provide value in terms of wildlife corridors or wildlife nursery sites. EIR No. 466 did not address the issue of wildlife movement or native wildlife nursery sites. (Webb, 2005, Appendix A, p. 13)

No Substantial Change from Previous Analysis: Conditions in the Project area are similar to the conditions that existed at the time EIR No. 466 was certified in 2005, but since 2005 more development has occurred in the surrounding area, thereby indicating that wildlife movement through the area is more constrained than it was when EIR No. 466 was certified. As previously shown on Figure 2-4, the Project site is surrounded by disturbed and developed lands. Furthermore, the Project site does not occur within any MSHCP-identified habitat linkages or corridors. The MSHCP is intended, in part, to facilitate wildlife movement regionally throughout western Riverside County and the Project is fully consistent with the MSHCP requirements that apply to the Project site. Additionally, the Project site does not contain any streambeds or waterbodies that would support migratory fish species, and as noted above the focused burrowing owl surveys conducted as part of the Project indicate that burrowing owls forage on site but do not nest or breed on site. As such, impacts to wildlife movement and wildlife nursery sites would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (GLA, 2020a, p. 52)

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

EIR No. 466 Finding: EIR No. 466 found that the MFBCSP site was disturbed for many years and converted to nonnative grassland. Much of the vegetation was weedy with nonnative grasses, such as red brome (*Bromus madritensis* ssp. *Rubens*) dominant over most of the MFBCSP site. EIR No. 466 disclosed that no other sensitive natural communities were found on the MFBCSP site and concluded that development of the MFBCSP would have no adverse effect on sensitive natural communities, although EIR No. 466 did acknowledge the potential for impacts to non-wetland jurisdictional waters, including riparian habitats. (Webb, 2005, pp. IV-126 and IV-127)

No Substantial Change from Previous Analysis: As previously indicated in Table 2-2, the Project contains the following vegetation/land use types: developed, disturbed, disturbed/non-native grassland, disturbed/ruderal, and ornamental. The Project would result in full impacts to the 22.0 Project site, as well as off-site impacts totaling 0.6 acre. As shown in Table 5-3, *Summary of Vegetation/Land Use*

Impacts, the Project would result in on- and off-site impacts to 0.96 acres of developed, 0.44 acres of disturbed, 0.98 acres of disturbed/non-native grassland, and 0.25 acres of disturbed/ruderal vegetation/land use types. However, none of these vegetation/land use types are considered sensitive habitats and all constitute non-native vegetation. Additionally, none of the vegetation/land use types on the Project site or off-site improvement areas include riparian vegetation. As such, with payment of mandatory MSHCP fees pursuant to Riverside County Ordinance No. 810, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (GLA, 2020a, p. 50)

Table 5-3 Summary of Vegetation/Land Use Impacts

Vegetation Type	Impacts On-Site (Acres)	Impacts Off-Site (Acres)	Total Impacts (Acres)
Developed	0.03	0.96	0.99
Disturbed	1.9	0.44	2.34
Disturbed/Non-Native Grassland	17.3	0.98	18.28
Disturbed/Ruderal	2.8	0.25	3.05
Total:	**22.0**	**2.63**	**24.63**

(GLA, 2020a)

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

EIR No. 466 Finding: EIR No. 466 disclosed that because the USGS 7.5-minute quadrangle map depicted two "blue-line" streams on the MFBCSP site, a "Routine Wetland Delineation" was conducted to determine the presence and extent of jurisdictional wetlands and/or non-wetland Waters of the U.S. Initial surveys conducted as part of the jurisdictional delineation did not locate areas that met the typical criteria for jurisdictional wetlands. Soil test pits excavated failed the typical three-parameter test (presence of hydrophytic vegetation, hydric soils, and wetland hydrology). Two drainages and a depressional area that appeared to collect nuisance water were all reviewed but failed to meet the criteria for wetlands. According to EIR No. 466, mapped blue-line streams were difficult to reconcile in the field given that historic uses have fragmented, channelized, and damaged them. The two east to west oriented mapped blue-line streams and one unmapped depressional area were disarticulated from historic drainages within the MFBCSP area and extant drainages outside the MFBCSP area. EIR No. 466 determined that most of the historical drainages have been impacted or realigned as part of extensive improvements in the surrounding area, including Cajalco Expressway and other roadways in the area. EIR No. 466 identified a potential drainage area that likely qualifies as a Waters of the U.S. EIR No. 466 determined that if the "waters" are to be filled as part of future implementing development, prior to grading, the implementing development(s) would be required to obtain a Section 404 permit from the U.S. Army Corps of Engineers (Corps), a Section 401 Water Quality Certification from the Santa Ana Regional Water Quality Control Board (RWQCB), and a 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW). Although EIR No. 466 did not identify any jurisdictional

waters or wetlands on the current Project site, EIR No. 466 concluded that by complying with regulatory requirements, including compensatory mitigation that is identified in the permits where required, the MFBCSP would have less-than-significant impacts to waters under federal and State jurisdiction. (Webb, 2005, pp. IV-126 and IV-127)

No Substantial Change from Previous Analysis: A jurisdictional delineation for the Project site was conducted by GLA, the results of which are provided as Appendix C to the Project's BTR (*Technical Appendix B1*). As concluded therein, the Project site contains a roadside ditch constructed in, and draining, wholly upland areas, which does not support a relatively permanent flow of water. The roadside ditch supports an ephemeral flow of water, such as after sizable precipitation events. The ditch begins at the southeast corner of the Building 19 site, and drains into a concrete-bottomed, concrete-sided culvert which is located offsite near the northeast corner of the property. The roadside ditch does not exhibit indicators of an Ordinary High-Water Mark (OHWM) and is not regulated by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act (CWA). As this feature is the only drainage-related feature within the Project, there are no Corps jurisdictional waters which would be regulated pursuant to Section 404 of the CWA within the Project site or off-site improvement areas. Thus, impacts to Corp jurisdictional areas and wetlands would not occur with implementation of the Project. (GLA, 2020a, pp. 45-46)

However, the above-described roadside ditch is subject to regulation by the RWQCB and CDFW. Specifically, the Project site contains 0.07 acre (651 linear feet) of RWQCB jurisdiction, none of which consists of jurisdictional wetlands. Additionally, the Project site contains 0.12 acre of CDFW jurisdictional waters, all of which consists of non-riparian streambed. Implementation of the proposed Project would result in impacts to the 0.07-acre RWQCB jurisdictional areas and the 0.12 acre of CDFW jurisdictional waters on site, none of which consists of vegetated riparian habitat and all of which consists of non-riparian, concrete-lined roadside ditch. This roadside ditch does not support riparian vegetation (herbaceous or woody) and would support water flow only during and shortly after rainfall events. This feature does not provide habitat to plant or wildlife species beyond what the adjacent uplands provide. Although removal of this feature triggers Regional Board Waste Discharge and Fish and Game Code 1602 permitting/authorizations, the removal of up to 0.12 acre of this ephemeral, earthen-bottomed roadside ditch would not significantly impact water resources or associated biological resources in the vicinity or at a regional level. As such, and consistent with the findings of EIR No. 466, impacts to jurisdictional waters and wetlands would be less than significant. (GLA, 2020a, p. 46)

Consistent with the findings of EIR No. 466, the Project's impacts to 0.07-acre RWQCB jurisdictional areas and 0.12 acre of CDFW jurisdictional waters would require permits/agreements from the regulatory agencies, including a CDFW Section 1602 Streambed Alteration Agreement and notification to the Regional Board in accordance with the Waste Discharge Requirements under Section 13260 of the CWC (the Porter-Cologne Water Quality Control Act). Compensatory mitigation would be required as part of the permitting process with the RWQCB and CDFW and would include the purchase of mitigation credits from the Riverpark Mitigation Bank (or other approved mitigation bank) at a minimum 1:1 (impact:mitigation) ratio. The requirement to obtain permits from the regulatory agencies has been included as part of the Project's conditions of approval.

Based on the foregoing analysis, and with completion of the RWQCB and CDFW permitting processes, the Project would not have a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the Clean Water Act and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the Mead Valley Area Plan of the General Plan has established policies to promote the retention of existing stands of oak trees, and found that the MFBCSP would not eliminate any stands of oak trees. The IS/NOP noted that no other policies had been established for the protection of biological resource protection that would be applicable to the MFBCSP. As such, the IS/NOP found that no impact would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 12)

No Substantial Change from Previous Analysis: Aside from Project compliance with the MSHCP, which is addressed above under Threshold a., the only local policies or ordinances protecting biological resources within the Project area are County Ordinance No. 559 (Regulating the Removal of Trees), the Stephens Kangaroo Rat Habitat Conservation Plan (SKR HCP), and the County's Oak Tree Management Guidelines. Ordinance No. 559 pertains to parcels or property located above 5,000 feet in elevation. As discussed above in Subsection 2.3.1, elevations on the Project site range from approximately 1,523 feet to 1,572 feet amsl. Therefore, because the Project site does not reach an elevation of 5,000 feet, Ordinance No. 559 is not applicable to the Project site and no impact would occur. The Project site is not targeted for conservation under the SKR HCP, and pursuant to Riverside County Ordinance No. 663, the Project Applicant would be required to contribute fees towards establishing and maintaining conservation areas for the SKR. With mandatory compliance to County Ordinance No. 663, the Project would not conflict with the SKR HCP. Additionally, under existing conditions, areas subject to impact as part of the Project do not contain any oak trees (Google Earth, 2018; GLA, 2020a). As such, the Project has no potential to result in a conflict with the County's Oak Tree Management Guidelines. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address impacts to biological resources. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. It should be noted that minor revisions have been made to Mitigation Measure MM Bio 1 to reflect current regulatory requirements, and are not the result of any new or increased significant impact caused by the Project. Similarly, Mitigation Measure MM Bio 2 has been revised to reflect current requirements to prepare and implement a burrowing owl relocation plan, and the additional measures are not a result of any new or increased significant impacts to the burrowing owl.

MM Bio 1: In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code site-preparation activities (removal of trees and vegetation) shall be avoided, to the greatest extent possible, during the nesting season (February 1 to ~~August 31~~September 15) of potentially occurring native and migratory bird species.

If site-preparation activities are to occur during the nesting/breeding season (February 1 through ~~July 31~~September 15), a pre-activity field survey shall be conducted by a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or the California Fish and Game Code are present in the construction zone or within a buffer of 500 feet. If active nests are not located within the project area and appropriate buffer, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within 500 feet of an active listed species or raptor nest, 300 feet of another sensitive or protected (under MBTA or California Fish and Game Code) bird's nest (non-listed), or within 100 feet of sensitive or protected songbird nests until the end of the nesting/breeding season; unless a qualified biologist conducts a subsequent field survey and determines that these restrictions are no longer required for protection of nesting/breeding activities at previously identified active nests and authorizes grading and heavy equipment activity to proceed.

MM Bio 2: Prior to issuance of grading permits, the Project Applicant shall prepare, and the County of Riverside and California Department of Fish and Wildlife (CDFW) shall review and approve, a burrowing owl relocation plan. As a condition of grading permit issuance, and in accordance with the approved burrowing owl relocation plan, a~~A~~ pre-construction survey for resident burrowing owls will be conducted by a qualified biologist 30 days prior to commencement of grading and construction activities. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the requirements of the MSHCP. If active nests are located, they shall be avoided and outside of the breeding season the owls may be passively relocated. To adequately avoid active nests during the breeding season (February 1 through August 31), no grading or heavy equipment activity shall take place within 250 feet of an active nest.

If burrowing owls occupy the site and cannot be avoided, passive relocation shall be used to exclude owls from their burrows, as required by the Riverside County Environmental Programs Department. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors should be left in place 48 hours to ensure owls have left the burrow. The project area should be monitored daily

for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe should be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.

5.1.5 Cultural Resources

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
8. Historic Resources a. Alter or destroy an historic site?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	☐	☐	☐	☒

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

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

EIR No. 466 Finding: EIR No. 466 documented that cultural resource surveys occurred within the MFBCSP between April and June, 2004. The results of the analysis determined that no federal or state significant historical resources were located within the MFBCSP site. The only man-made features recorded within the MFBCSP area during the historic period were various dirt and paved roads, but no buildings or other development were evident. EIR No. 466 noted that the entire MFBCSP area remained vacant and undeveloped throughout the historic period and up to when EIR No. 466 was certified. Therefore, EIR No. 466 concluded that potential impacts to historic resources were not expected and that impacts would be less than significant. (Webb, 2005, p. IV-134)

No Substantial Change from Previous Analysis: The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure, and rough grading of building pads. No historical resources have been discovered on the site since EIR No. 466 was prepared. Additionally, CRM Tech completed a cultural resources investigation for the Project site, which is included as *Technical Appendix I*. The study concludes that the entire Project site has been vacant and undeveloped since the 1940s, and no historical resources exist within or adjacent to the Project site, and thus the Project would not cause a substantial adverse change to any known historical resources. (CRM Tech, 2019, p. 4) Notwithstanding,

in the unlikely circumstance that historical resources are encountered during construction of the proposed Project, then Mitigation Measure MM Cultural 1 from EIR No. 466 would apply. Mitigation Measure MM Cultural 1 requires that if any historical, cultural, or archaeological resources are encountered, then all work in the area must cease until the resource can be evaluated by a qualified archaeologist and an appropriate method of treatment of the resource has been identified. As such, and consistent with the finding of EIR No. 466, the Project's impacts to historical resources would be less than significant with implementation of Mitigation Measure MM Cultural 1. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
9. Archaeological Resources a. Alter or destroy an archeological site?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archeological resource as defined in California Code of Regulations, Section 15064.5?	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

a) Would the proposed Project alter or destroy an archeological site?

b) Would the proposed Project cause a substantial adverse change in the significance of an archeological resource as defined in California Code of Regulations, Section 15064.5?

EIR No. 466 Finding: EIR No. 466 indicated that 15 archaeological sites were identified within the MFBCSP boundaries. A Phase II Archaeological Survey was conducted on the 15 sites, which were determined to consist of shallow grinding slicks on the surface of granitic boulder outcrops. EIR No. 466 noted that the general interpretation of this site type is that they are lightly used, temporary food processing sites from the Lake Prehistoric Period located away from the living/camping areas, with little information potential beyond what is observed on the surface and noted in the existing site records. EIR No. 466 determined that although development of the MFBCSP has the potential to alter or destroy these sites, the sites are considered to have been adequately documented by the Historical/Archaeological Resources Survey Report and the Archaeological Testing and Site Evaluations conducted in association with EIR No. 466 (refer to Appendix D to EIR No. 466). Based upon the findings of the cultural resource surveys and the documentation of the sites in the records of the Eastern Information Center, EIR No. 466 concluded that the alteration or destruction of these sites is considered to be below the level of significance. EIR No. 466 determined that prehistoric resources may be identified in buried context and impacted during buildout

of the MFBCSP. This was disclosed as a potentially significant impact, which would be reduced to less-than-significant levels with the incorporation of EIR No. 466 Mitigation Measure MM Cultural 1. (Webb, 2005, pp. IV-134 through IV-137)

No Substantial Change from Previous Analysis: The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure, and rough grading of building pads. No archaeological resources have been discovered on-site since EIR No. 466 was certified. Thus, it is unlikely that any archaeological resources occur within the Project site. Additionally, CRM Tech completed a cultural resources investigation for the Project site, which is included as Technical Appendix I. As documented in Technical Appendix I, CRM Tech conducted a survey in 2004 that included the Project site. As a result of this investigation, two archaeological sites of prehistoric (i.e., Native American) origin were identified within the area studied by CRM Tech (CRM Tech, 2019, p. 1):

- Site 33-003500 (CA-RIV-3500): three bedrock milling features with a slick on each;
- Site 33-003501 (CA-RIV-3501): two bedrock milling features with a slick on each.

CRM Tech subsequently carried out a Phase II archaeological testing program on all 15 sites in the 275-acre MFBCSP area, including the above-listed sites. During the Phase II study, a total of two excavation units and six shovel test pits were hand-dug at 33-003500 and 33-003501, and no cultural materials were recovered from either site. At the completion of the testing program, both 33-003500 and 33-003501 were both determined not to qualify as “historical resources,” as defined by CEQA. During field investigations conducted by CRM Tech in 2019, updated records searches, and a historical background search, no additional cultural resources were identified on the Project site. (CRM Tech, 2019, p. 1) As such, the Project would not result in any impacts to any known archeological resource, as defined in Section 15064.5 of the California Code of Regulations, and impacts would be less than significant.

Notwithstanding, in the unlikely circumstance that archaeological resources are encountered during construction of the proposed Project, then Mitigation Measure MM Cultural 1 from EIR No. 466 would apply (as modified herein to reflect the standard County condition of approval [COA]). Mitigation Measure MM Cultural 1 requires that if any historical, cultural, or archaeological resources are encountered, then all work in the area must cease until the resource can be evaluated by a qualified archaeologist and an appropriate method of treatment of the resource has been identified, in coordination with the County Archaeologist and a Native American tribal representative (or other appropriate ethnic/cultural group representative). As such, and consistent with the finding of EIR No. 466, the Project’s impacts to archaeological resources would be less than significant with implementation of Mitigation Measure MM Cultural 1. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that buildout of the MFBCSP was not expected to disturb any human remains, including those interred outside of formal cemeteries. The IS/NOP concluded that due to the lack of formal cemeteries and informal family burial plots on the MFBCSP site, the MFBCSP would have no impact on human remains. The IS/NOP noted that standard County conditions of approval require work to stop and qualified archaeologists to be consulted in the unlikely event that unknown human remains are uncovered during construction or development activities. As such, the IS/NOP concluded that impacts would be less than significant, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 14 and 15)

No Substantial Change from Previous Analysis: The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. EIR No. 466 Mitigation Measure MM Cultural 2 would apply, which requires the County coroner to be notified in the event human remains are discovered and also requires Native American consultation if appropriate. Additionally, in the event that human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq. California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner. If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the "most likely descendant(s)" of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Consistent with the findings of EIR No. 466, and assuming mandatory compliance with state law and Mitigation Measure MM Cultural 2, implementation of the proposed Project would not result in any adverse impacts to any human remains. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified mitigation measures to address impacts to cultural resources. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. It should be noted that Mitigation Measure MM Cultural 1 has been updated to reflect the County's standard condition of approval for the discovery of previously unidentified cultural resources, and was not modified as the result of the Project causing any new or increased significant impacts. Mitigation Measure MM Cultural 2 has been revised to reflect the County's standard condition of approval for the discovery of human remains. These changes to match the County's

standard conditions of approval are actually more protective of the environment with greater detail and clarity than the original mitigation measures. Additionally, EIR No. 466 Mitigation Measure MM Cultural 3, which requires tribal monitoring during grading activities within MFBCSP Planning Areas 6 and 7, would apply to grading activities on the Building 19 site (which is located in MFBCSP Planning Area 6), but would not apply to the detention basin site as the detention basin site is located in MFBCSP Planning Area 5.

MM Cultural 1: If buried materials of potential historical, cultural or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed project, all ~~work~~ ground disturbance within 100 feet of the discovered cultural resources ~~in that area should~~ shall be halted or diverted. The Project Applicant shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the Project Applicant, the Project ~~until a qualified~~ Archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss ~~can evaluate~~ the ~~nature and~~ significance of the finds. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resources. Resource evaluations shall be limited to non-destructive analysis. Further ground-disturbing activities shall not resume within the area of the discovery until the appropriate treatment has been accomplished. ~~f the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines), avoidance or other appropriate measures shall be implemented~~

MM Cultural 2: In the event of the accidental discovery or recognition of any human remains during excavation/construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been contacted and any required investigation or required Native American consultation has been completed. The developer/permit holder or any successor of interest shall comply with State Health and Safety Code Section 7050.5.

MM Cultural 3: A qualified archeologist and a tribal monitor from the Pechanga Tribe shall be present during all grading activities in that portion of the Project site located east of Harvill Avenue and north of Markham Street (i.e., Planning Area 6 and Planning Area 7) involving the initial ground disturbance and excavation of this portion of the project site.

5.1.6 Energy

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
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?	☐	☐	☐	☒

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

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP would meet all requirements of Title 24 California Code of Regulations construction for energy savings, but indicated that there were no energy conservation plans associated with the MVAP which would affect the MFBCSP site. Therefore, the IS/NOP concluded that no impacts due to a conflict with energy conservation plans would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 48 and 50)

No Substantial Change from Previous Analysis: EIR No. 466 evaluated various scenarios for development of Planning Areas 5 and 6 of the MFBCSP, including a scenario in which all MFBCSP planning areas (including Planning Areas 5 and 6) would be developed with warehouse/distribution uses. Under the warehouse/ distribution scenario, EIR No. 466 assumed that the entire MFBCSP would be developed with up to 6,215,500 s.f. of warehouse/distribution uses on approximately 279.23 acres (excluding major roads). Thus, EIR No. 466 assumed that warehouse/distribution uses would be developed at an average Floor Area Ratio (FAR) of 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). EIR No. 466 assumed that the Building 19 and detention basin sites, which encompass 22.0 acres (combined), would be developed with up to 488,743 s.f. of warehouse/distribution uses (958,320 s.f. [22.0 acres] x 0.51 = 488,743 s.f.), whereas the Project as currently proposed would entail development of up to 365,056 s.f. of building area, which is smaller than the building area analyzed under EIR No. 466. (Webb, 2005, Table IV-49)

Based on the energy consumption rates utilized in the County's General Plan Update EIR (EIR No. 521), *Table 5-4, Comparison of Electricity Demand*, and *Table 5-5, Comparison of Natural Gas Demand, show*

the amount of electricity and natural gas, respectively, that would be consumed under the warehouse/ distribution scenario evaluated by EIR No. 466 as compared to the proposed Project As shown, when compared to the warehouse/distribution scenario evaluated in EIR No. 466, the Project would result in a substantial reduction in the amount of electricity and natural gas consumed as compared to what was evaluated in EIR No. 466. (Riverside County, 2015, Table 5.5-O and Table 5.5-P)

Table 5-4 Comparison of Electricity Demand

Land Use	Development Intensity	Demand Factors	Annual Demand
EIR No. 466 Electricity Demand for the Project Site			
Light Industrial	488,743 s.f.[1]	10.50 kWh/year/s.f.	5,131,802 kWh/year
Proposed Project Electricity Demand			
Light Industrial	365,056 s.f.	10.50 kWh/year/s.f.	3,833,088 kWh/year
Net Difference:	**-123,687 s.f.**	**--**	**-1,298,714 kWh/year**

[1]EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51. Thus, EIR No. 466 assumed the Project site would be developed with up to 488,743 s.f. of light industrial land uses (22.0 acres x 43,560 s.f./acre x 0.51 = 488,743 s.f.), whereas the Project as currently proposed would entail development of up to 365,056 s.f. of building area, which is smaller than the building area analyzed under EIR No. 466.
Notes: s.f. = square foot/feet; kWh = Kilowatt hours.
Source: (Riverside County, 2015, Table 5.5-O; Webb, 2005, Table IV-49)

Table 5-5 Comparison of Natural Gas Demand

Land Use	Development Intensity	Demand Factors	Annual Demand
EIR No. 466 Natural Gas Demand for the Project site			
Light Industrial	488,743 s.f.[1]	27.6 cfy/s.f.	13,489,307 cfy
Proposed Project Natural Gas Demand			
Light Industrial	365,056 s.f.	27.6 cfy/s.f.	10,075,546 cfy
Net Difference:	**- 123,687 s.f.**	**--**	**-3,413,761 cfy**

[1]EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51. Thus, EIR No. 466 assumed the Project site would be developed with up to 488,734 s.f. of light industrial land uses (22.0 acres x 43,560 s.f./acre x 0.51 = 488,743 s.f.).
Notes: s.f. = square foot/feet; cfy = cubic feet per year.
(Riverside County, 2015, Table 5.5-P; Webb, 2005, Table IV-49)

Notwithstanding the fact that the Project would consume less electricity and natural gas than the warehouse/distribution scenario evaluated in EIR No. 466, provided below is an analysis of the proposed Project's anticipated energy use which determines that the Project would not result in the wasteful, inefficient, or unnecessary consumption of energy during either construction or long-term operation, and also demonstrates that the Project would not conflict with a State or local plan for renewable energy or energy conservation.

Project-Related Energy Demands

Energy and Fuel Use for Project Construction

Construction of the proposed Project would consume electrical energy and fuel. However, since EIR No. 466 was certified in 2005, federal, State, and regional regulations have become more stringent, thereby resulting in increased energy efficiency for construction vehicles and equipment as compared to what was assumed by EIR No. 466. Moreover, Project-related construction would represent a "single-event" electric energy and fuel demand and would not require on-going or permanent commitment of energy or diesel fuel resources for this purpose. Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project-related construction. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hours per gallon (hp-hr-gal.), obtained from the cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines (CARB, 2011, p. D-24). Construction workers would also consume fuel traveling to and from the site. An aggregated fuel economy of light duty automobiles (vehicle class within the California sub-area for a 2019 calendar year) are calculated to have a fuel efficiency of 28.17 miles per gallon (MPG).

Indirectly, construction energy efficiencies and energy conservation would be achieved through the use of bulk purchases, transport, and use of construction materials. The 2017 Integrated Energy Policy Report (IEPR) published by the California Energy Commission (CEC) shows that fuel efficiencies are improving for on and off-road vehicle engines due to more stringent government requirements. The amount of energy and fuel use anticipated by the Project's construction activities would be typical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, which promote equipment fuel efficiencies. CCR Title 13, Title 13, Motor Vehicles, Section 2449(d)(3), *Idling*, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary, and would be less than the energy demands anticipated by EIR No. 466.

Energy Use for Project Operation

Transportation Energy Demands

Since EIR No. 466 was certified in 2005 there has been a substantial increase in regulations governing fuel efficiency in motor vehicles, thereby indicating that energy associated with the Project's transportation energy demands would be less than was assumed by EIR No. 466.

Energy that would be consumed by Project-generated traffic is a function of total vehicle miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site. Fuel would be provided by commercial vendors, which are required to comply with state and federal requirements regarding energy efficiency. Trip generation and VMT generated by up to 365,056 s.f. of high-cube transload short-term warehouse uses would be consistent with other light industrial uses similar in scale and

configuration, because the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption.

Additionally, and as discussed above, under the warehouse/distribution scenario evaluated in EIR No. 466, EIR No. 466 assumed that the Project site would be developed with warehouse/distribution uses at a Floor Area Ratio (FAR) of 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). Thus, EIR No. 466 anticipated that the Building 19 and detention basin sites (22.0 acres combined) would be developed with up to 488,743 s.f. of light industrial building area (958,320 s.f. [22.0 acres] x 0.51 FAR = 488,743 s.f.). The 365,056 s.f. of high-cube transload short-term warehouse building proposed by the Project Applicant would generate less traffic than the 488,743 s.f. of warehouse/distribution uses assumed for the Building 19 and detention basin site by EIR No. 466. Specifically, based on the trip generation rates used in the Project's TIA (Technical Appendix H), development of the Project site with 488,743 s.f. of warehouse/distribution uses would generate 1,644 Average Daily Trips (ADT) in terms of actual vehicles, as compared to the 514 ADT that would be generated by the Project. Thus, traffic associated with the Project would result in the consumption of substantially less fuel as compared to what was assumed by EIR No. 466 for the warehouse/distribution scenario. (Urban Crossroads, 2021, Table 4-3)

Enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of cars and trucks to alternative energy sources (e.g., electricity, natural gas, bio fuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. Project-related development also would include the establishment of eight-foot-wide community trail segments along the Project's frontages with Seaton Avenue and Harvill Avenue, which would encourage pedestrian and transit access, thereby reducing VMT and associated energy consumption. As supported by the preceding discussions, the Project's transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary, and would be less than was assumed for the site by EIR No. 466.

Facility Energy Demands

Project implementation would result in the conversion of the Building 19 and detention basin sites from their existing condition to an industrial development that would include up to 365,056 s.f. of high-cube transload short-term warehouses uses and a 2.6-acre detention/bio-retention basin. This land use would increase the site's demand for energy. Specifically, the Project would consume energy for space and water heating, air conditioning, lighting, and operation of equipment and appliances. Table 5-4 and Table 5-5 (previously presented) provide an estimate of electricity and natural gas demands at Project buildout, respectively, as compared to the land uses evaluated for the Project site by EIR No. 466. As shown in Table 5-4 and Table 5-5, buildout of the Project is conservatively estimated to require approximately 3,833,088 kilowatt hours per year (kWh/year) of electricity and 10,075,546 cubic feet per year (cfy) of natural gas.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as plug-in appliances. In California,

the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.).

For new development such as that proposed by the Project Applicant, compliance with California Building Standards Code Title 24 energy efficiency requirements (CALGreen) are considered demonstrable evidence of efficient use of energy. The proposed high-cube transload short-term warehousing building would be required to promote and provide for energy efficiencies beyond those required under other applicable federal or State of California standards and regulations, and in so doing would meet all California Building Standards Code 24 standards. Moreover, energy consumed by the Project is expected be comparable to other light industrial uses of similar scale and intensity that are constructed and operating in California, because the Project does not propose uses or operations that would inherently result in excessive and wasteful energy consumption. Furthermore, the Project would be conditioned to comply with Riverside County Climate Action Plan (CAP) Measure R2-CE1, *Clean Energy*. To demonstrate compliance with Measure R2-CE1, the Project Applicant would be required to show that 20 percent of the building's energy demand has been offset through on-site renewable energy production (including but not limited to solar), unless such offset is demonstrated by the Project Applicant to be infeasible. As indicated on the floor plans included as part of Plot Plan No. 180032, the roof for Building 19 is required to be designed to support future solar panels equal to 51% of the building area. As required by CAP Measure R2-CE1, the Project would be conditioned to demonstrate that the proposed solar panels would meet a minimum of 20 percent of the building's energy demand, or must demonstrate that it is infeasible to achieve a 20 percent offset. Because the Project would be subject to the CALGreen requirements and Riverside County CAP Measure R2-CE1, and because the Project Applicant does not propose operational characteristics that are substantially different from other similarly situated light industrial developments, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Furthermore, the Project would not cause or result in the need for additional energy facilities or energy delivery systems.

Project Consistency with Energy Conservation Plans and Regulations

Under existing conditions, there are no adopted State or local plans for renewable energy or energy efficiency in the Project area. Thus, the Project would have no potential to conflict with such plans, and no impact would occur. Additionally, and as discussed below, the Project would be consistent with or otherwise would not conflict with policies and requirements related to energy conservation.

Project Consistency with Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991: The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation and access to the Project site is provided primarily by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because no intermodal facilities are planned on or through the Project site.

Project Consistency with the Transportation Equity Act for the 21st Century (TEA-21): The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

The Project site is located along major transportation corridors with proximate access to the Interstate (I) freeway system via I-215. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. This is because the Project site is located only 0.7 roadway mile from the I-215 on-and-off ramps, the Project area already is served with roadway and utilities infrastructure, and the Project site is located in an area planned for light industrial development as part of the General Plan and MFBCSP. As such, the Project supports the strong planning processes emphasized under TEA-21 by taking advantage of the regional and proximate transportation infrastructure. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

Project Consistency with the California Integrated Energy Policy Report (Senate Bill 1389): Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code § 25301a]). The Energy Commission prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

The 2016 Integrated Energy Policy Report (2016 IEPR) was published in February 2017, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2016 IEPR focuses on a variety of topics such as including the environmental performance of the electricity generation system, landscape-scale planning, the response to the gas leak at the Aliso Canyon natural gas storage facility, transportation fuel supply reliability issues, updates on Southern California electricity reliability, methane leakage, climate adaptation activities for the energy sector, climate and sea level rise scenarios, and the California Energy Demand Forecast.

Electricity would be provided to the Project by Southern California Edison (SCE). SCE's Clean Power and Electrification Pathway (CPEP) white paper is an integrated approach to reduce GHG emissions and air pollution by taking action in three California economic sectors: electricity, transportation, and buildings. It builds on existing State programs and policies, and uses a combination of measures to produce the most cost-effective and feasible path forward among the options studied. By 2030, it calls for: 1) an electric grid supplied by 80 percent carbon-free energy; 2) more than 7 million electric vehicles on California roads; and 3) using electricity to power nearly one-third of space and water heaters, in increasingly energy-efficient buildings. These electrified technologies will use zero-emission resources like solar and wind to provide most of their power, and can in turn support the electric grid by balancing electricity demand with supply. Because all power supplied to the Project by SCE would be subject to the energy conservation and renewable energy requirements of the CPEP, the Project is inherently consistent with, would not otherwise interfere with, and would not obstruct implementation of, the goals presented in the 2016 IEPR. (SCE, 2017)

Project Consistency with State Energy Plan: The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system via I-215. The Project would facilitate access to and take advantage of existing infrastructure systems, namely I-215 and the interstate freeway system. The Project also would provide pedestrian infrastructure to discourage vehicular travel by accommodating 8-foot-wide multipurpose trail segments along the Project's frontages with Seaton Avenue and Harvill Avenue. The Project also would promote land use compatibility through the development of light industrial uses in close proximity to similarly planned uses, including light industrial uses proposed throughout the MFBCSP area as well as existing light industrial uses located east of Harvill Avenue. The Project therefore supports the urban design principles identified under the State of California Energy Plan and is thus consistent with or would not otherwise interfere with implementation of the State of California Energy Plan.

Project Consistency with California Code Title 24, Part 6 (California Energy Code): California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

The 2019 Title 24 standards require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential

buildings, and identifies updated indoor and outdoor lighting requirements for nonresidential buildings. The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7 percent less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53 percent less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30 percent less energy due to lighting upgrades.

The 2019 version of Title 24 was adopted by the California Energy Commission (CEC) and became effective on January 1, 2020 and is applicable to the Project. Compliance with the applicable Title 24 requirements is enforced through Riverside County Ordinance No. 457. Thus, Project consistency with Title 24 requirements would occur as part of the County's future review of building permit applications. Additionally, *Technical Appendix D* includes an extensive analysis of the Project's consistency with the County's Climate Action Plan (CAP), and identifies a number of requirements that would serve to reduce energy consumption associated with the future building on site. In addition, the Project has been designed to accommodate solar panels. As such, the Project is consistent with, would not interfere with, and would not obstruct implementation of Title 24.

Project Consistency with Pavley Fuel Efficiency Standards (AB 1493): AB 1493 is applicable to the Project because model year 2009-2016 passenger cars and light duty truck vehicles traveling to and from the Project site are required by law to comply with the legislation's fuel efficiency requirements. On this basis, the Project would not interfere with or otherwise obstruct implementation of AB 1493.

Project Consistency with California Renewable Portfolio Standards (SB 1078): Energy directly or indirectly supplied to the Project by electric corporations is required by law to comply with SB 1078. Thus, the Project would be consistent with SB 1078.

Conclusion

Based on the preceding analysis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Additionally, the Project would not conflict with any adopted State or local plans for renewable energy or energy efficiency. Impacts due to the Project's energy demands would be less than significant. Implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.7 Geology and Soils

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazards Zones a. Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP for EIR No. 466 disclosed that MFBCSP site was located outside of an Alquist-Priolo earthquake fault zone or County fault hazard zone. The IS/NOP noted that the MFBCSP site is approximately 8.7 miles southwest of the San Jacinto Fault Zone and approximately 9.5 miles northeast of a County Fault Zone. Since there was no evidence that the MFBCSP site was located on or in proximity to a known fault, the IS/NOP concluded that impacts would be considered less than significant with incorporation of standard Uniform Building Code (UBC) and County requirements for construction, and incorporation of the recommendations from each building's geotechnical report. The IS/NOP concluded that no impact would occur and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 16)

Given the MFBCSP's location in Southern California, and the common occurrence of earthquake faults in the region, the IS/NOP prepared for EIR No. 466 disclosed that the MFBCSP site may experience strong seismic ground shaking from a local or regional earthquake of large magnitude. The IS/NOP noted that the MFBCSP site was located within a zone of very high (30 - 40% g) ground-shaking risk, as designated by the General Plan. Since the MFBCSP site was not located within a State Alquist-Priolo Fault Zone or a County Fault Hazard Zone, the IS/NOP found that the MFBCSP was not required to investigate the potential for and setback from ground rupture hazards. The IS/NOP indicated that the MFBCSP would follow engineering and design parameters in accordance with the most recent edition of the UBC and/or the Structural Engineers Association of California parameters, as required in standard County conditions of approval. Therefore, the IS/NOP disclosed that ground-shaking events are expected to cause less than significant impacts to the project, and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 17)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project's site-specific geotechnical evaluations (Technical Appendices C1 and C2) indicate that the Project site and surrounding areas are not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known active fault traces within the Project vicinity. The closest zoned fault to the site is the San Jacinto fault zone located approximately 9.5 miles northeast of the Building 19 site (Kleinfelder, 2020, p. 7). Accordingly, there is no potential for the Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death associated with earthquake fault zones. Additionally, the Project would not be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, or based on other substantial evidence of a known fault. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
12. Liquefaction Potential Zone a. Be subject to seismic-related ground failure, including liquefaction?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that portions of the MFBCSP site were located within a zone of shallow groundwater with moderate to very high susceptibility to liquefaction. The IS/NOP noted that prior to approval of each plot plan, a site-specific geotechnical report shall be prepared, pursuant to County requirements, to identify hazards to the proposed development and recommendations on how to mitigate them. The IS/NOP also noted that after construction has commenced, the geotechnical engineer shall be called to the site in the event of a change in conditions, and to observe all grading operations. Since the MFBCSP would be designed and constructed in accordance with the latest version of the UBC, with incorporation of recommendations from the geotechnical report(s) required for each implementing Plot Plans, the IS/NOP concluded that impacts would be reduced to less-than-significant levels through future design measures. As such, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 17)

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466, site-specific geotechnical evaluations (*Technical Appendices C1 and C2*) were required for the proposed Project to evaluate specific design elements as established by proposed Plot Plan No. 180032. According to the Project's site-specific geotechnical evaluations, the site is not within a liquefaction hazard zone as mapped by the County of Riverside. The depth to groundwater in the general area of the Building 19 site

grades is estimated to be between approximately 21 and 32 feet bgs (Kleinfelder, 2020, p. 5). The geotechnical investigations for the Building 19 and detention base sites determined that based on characteristics of the soils and depth to groundwater, on-site soils have a very low potential for liquefaction during a design-level earthquake (Kleinfelder, 2020, p. 8). Furthermore, the Project would be conditioned to comply with the recommendations of the site-specific geotechnical evaluations (*Technical Appendices C1 and C2*) which would further ensure that impacts due to liquefaction hazards would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
13. Ground-shaking Zone a. Be subject to strong seismic ground shaking?	☐	☐	☐	☒

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

EIR No. 466 Finding: Given the MFBCSP's location in Southern California, and the common occurrence of earthquake faults in the region, the IS/NOP prepared for EIR No. 466 disclosed that the MFBCSP site may experience strong seismic ground shaking from a local or regional earthquake of large magnitude. The IS/NOP noted that the MFBCSP site was located within a zone of very high (30 - 40% g) ground-shaking risk, as designated by the General Plan that was adopted at the time. The IS/NOP indicated that the MFBCSP would follow engineering and design parameters in accordance with the most recent edition of the Universal Building Code (UBC) and/or the Structural Engineers Association of California parameters, as required in standard County conditions of approval. Therefore, the IS/NOP disclosed that ground-shaking events are expected to cause less-than-significant impacts to the project, and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 17)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, and as indicated in the Project's site-specific geotechnical evaluations (*Technical Appendices C1 and C2*), the Project site and surrounding areas are not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known active fault traces within the Project vicinity. The closest zoned fault to the site is the San Jacinto fault zone located approximately 9.5 miles northeast of the Building 19 site (Kleinfelder, 2020, p. 7). However, the site is subject to strong ground motions caused by earthquakes along nearby fault zones and other active regional faults. Section 1613 of the 2019 California Building Standards Code (CBSC) identifies design features required to be implemented to resist the effects of seismic ground motions. With mandatory compliance to the 2019 CBSC requirements, or the applicable building code at the time of Project construction, structures and persons on the Project site would not be exposed to substantial adverse ground-shaking effects. Accordingly, and consistent with the findings of

EIR No. 466, impacts associated with strong seismic ground shaking would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
I4. Landslide Risk a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that there were no known or mapped geologic units or soils that are unstable or could become unstable as a result of the MFBCSP. The IS/NOP indicated that the General Plan's Safety Element in effect at the time identified no known or mapped geologic units that could potentially result in on- or off-site landslides, lateral spreading, and collapse or rockfall hazards. The IS/NOP also found that the MFBCSP site did not contain steep slopes (greater than 15%) or unstable slopes with a potential for rockslides or landslides. Therefore, the IS/NOP concluded that no impacts would occur associated with landslide risk, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 18)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, and as shown on MVAP Figure 15, *Slope Instability*, the Project site is not located within an area subject to risk of landslide or landslide hazards (Riverside County, 2018, Figure 15). The areas surrounding the Project site are relatively flat, and have no hillsides that may have the potential for landslide or rockfall hazards. Additionally, the geotechnical evaluation prepared for the Building 19 site (*Technical Appendix C1)* determined that the risk of landslides and other forms of mass wasting is considered very low (Kleinfelder, 2020, p. 7). As such, the Project has no potential to cause or be affected by landslide or rockfall hazards, and impacts would be less than significant. The geotechnical evaluation prepared for the Building 19 site also evaluates the potential for collapse and lateral spreading hazards on site, and identifies site-specific recommendations to preclude collapse or lateral spreading hazards that could adversely affect the future building on site. The Project would be conditioned to comply with the site-specific recommendations of the geotechnical evaluations prepared for the Building 19 and

detention base sites (*Technical Appendices C1 and C2*), which would reduce potential impacts to less-than-significant levels. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
15. Ground Subsidence a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that there were no known geologic units or soils that are or would become unstable and result in subsidence because of the MFBCSP. However, the IS/NOP noted that the General Plan's Safety Element indicated that the eastern portion of the MFBCSP site was at the edge of a susceptible ground subsidence area. The IS/NOP noted that standard County procedures require the preparation of site-specific geotechnical reports prior to grading to identify any specific requirements necessary to ameliorate potential subsidence hazards. The IS/NOP acknowledged that future development within the MFBCSP would be required to follow engineering and design parameters in accordance with the most recent edition of the UBC and/or Structural Engineers Association of California parameters as well as the sites-specific requirements set forth in the site-specific geotechnical reports required for implementing Plot Plans. Therefore, the IS/NOP concluded that the risk of subsidence hazards would be less than significant and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 18 and 19)

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466, because the Project Applicant proposes a site-specific development, site-specific geotechnical evaluations were prepared for the Project site (*Technical Appendices C1, and C2*). The Project's geotechnical reports determined that dry seismically-induced settlement is calculated to be less than one inch, and incorporate recommendations to address settlement issues. The Project would be conditioned to comply with the recommendations of the site-specific geotechnical studies prepared for the Project site (*Technical Appendices C1 and C2*). As such, impacts would be less than significant. (Kleinfelder, 2020, p. 9) Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
16. Other Geologic Hazards a. Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the nearest large inland water body is Lake Perris located approximately 3.6 miles east of the MFBCSP site, which would not pose a threat to the MFBCSP area in the event of a large earthquake that could potentially induce a seiche in the lake. The IS/NOP indicated that there were no volcanoes in the MFBCSP vicinity. Since there are no steep slopes, the IS/NOP concluded that impacts from other geologic hazards, such as mudflow, would be less than significant. As such, this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 19)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, there are no active volcanoes in the Project region. Additionally, the Project vicinity consists of relatively flat topography, and there are no hillsides in the area that could subject the Project site to mudflow hazards. With respect to seiches, the nearest body of water to the Project site is the Perris Reservoir, located approximately 3.7 miles east of the site. According to Riverside County Environmental Impact Report No. 521, the Project site is not located within the inundation zone for the Perris Reservoir, indicating that the site also is not subject to hazards associated with seiches (Riverside County, 2015, Figure 4.11.2) Thus, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
17. Slopes a. Change topography or ground surface relief features?	☐	☐	☐	☒
b. Create cut or fill slopes greater than 2:1 or higher than 10 feet?	☐	☐	☐	☒
c. Result in grading that affects or negates subsurface sewage disposal systems?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP site was essentially level. The IS/NOP noted that limited grading may be required during construction to establish finished grades. However, the IS/NOP found that the scale of activity would be consistent with that for ongoing construction in the area. As such, the IS/NOP concluded that no impact would occur due to changes to topography and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 20)

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466 and as previously depicted on Figure 3-3 and Figure 3-4, the Project generally would maintain the site's existing topography, with some manufactured slopes along the western boundary of the Building 19 site, adjacent to Harvill Avenue, and around the proposed detention basin. With implementation of the proposed Project, and as shown on Figure 3-10, the Building 19 site would continue to drain towards the east and then south to the proposed 2.6-acre detention basin. As such, the Project would not result in substantial changes to the site's topography or ground surface relief features, and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that buildout of the MFBCSP would not involve the formation of cut or fill slopes greater than 2:1 or higher than 10 feet. As such, the IS/NOP concluded that no impacts are expected and as a result this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 20)

No Substantial Change from Previous Analysis: As previously depicted on Figure 3-3 and Figure 3-4, to the west and south of Building 19, retaining walls up to 13 feet are proposed, above which would be 2:1 manufactured slopes measuring up to seven feet in height. Along the northern, eastern, and southeastern

boundaries of the Building 19 site would be 2:1 manufactured slopes measuring up to nine feet in height. Additionally, the 2.6-acre detention basin/bio-retention basin is proposed with 4:1 slopes around the perimeter of the basin. Although slopes and retaining walls proposed by the Project Applicant would exceed 10 feet in height, the site-specific geotechnical evaluations prepared for the Project site (*Technical Appendices C1 and C2)* identify recommendations to ensure that the Project's slopes are grossly stable. The Project would be conditioned to comply with the recommendations of the geotechnical evaluations. Additionally, soils reports prepared by a registered geologist or certified geologist, civil engineer, or geotechnical engineer are required pursuant to Riverside County Ordinance No. 457 prior to rough grade or precise grade approval verifying the sub-grade and base of all paved areas. Compliance with the geotechnical evaluation recommendations and mandatory soils reports required for grading permits would preclude impacts associated with slopes that are taller than 10 feet in height. As such, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that septic systems were not located on the MFBCSP site. Therefore, the IS/NOP concluded that it is not expected that site grading would impact subsurface sewage systems. As a result, the IS/NOP concluded that impacts to subsurface sewage disposal systems would not occur and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 20)

No Substantial Change from Previous Analysis: The Project would not result in grading that affects or negates subsurface sewage disposal systems. With implementation of the proposed Project, sewer service would be provided proposed connections to an existing 12-inch sewer main located approximately 0.3 mile east of the Building 19 site, east of the easterly terminus of Nance Street. Flows from the Project site ultimately would be conveyed to the EMWD's Perris Valley Water Reclamation Facility (PVRWRF), located approximately 7.5-miles southeast of the Building 19 site. Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
18. Soils a. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
b. Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial risks to life or property?	☐	☐	☐	☒
c. Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that the MFBCSP area contains a total of 13 soil types that have low to moderate potential for erosion. The IS/NOP noted that the MFBCSP would be required to reduce or eliminate soil erosion sedimentation during construction activities by obtaining coverage under the Santa Ana RWQCB National Pollutant Discharge Elimination System (NPDES) permit for construction-related storm water discharges in the San Jacinto River Watershed. The IS/NOP explained that the permit requires that Best Management Practices (BMPs) be used to ensure that soil erosion due to wind or water does not occur during the construction phase. Therefore, the IS/NOP concluded that impacts would be less than significant and this topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 20 and 21)

No Substantial Change from Previous Analysis: Consistent with the information disclosed in EIR No. 466, proposed grading activities associated with the Project would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water.

As stated in EIR No. 466, pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain coverage under a National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally, during grading and other construction activities involving soil exposure or the transport of earth materials, Riverside County Ordinance Nos. 457 and 460 would apply, which establish, in part, requirements for the control of dust and erosion during construction. As part of the requirements of Ordinance Nos. 457 and 460, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phases to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to

SCAQMD Rule 403. Mandatory compliance with the Project's NPDES permit and applicable regulatory requirements would ensure that water and wind erosion impacts would be less than significant.

Following construction, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from storm water discharged from the property. All flows entering the on-site storm drainage system would be directed toward the detention basin planned in the southeastern portion of the site and would be conveyed to existing storm drains located in Markham Street via subsurface storm drain pipes following water quality treatment. The majority of flows from the Building 19 site would drain into the detention basin. As shown on Figure 3-3 and Figure 3-4,on-site drainage would largely mimic existing conditions.

Based on the analysis presented in the Project's hydrology study (*Technical Appendix F1*), which addresses both the Plot Plan No. 180032 Project as well as development of proposed Building 20 project pursuant to approved Plot Plan No. 180029, the rate of post-development runoff from the site and areas tributary to the site would be reduced to 22.6 cfs during 100-year (24-hour duration) storm events (PBLA, 2021a, Appendix B). Additionally, the existing storm drainage system has been designed to accept post-development flows from the Project area and to preclude or substantially avoid erosion hazards. Moreover, runoff from the Project site following detention and water quality treatment would be conveyed directly to existing drainage facilities downstream that have been designed to preclude or substantially avoid erosion hazards. As such, soil erosion and the loss of topsoil would not increase substantially as compared to existing conditions.

In addition, the Project Applicant is required to prepare and submit to the County for approval of a Project-specific Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). The SWPPP and WQMP must identify and implement an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharge to surface water from storm water and non-storm water discharges. Adherence to the requirements noted in the Project's required WQMP (refer to *Technical Appendix F2*) and site-specific SWPPP would further ensure that potential erosion and sedimentation effects would be less than significant. As such, impacts due to substantial soil erosion or the loss of topsoil would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

b) Would the proposed Project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial risks to life or property?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the MFBCSP site was located on soils in the Monserate-Arlington-Exeter Association, which exhibits well-drained soils on nearly-level to moderately steep topography. The IS/NOP indicated that these soils have a surface layer of sandy loam to loam and are shallow to deep to hardpan, and that this association does not contain expansive soils as defined in Table 18-1-B of the Uniform Building Code. The IS/NOP further noted that expansive soils are

not typically associated with the MFBCSP vicinity. Therefore, the IS/NOP concluded that no impacts related to expansive soils would occur, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 21)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project's site-specific geotechnical evaluation (*Technical Appendix C1*) determined that soils on the Building 19 site have an expansion index (EI) test result of 0, which is considered to be a "very low" expansion potential. Based on these results, the Project's geotechnical consultant (Kleinfelder West, Inc.) determined that expansive soils would not adversely impact the design and construction of the proposed Project; thus, impacts would be less than significant. (Kleinfelder, 2020, p. 15) Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

c) Would the proposed Project have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

EIR No. 466 Finding: Although this issue was not evaluated in EIR No. 466 or in the IS/NOP prepared for EIR No. 466, the IS/NOP and EIR No. 466 contained enough information about the MFBCSP's proposed sewer plan that with the exercise of reasonable diligence, information about the MFBCSP's potential impacts due to septic systems or alternative waste water disposal systems was readily available to the public. Specifically, EIR No. 466 incorporates by reference the MFBCSP, which requires all future development within the MFBCSP to connect to Eastern Municipal Water District (EMWD) sewer facilities for wastewater treatment. Thus, there is no potential for the MFBCSP to result in or require the use of septic tanks or alternative waste water disposal systems and no impact would occur.

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466, the Project Applicant proposes to connect to the EMWD's sanitary sewer system via a proposed connection to an existing sewer main located approximately 0.2 mile east of the Building 19 site, east of the easterly terminus of Nance Street. The Project does not propose septic tanks or alternative waste water disposal systems, nor do any such facilities occur on site under existing conditions. As such, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
19. Wind Erosion and Blowsand from project either on- or off-site a. Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP site had moderate potential for wind erosion, similar to most of Riverside County. However, the IS/NOP indicated that the MFBCSP site is not located within the boundaries of Riverside County's Agricultural Dust Control Area as established by Ordinance No. 484. Therefore, the IS/NOP concluded that impacts from wind erosion and blowsand on and off site would be less than significant. The IS/NOP further noted that during construction, which would be accessed by paved roadways, all grading would be required to use BMPs, including compliance with SCAQMD Rule 403, to prevent wind erosion. The IS/NOP indicated that the use of these BMPs would reduce to less than significant any wind erosion and/or blowsand impacts caused by development of the MFBCSP. Therefore, wind erosion and blowsand were not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 22 and 23)

No Substantial Change from Previous Analysis: Construction characteristics associated with the proposed Project would be similar to what was assumed by the IS/NOP prepared for EIR No. 466. Proposed grading activities would expose underlying soils at the Project site, which would increase erosion susceptibility during grading and construction activities. Exposed soils would be subject to erosion due to the removal of stabilizing vegetation and exposure of these erodible materials to wind. Erosion by wind would be highest during periods of high wind speeds.

The Project site is considered to have a "moderate" susceptibility to wind erosion (Riverside County, 2019a, Figure S-8). During grading and other construction activities involving soil exposure or the transport of earth materials, significant short-term impacts associated with wind erosion would be precluded with mandatory compliance with the Project's SWPPP and Riverside County Ordinance No. 484, which establishes requirements for the control of blowing sand. In addition, the Project would be required to comply with SCAQMD Rule 403, which addresses the reduction of airborne particulate matter. With mandatory compliance to regulatory requirements, wind erosion impacts would be less than significant during construction and mitigation is not required.

Following construction, and consistent with the findings of the IS/NOP, wind erosion on the Project site would be negligible, as the disturbed areas would be landscaped or covered with impervious surfaces.

Therefore, implementation of the proposed Project would not significantly increase the risk of long-term wind erosion on or off site, and impacts would be less than significant.

Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.8 Greenhouse Gas Emissions

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
20. Greenhouse Gas Emissions a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

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

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

EIR No. 466 Finding: Although EIR No. 466 did not address this subject because it was not a required CEQA topic at the time the EIR was adopted, EIR No. 466 contained enough information about projected air quality emissions associated with the MFBCSP that with the exercise of reasonable diligence, information about the MFBCSP's potential effect due to greenhouse gas (GHG) emissions was readily available to the public. See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515 where the court found the potential impact of GHGs on climate change alone did not require preparation of a supplemental EIR since such information has been available since before the original EIR had been certified.

No Substantial Change from Previous Analysis: As discussed in more detail in subsection 5.1.18, the proposed Project would result in a substantial reduction in the amount of traffic generated by development of the site as compared to what was evaluated by EIR No. 466. Specifically, the Project would result in the generation of 1,130 fewer vehicle trips (actual vehicles), including 748 fewer truck trips, as compared to the industrial land uses that were evaluated by EIR No. 466 for the Project site (refer to Table 5-19). (Urban Crossroads, 2021, Table 4-3) Because the majority of greenhouse gas (GHG)

emissions associated with light industrial developments is generated by vehicular traffic, the Project's level of GHG emissions would be reduced in comparison to the project evaluated by EIR No. 466 (CARB, 2017; Riverside County, 2015, Figure 4.7.1). Additionally, and as documented in Section 4.7.3 of the Riverside County EIR No. 521, there have been numerous regulations adopted since EIR No. 466 was certified in 2005 that would result in reduced Project-related GHG emissions compared to the project evaluated by EIR No. 466, including AB 1493, which specifies fuel efficiency standards, and the California Building Standards Code Title 24 energy efficiency requirements (CALGreen), which impose more stringent energy efficiency requirements as compared to what was in effect when EIR No. 466 was certified. Notwithstanding the fact that the Project would result in reduced GHG impacts as compared to the project evaluated in EIR No. 466, the Project's proposed Plot Plan No. 180032 includes site-specific details regarding the proposed development that were not available when EIR No. 466 was certified. As such, and in order to supplement the information contained in EIR No. 466, a discussion and analysis of the Project's potential impacts associated with GHG emissions is presented below.

Background

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2 (carbon dioxide), N_2O (nitrous oxide), CH_4 (methane), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

An individual project like the proposed Project cannot generate enough greenhouse gas emissions to affect a discernible change in global climate. However, the proposed Project may participate in the potential for GCC by its incremental contribution of greenhouse gases combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on GCC.

Applicable GHG Regulations

Executive Order (EO) S-3-05 was issued by Governor Schwarzenegger in 2005 and documents GHG emission reduction goals, creates the Climate Action Team, and directs the Secretary of CalEPA to coordinate efforts with meeting the GHG reduction targets with the heads of other state agencies. EO S-3-05 goals for GHG emissions reductions include: reducing GHG emissions to 2000 levels by the year

2010; reducing GHG emissions to 1990 levels by the year 2020; and reducing GHG emissions to 80 percent below 1990 levels by 2050.

In response to EO S-3-05, in September 2006, Governor Schwarzenegger signed Assembly Bill 32 (AB 32), the California Climate Solutions Act of 2006. AB 32 required California to reduce its GHG emissions to 1990 levels by 2020, which represents a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario. Pursuant to AB 32, the CARB must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The full implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste. (CARB, 2019)

On September 8, 2016, Governor Jerry Brown signed the Senate Bill (SB) 32 and its companion bill, Assembly Bill (AB) 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide greenhouse gas reduction target of 80% below 1990 levels by 2050. (CA Legislative Info, n.d.)

On December 11, 2008, CARB adopted a Scoping Plan to reduce GHG emissions to 1990 levels. The Scoping Plan's recommendations for reducing GHG emissions to 1990 levels by 2020 include emission reduction measures, including a cap-and-trade program linked to Western Climate Initiative partner jurisdictions, green building strategies, recycling, and waste-related measures, as well as Voluntary Early Actions and Reductions. In November 2017, CARB adopted the Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by SB 32.

The County of Riverside adopted a Climate Action Plan (CAP) on December 8, 2015, which was most recently updated in November 2019 ("CAP Update"). The CAP Update is intended to ensure that development accommodated by the buildout of the General Plan supports the goals of AB 32 and SB 32, as well as the 2050 reduction target identified by Executive Order S-3-05. The County of Riverside plans to reduce community-wide emissions to 2,434,649 Metric Tons (MT) of Carbon Dioxide Equivalent (CO_2e) per year by 2030 and 562,730 $MTCO_2e$ by 2050. In order to determine whether new development within the County is consistent with the CAP Update, the CAP Update includes Screening Tables (Appendix D to the CAP Update) to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The CAP Update contains a menu of measures potentially applicable to discretionary development that include energy conservation, water use reduction, increased residential density or mixed uses, transportation management, and solid waste recycling. Individual sub-measures are assigned a point value within the overall screening table of GHG implementation measures. The point values are adjusted according to the intensity of action items with modest adoption/installation (those that reduce GHG emissions by modest amounts) worth the least number of points and greatly enhanced adoption/installation worth the most. Projects that garner at least 100 points are determined to be consistent with the reduction quantities anticipated in the County's

GHG Technical Report (which was prepared by the County in support of the CAP Update), and consequently would be consistent with the CAP Update and the GHG reduction targets established by AB 32 and SB 32. (Riverside County, 2019c)

A number of additional policies and regulations addressing GHGs have been adopted by the State, including regulations to implement the GHG reduction target set forth by SB 32 for Year 2030. Please refer to Section 4.7.3 of the Riverside County EIR No. 521, for a detailed description of policies and regulations that have been adopted to reduce GHGs. EIR No. 521 is available for public review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA.

Threshold of Significance for Evaluating Project Impacts due to GHGs

As discussed in the Newall Ranch decision, a lead agency may assess the significance of GHG emissions by determining a project's consistency with a local GHG reduction plan or CAP that qualifies under § 15183.5 of the CEQA Guidelines. See *Center for Biological Diversity v. California Dept. of Fish & Wildlife* (2017) 17 Cal. App. 5th 1245.

The County of Riverside's CAP Update, which complies with § 15183.5 of the CEQA Guidelines, was adopted specifically for the purpose of ensuring that the development accommodated by the buildout of the General Plan supports the goals of AB 32 and SB 32, as well as the 2050 reduction target established by Executive Order S-3-05. CARB adopted the State's strategy for achieving AB 32 targets in its Climate Change Scoping Plan (Scoping Plan) in 2008. In November 2017, CARB released the Final 2017 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. The Final 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The County of Riverside CAP Update includes strategies that will achieve the 2030 reduction target set forth by SB 32 and outlined in the 2017 Scoping Plan Update. The CAP Update target is to reduce County emissions by the amount recommended in the Second Update to the Scoping Plan for local government of 40 percent below 1990 levels by 2030. Thus, projects that are consistent with the CAP Update also would be consistent with the GHG reduction targets set forth by AB 32 and SB 32.

As such, projects that achieve a total of 100 points or more pursuant to the County's CAP do not require quantification of project-specific GHG emissions and, consistent with the CEQA Guidelines, such projects are considered to have a less-than-significant individual and cumulative impact due to GHG emissions.

Project Impacts due to GHGs

In conformance with the Riverside County CAP Update, the Project Applicant completed Screening Tables for GHG Implementation Measures for Commercial Development and Public Facilities, which are included as *Technical Appendix D* to this EIR Addendum. As indicated, the Project Applicant has committed to design features such that the Project could accommodate enough implementation measures to equal 106 points, which exceeds the CAP requirement to obtain a minimum of 100 points. It should be noted that while the measures identified in *Technical Appendix E* have been determined by the Project Applicant to be feasible, not all of the measures identified in *Technical Appendix E* would be implemented; however,

the County will impose a standard Condition of Approval requiring the Project to achieve a minimum of 100 points pursuant to the CAP screening tables as part of future building permit applications.

Furthermore, the Project would be conditioned to comply with CAP Measure R2-CE1, *Clean Energy*. To demonstrate compliance with Measure R2-CE1, the Project Applicant would be required to show that 20 percent of the building's energy demand has been offset through on-site renewable energy production (including but not limited to solar), unless such offset is demonstrated by the Project Applicant to be infeasible. As indicated on the floor plans included as part of Plot Plan No. 180032, the roof for Building 19 is required to be designed to support future solar panels equal to 51% of the building area. As required by CAP Measure R2-CE1, the Project would be conditioned to demonstrate that the proposed solar panels would meet a minimum of 20 percent of the building's energy demand, or must demonstrate that it is infeasible to achieve a 20 percent offset.

As such, with mandatory compliance with CAP Measure R2-CE1 in conjunction with the other measures that achieve a minimum of 100 points pursuant to Appendix D to the CAP Update, the Project would be consistent with the County's CAP Update, and as a result also would be consistent with the GHG reduction targets established by AB 32, SB 32, and the GHG reduction measures set forth in the CARB 2017 Scoping Plan Update. Accordingly, the Project would not generate GHGs, either directly or indirectly, that may have a significant impact on the environment. Additionally, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. As such, with mandatory compliance with the CAP Update, the Project's GHG emissions would be less-than-cumulatively considerable. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Comparison of Project GHG Impacts to EIR No. 466

Although EIR No. 466 did not evaluate GHG impacts per se, EIR No. 466 contained sufficient information about projected air quality emissions associated with the MFBCSP that with the exercise of reasonable diligence, information about the MFBCSP's potential effect due to GHG emissions was readily available to the public. In comparison to the land uses and other assumptions about buildout of the MFBCSP utilized in EIR No. 466, the proposed Project would result in a substantial reduction in GHG emissions. Due to advancements in technology and more stringent regulations since 2005, the Project's GHG emissions associated with construction sources, mobile sources, area sources, and energy sources would be substantially less than what would have been disclosed by EIR No. 466 for the Project site. Moreover, and as shown in Table 5-19, EIR No. 466 assumed the Project site would generate approximately 1,130 more vehicle trips (actual vehicles), including 748 more truck trips, than would be generated by the Project evaluated herein (Urban Crossroads, 2021, Table 4-3). Because a majority of the GHG emissions associated with light industrial uses are generated by mobile sources, and because the Project would produce substantially less traffic than was analyzed by EIR No. 466, the Project as proposed would result in a substantial reduction in GHG emissions associated with the buildout of the Project site as compared to the land uses assumed by EIR No. 466. Accordingly, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

EIR No. 466 did not identify any measures specifically addressing GHG emissions, although the Project would be subject to EIR No. 466 Air Quality Mitigation Measures MM Air 1 through MM Air MM 14 (refer to subsection 5.1.3), several of which would reduce the Project's GHG emissions.

Project Specific Conditions of Approval

The following conditions of approval shall apply to ensure compliance with the Riverside County CAP, further demonstrating that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466:

- Prior to building permit issuance, the Project Applicant shall demonstrate that appropriate building construction measures shall apply to achieve a minimum of 100 points per Appendix D to the 2019 Riverside County Climate Action Plan (CAP) Update. The conceptual measures anticipated for the Project are listed in the Project's Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities (EIR Addendum *Technical Appendix D*). The conceptual measures may be replaced with other measures as listed in EIR Addendum *Technical Appendix D*, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points per Appendix D to the Riverside County Climate Action Plan Update.

- Prior to issuance of building permits, and in accordance with measure R2-CE1 of the County's Climate Action Plan Update, the proposed Project shall be required to offset its energy demand by 20 percent of the energy demand. This is anticipated to be accommodated through solar panels mounted on the building rooftops. The energy demand shall be determined at the initial building permit stage if the tenant/particular use is known at that time. If the tenant or particular use is not known at that time, this condition should be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as tenants may change. Utilizing the energy demand calculated, the appropriate amount of solar panels shall be included with the related building permits to ensure their installation and operation. As it relates to the initial building permit, the roof shall be designed to accommodate rooftop mounted solar panels.

5.1.9 Hazards and Hazardous Materials

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
21. Hazards and Hazardous Materials a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c. Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	☐	☐	☐	☒
d. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	☐	☐	☐	☒
e. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

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

b) Would the proposed Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that development of the industrial/business park land uses in the MFBCSP area would incrementally increase the use and disposal of substances such as cleaning products, fertilizers, pesticides, and standard office supplies, etc. The IS/NOP noted that proposed buildings would be used for light industrial and warehouse/distribution uses

under the existing I-P, M-SC, and MM zoning. The IS/NOP indicated that the I-P, M-SC, and M-M zoning designations allowed certain land uses which might use hazardous materials. As noted in the IS/NOP, such uses, if ever proposed on the site in the future, would be subject to standard Department of Environmental Health policies and permitting procedures. However, the IS/NOP concluded that the MFBCSP would not involve transport, use or disposal of hazardous materials and determined that impacts would be less than significant. This issue was determined by the IS/NOP to be less than significant and was therefore not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 23 and 24)

No Substantial Change from Previous Analysis: The Project entails the buildout of the Project site with a high-cube transload short-term warehouse building and a detention basin. The Project's proposed land uses are fully consistent with the land use assumptions made by EIR No. 466 for the Project site. As such, construction and operational characteristics of the proposed Project would be consistent with the assumptions made by EIR No. 466. Accordingly, and as discussed in further detail below, the Project has no greater potential for hazardous materials impacts due to existing site conditions, construction activities, and long-term Project operation as compared to the Project evaluated in EIR No. 466. Notwithstanding, because the Project consists of proposed Plot Plan No. 180032, which identifies site-specific development characteristics, an analysis of the Project's potential to result in impacts due to existing site conditions, construction activities, and operational activities is discussed below.

Historical Site Conditions

Since EIR No. 466 was certified in 2005, there have been no major changes to the Project site that could result in the presence of previously unknown hazardous materials. Thus, there would be no potential for increased impacts due hazardous materials within the Project site beyond what was evaluated and disclosed by the IS/NOP prepared for EIR No. 466.

Notwithstanding, two Phase I Environmental Site Assessment (ESA) reports were prepared for the Project site by SCS Engineers, and are included as *Technical Appendix E1 and E2*. According to available historical sources and consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project site has been undeveloped since the early 1900s. No hazardous substances/wastes were observed on the Project site during the site inspection. Limited debris such as scattered trash was observed on the site; however, no obvious signs of disturbed soils or illicit dumping (e.g., soils, rubble, etc.) on the site was noted. No recognized environmental conditions (RECs) were noted during the site inspection or identified during the review of regulatory database and other historical records. Regulatory database information identified few known or suspected contamination sites in the area surrounding the property. Based on the available information, it is unlikely that any of these sites have affected the environmental condition of the property. As such, and consistent with the conclusion reached by the IS/NOP prepared for EIR No. 466, impacts due to hazards associated with existing site conditions would be less than significant. (SCS Engineers, 2018a, p. iv; SCS Engineers, 2018b, p. iv)

Construction Activities

Construction activities would occur on the Project site in the same or similar manner as assumed by EIR No. 466. Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the subject property during the demolition and construction phases of the Project. This heavy equipment would likely be

fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site, and the risk of such spills during construction would be no greater than was assumed by EIR No. 466 or its associated IS/NOP. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), SCAQMD, and Santa Ana RWQCB. With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Additionally, construction activities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

Operational Activities

Operational activities would occur on the Project site in the same or similar manner as assumed by EIR No. 466. Whereas EIR No. 466 assumed a range of occupant types, the Project Applicant proposes one high-cube transload short-term warehouse building and a detention basin, in conformance with the range of uses allowed by the MFBCSP. The future occupant(s) of the Project's proposed buildings are unknown at the time of this assessment; however, the Project site would be developed with up to 365,056 s.f. of high-cube transload short-term warehouse use. Allowable occupant types would be governed by the site's underlying zoning classifications of I-P and M-SC (refer to subsection 2.2.2).

Although unlikely, it is possible that hazardous materials could be used during the course of a future occupant's daily operations. As noted in the IS/NOP prepared for EIR No. 466, uses that might use hazardous materials would be subject to standard Department of Environmental Health (DEH) policies and permitting procedures. Although not discussed in detail in the IS/NOP, State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals in use at local businesses. Regulations also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies a building on the Project site and that handles hazardous materials (as defined in § 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require permits from the Riverside County DEH in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Riverside County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials

Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

Consistent with the finding of the IS/NOP prepared for EIR No. 466, if businesses that use or store hazardous materials occupy the Project, the business owners and operators would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Thus, and consistent with the conclusion reached in the IS/NOP, impacts would be less than significant and mitigation is not required.

Conclusion

As noted above, and consistent with the finding made by the IS/NOP prepared for EIR No. 466, with implementation of mandatory regulatory requirements and standard conditions of approval, the Project would result in less-than-significant impacts due to the routine transport, use, or disposal of hazardous materials, and less-than-significant impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP would not impair the implementation of, or physically interfere with, an emergency response plan and/or emergency evacuation plan. The IS/NOP noted that the MFBCSP would include adequate access for emergency response vehicles and personnel, as developed in consultation with County Fire personnel, and that the MFBCSP site is bounded on the north and south by freeway on-ramps. The IS/NOP concluded that no impacts would occur, and this issue was therefore not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 24)

No Substantial Change from Previous Analysis: The Project entails implementing development within Planning Areas 5 and 6 of the MFBCSP, and these planning areas (including the Project site) do not contain any emergency facilities nor do they serve as an emergency evacuation route. Under long-term operational conditions, the proposed Project would be required to maintain adequate emergency access for emergency vehicles on-site as required by the County. Furthermore, as discussed in subsection 3.1, the Project does not propose nor require major roadway improvements that could interfere with traffic operations on roadways abutting the Project site; thus, the Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the

implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that no portions of the MFBCSP occur within a quarter-mile of a school site. Therefore, the IS/NOP concluded that no impact would occur and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 24)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 466, there are no existing or planned schools within one-quarter mile of the Project site. The nearest school to the Project site is the Tomas Rivera Middle School, located 1.2 miles southwest of the Project site, and no schools are planned in the Project vicinity. Accordingly, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that an environmental regulatory database search was performed for the MFBCSP site on April 6, 2004. This environmental regulatory database search reviewed all regulatory agency lists compiled pursuant to Government Code Section 65962.5, and revealed that the MFBCSP site is not located on a site which is included on the Cortese list of hazardous materials sites. Therefore, the IS/NOP concluded that no impact would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 24)

No Substantial Change from Previous Analysis: As disclosed in the IS/NOP prepared for EIR No. 466, the Project site is not listed on the Hazardous Waste and Substances Sites List produced by the Department of Toxic Substances Control (DTSC), which is referred to as "Envirostar." (DTSC, 2020) Additionally, the Project's Phase I ESA reports (*Technical Appendices E1 and E2*), which were prepared to supplement the information contained in the IS/NOP, included a review of federal, State, tribal, and local government databases to determine whether the Project site is identified as a hazardous materials site pursuant to Government Code Section 65962.5, which resulted in a determination that the Project site has no RECs and is not listed on any hazardous materials databases. (SCS Engineers, 2018a, pp. 9-12; SCS Engineers, 2018b, pp. 9-12). Accordingly, and consistent with the findings of the IS/NOP, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and impacts would be less than significant. Therefore, implementation of the proposed Project would not

result in any new impacts or increase the severity of a previously identified significant impact analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
22. Airports a. Result in an inconsistency with an Airport Master Plan?	☐	☐	☐	☒
b. Require review by the Airport Land Use Commission?	☐	☐	☐	☒
c. For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

EIR No. 466 Finding: EIR No. 466 disclosed that the MVSP site was located within Area II of the airport-influenced area (AIA) for the March Air Reserve Base (MARB) pursuant to the 1984 Riverside County Airport Land Use Plan (ALUP), and thus review by the Riverside County Airport Land Use Commission (ALUC) was required. EIR No. 466 determined that because MARB noise levels are less than 60 dB (decibels) CNEL at the MFBCSP site, all uses within the MFBCSP were considered compatible with the exterior noise level guidelines set forth in the 1984 Riverside County Airport Land Use Plan and with the land use compatibility policies of the 1998 MARB Air Installation Compatible Use Zone (AICUZ) Study. EIR No. 466 noted that although the MFBCSP site occurred outside of the CNEL noise contours for March Air Reserve Base, the MFBCSP site was located beneath identified flight tracks for airplanes using the airfield at March Air Reserve Base, resulting in a potential for single-event noise levels to affect future land uses in the MFBCSP. However, EIR No. 466 determined that the industrial, warehouse, distribution, and commercial/retail land uses within the MFBCSP were not considered to be sensitive receivers and therefore the impacts from these single-event noise levels were determined to be below the level of significance. With respect to the Federal Aviation Regulations Part 77 imaginary surface, EIR No. 466 indicated that height limitations were not anticipated to pose a development constraint as all buildings

would be below the Part 77 imaginary surface. With respect to airport safety, EIR No. 466 determined that the proposed land uses were permitted within Area II as described in the 1984 ALUP. EIR No. 466 also determined that the MFBCSP would be required to comply with all remaining land use compatibility criteria for Area II. Additionally, EIR No. 466 determined that the MFBCSP would not be located within a Clear Zone or within the Accident Potential Zones (APZs). Although impacts were determined to be less than significant, a mitigation measure was imposed on the MFBCSP requiring all street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane. With implementation of the required mitigation, EIR No. 466 concluded impacts would be reduced to less-than-significant levels. (Webb, 2005, pp. IV-102 through IV-108)

No Substantial Change from Previous Analysis: Consistent with the finding of EIR No. 466, the Project site is located within the AIA of the MARB. Specifically, the Project site is located within Compatibility Zone C2 of the 2014 MARB Land Use Compatibility Plan (ALUCP), which updated and replaced the 1984 ALUP that was in effect at the time EIR No. 466 was certified. (ALUC, 2014, Map MA-1) Although EIR No. 466 evaluated a range of land uses allowed by the MFBCSP, EIR No. 466 did not evaluate specific buildings, as EIR No. 466 assumed that the characteristics of individual buildings would be identified as part of implementing developments within the MFBCSP. The currently-proposed Project is an implementing development that would result in the buildout of a portion of MFBCSP Planning Areas 5 and 6, and the Project's application materials identify specific building architecture, building locations, site elevations, building heights, and building footprints. Because the Project Applicant proposes a specific building (i.e., Building 19), the current Project required additional review by the Riverside County Airport Land Use Commission (ALUC) for consistency with the 2014 MARB ALUCP. As such, the Project was reviewed by the Riverside County ALUC on January 10, 2019, which found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain conditions. These conditions will be imposed on the proposed Project by Riverside County as Conditions of Approval (COAs), and are listed below. With mandatory compliance with the ALUC COAs, the Project would not result in an inconsistency with an Airport Master Plan and a less-than-significant impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the MFBCSP would require review by the Airport Land Use Commission (ALUC) because it is located within the policy area of MARB. However, the IS/NOP concluded that review by ALUC is not considered a potentially significant environmental impact; thus, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 25)

No Substantial Change from Previous Analysis: As discussed under Threshold a), the Project site is located within Compatibility Zone C2 of the 2014 MARB ALUCP, which updated and replaced the 1984 ALUP that was in effect at the time EIR No. 466 was certified. (ALUC, 2014, Map MA-1) Additionally, EIR No. 466 evaluated a range of land uses, but did not evaluate any specific building locations or configurations. The proposed Project involves a Plot Plan (Plot Plan No. 180032), the implementation of which would result in the buildout of a portion of MFBCSP Planning Areas 5 and 6 with one high-cube transload short-term warehouse building containing 365,056 s.f. of building area and a detention basin.

The Project's application materials identify specific building architecture, building location, site elevations, building heights, and the proposed building footprint. Because the Project Applicant proposes a specific building (i.e., Building 19), the current Project required additional review by the Riverside County ALUC for consistency with the 2014 MARB ALUCP. On January 10, 2019, the ALUC found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain standard conditions of approval. These conditions will be imposed on the proposed Project by Riverside County as COAs, and are listed below. With mandatory compliance with the ALUC COAs, the Project would not conflict with any ALUCPs, including the MARB ALUCP, and a less-than-significant impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: EIR No. 466 disclosed that the MVSP site was located within Area II of the AIA for the MARB pursuant to the 1984 Riverside County ALUP, and thus review by the Riverside County ALUC was required. With respect to the Federal Aviation Regulations Part 77 imaginary surface, EIR No. 466 indicated that height limitations were not anticipated to pose a development constraint as all buildings would be below the Part 77 imaginary surface. With respect to airport safety, EIR No. 466 determined that the proposed land uses were permitted within Area II as described in the 1984 ALUP. EIR No. 466 also determined that the MFBCSP would be required to comply with all remaining land use compatibility criteria for Area II. Additionally, EIR No. 466 determined that the MFBCSP would not be located within a Clear Zone or within the APZs. Although impacts were determined to be less than significant, a mitigation measure was imposed on the MFBCSP requiring all street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane. With implementation of the required mitigation, EIR No. 466 concluded impacts would be reduced to less-than-significant levels. (Webb, 2005, pp. IV-102 through IV-108)

No Substantial Change from Previous Analysis: As indicated under the analysis of Thresholds 22.a) and 22.b), above, the Project site is located within Compatibility Zone C2 of the 2014 MARB ALUCP, which updated and replaced the 1984 ALUP that was in effect at the time EIR No. 466 was certified. (ALUC, 2014, Map MA-1) Additionally, EIR No. 466 evaluated a range of land uses, but did not evaluate any specific building locations or configurations. The proposed Project involves a Plot Plan (Plot Plan No. 180032) that would allow for the construction one building (Building 19) and a detention basin. Implementation of Plot Plan No. 180032 would result in the buildout of a portion of MFBCSP Planning Areas 5 and 6. The Project's application materials identify specific building architecture, building locations, site elevations, building heights, and building footprints. Because the Project Applicant proposes a specific building (i.e., Building 19), the current Project required additional review by the Riverside County ALUC for consistency with the 2014 MARB ALUCP. On January 10, 2019, the ALUC found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain conditions. With mandatory compliance with the ALUC COAs, which would be imposed by Riverside County as COAs for the proposed Project, the Project would not result in a safety hazards for people working in the Project area, and a less-

than-significant impact would occur. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

d) Would the proposed Project be within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that the MFBCSP area was not located within the vicinity of a private air strip and concluded that no impacts would occur. This topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 25)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, there are no private airport facilities or heliports within the Project vicinity. As such, the Project would not result in a safety hazard for people residing or working in the project area associated with private airports or heliports, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

EIR No. 466 included mitigation to address potential impacts to airport operations. This measure, which is listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval.

MM Airport 1: All street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.

Project Specific Conditions of Approval

The following conditions of approval shall apply and reflect the conditions of approval listed in the ALUC's consistency determination letter, dated January 17, 2019, which determined that the proposed Project is consistent with the 2014 March Air Reserve Base/Inland Port ALUCP. The implementation of these conditions further demonstrate that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

- The following uses/activities are not included in the proposed Project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan: (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than

an FAA-approved navigational signal light or visual approach slope indicator; (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport; (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area; and (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

- The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.

- The following uses/activities are not included in the proposed Project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review: restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

- The following notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice:

  "This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. See Business and Professions Code Section 11010(b)(13)(A)."

- The proposed detention basin shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

- March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

- Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

- This Project has been evaluated for 347,672 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office, and manufacturing uses will require an amended review by the Airport Land Use Commission.

- The Project does not propose rooftop solar panels at this time. However, if the Project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

- The Federal Aviation Administration has conducted an aeronautical study of the proposed Project (Aeronautical Study No. 2018-AWP-17881-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the Project.

- The proposed buildings shall not exceed a height of 50 feet above ground level and a maximum elevation at top point of 1,600 feet above mean sea level.

- The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

- Temporary construction equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,600 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

- Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the Project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the Project is abandoned or a decision is made not to construct the applicable structures(s).

5.1.10 Hydrology and Water Quality

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
23. Water Quality Impacts a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	☐	☐	☐	☒
d. Result in substantial erosion or siltation on-site or off-site?	☐	☐	☐	☒
e. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	☐	☐	☐	☒
f. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
g. Impede or redirect flood flows?	☐	☐	☐	☒
h. In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	☐	☐	☐	☒
i. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP would ultimately discharge to the San Jacinto River, which terminates at Canyon Lake. At the time the IS/NOP was distributed for public review, Canyon Lake was listed on the Clean Water Act's Section 303(d) list, which indicated the lake is "impaired" for exceeding its water quality objectives for sediments, siltation, pathogens, and nutrients. The IS/NOP noted that the MFBCSP may introduce a new source of pollutants, such as sediment during construction, and fertilizers/pesticides after construction is complete. The IS/NOP also indicated that future development within the MFBCSP would be conditioned to comply with the requirements of the Regional Water Quality Control Board under Order No. 01-34 for construction-related activities in the San Jacinto Watershed. In addition, the IS/NOP noted that future development within the MFBCSP area would be required to comply with the requirements of Supplement A to the Riverside County Drainage Area Management Plan, and must be equipped with an effective combination of structural and non-structural post-construction BMPs. Therefore, the IS/NOP concluded that the MFBCSP would not exceed water quality objectives during, or after construction and determined that impacts would be less than significant. As a result, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 26 and 27)

No Substantial Change from Previous Analysis: The Project consists of an implementing development within the MFBCSP and would result in the buildout of portions of MFBCSP Planning Areas 5 and 6. Consistent with the conditions that existed when EIR No. 466 was certified, the California Porter-Cologne Water Quality Control Act (§ 13000 [“Water Quality”] et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act [CWA]) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). At the time EIR No. 466 was certified in 2005, development within the Santa Ana RWQCB region was subject to the RWQCB’s 1995 *Water Quality Control Plan for the Santa Ana River Basin* (Basin Plan). Since certification of EIR No. 466, the RWQCB has undertaken three updates to the Basin Plan, with the most recent update having been adopted in February 2016. Although this reflects a changed condition from what was evaluated by EIR No. 466, the revisions made to the Basin Plan reflected administrative changes that did not eliminate or reduce any requirements for water quality, and therefore the changes are not substantial. The RWQCB’s 2016 Basin Plan is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3348. (RWQCB, 2019)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana Watershed. As noted above, at the time EIR No. 466 was certified, Canyon Lake was listed as impaired. Although the IS/NOP prepared for EIR No. 466 did not discuss Lake Elsinore, it is likely that Lake Elsinore also was listed as impaired in 2005. Based on the Project’s Water Quality Management Plan (WQMP, *Technical Appendix F2*), receiving waters for the property’s drainage include the Markham Street Storm Drain System, Perris Valley Storm Drain, San

Jacinto River Reach 3 (upstream of Canyon Lake), Railroad Canyon/Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Receiving waters listed on the Section 303(d) list include Canyon Lake and Lake Elsinore. Consistent with the finding of the IS/NOP prepared for EIR No. 466, Canyon Lake is impaired by nutrients and pathogens, while Lake Elsinore is impaired by nutrients and low dissolved oxygen. The Markham Street Storm Drain System, Perris Valley Storm Drain, and San Jacinto River Reaches 1 and 3 are not listed as impaired. (PBLA, 2021b, p. 7)

A specific provision of the CWA applicable to the proposed Project is CWA Section 402, which authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. These requirements have not substantially changed since 2005.

Provided below is a discussion of the Project's potential to result in violations of water quality standards or waste discharge requirements during both construction and long-term operation.

Construction-Related Water Quality

Construction activities would occur on the same site and in the same or similar manner as assumed by EIR No. 466 and its associated IS/NOP. As with the project evaluated by EIR No. 466, construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and the County of Riverside, and consistent with the requirements that were in effect when EIR No. 466 was certified in 2005, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, and also consistent with the project evaluated by EIR No. 466, the Project would be required to comply with the RWQCB's Water Quality Control Plan for the Santa Ana River Basin ("Basin Plan"). Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities, and these requirements also would have applied to new development at the time EIR No. 466 was certified in 2005. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. As with the project evaluated in EIR No. 466, mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

Operational Water Quality Impacts

EIR No. 466 and the associated IS/NOP evaluated buildout of the MFBCSP area with a variety of light industrial and commercial land uses. The Project Applicant proposes a site-specific development plan to implement a portion of MFBCSP Planning Area 7, and the Project's Plot Plan No. 180032 includes a proposed drainage system that would route first flush flows towards a proposed detention basin in the eastern Project site boundary. Because the Project includes details regarding the proposed drainage system that were not included in the MFBCSP, a site-specific Water Quality Management Plan (WQMP) was required for the Project in order to confirm the conclusion of the IS/NOP prepared for EIR No. 466 that water quality impacts would be less than significant. The WQMP is contained in *Technical Appendix F2*, and is discussed below.

As noted above, receiving waters for the property's drainage are the Markham Street Storm Drain System, Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Railroad Canyon/Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Canyon Lake is impaired by nutrients and pathogens, while Lake Elsinore is impaired by nutrients and low dissolved oxygen. (PBLA, 2021b, p. 7) According to the Project's Water Quality Management Plan (WQMP; *Technical Appendix F2*), the Project's pollutants of concern include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease (PBLA, 2021b, p. 17). To meet NPDES requirements, the Project's proposed storm drain system is designed to route first flush runoff to the proposed on-site detention basin. The detention basin has been designed to detain runoff and provide water quality treatment, which would be effective in reducing pollutants of concern in runoff leaving the Project site. As such, runoff from the Project site would not contribute substantially to existing downstream impairments and the Project would not violate any water quality standards or waste discharge requirements.

Furthermore, the Project would be required to implement its WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The Project's Preliminary WQMP is included as *Technical Appendix F2*. The Preliminary WQMP identifies structural controls (including the proposed detention basin) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, loading dock requirements, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation.

Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the Eastern Municipal Water District (EMWD) was the provider of domestic water to the MFBCSP area. The IS/NOP noted that overall, approximately 25% of EMWD's potable water demand was supplied by EMWD groundwater wells and approximately 75% was supplied by imported water from Metropolitan Water District (MWD) through its Colorado River Aqueduct and its connections to the State Water Project. The IS/NOP also indicated that the majority of the groundwater produced by EMWD came from its wells in the Hemet and San Jacinto area. As noted in the IS/NOP, in 2002, between 98% and 99% of the domestic water provided to the Mead Valley area came from State Project Water from northern California. Only 1% of the water used in the entire Mead Valley area came from groundwater. The IS/NOP noted that the MFBCSP did not propose groundwater extraction wells and domestic water to serve the MFBCSP area was not expected to come from groundwater sources. As such, the IS/NOP determined that the MFBCSP would not substantially deplete groundwater supplies and concluded that impacts to groundwater supplies would be less than significant. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 26 and 27)

The IS/NOP also indicated that the northern portion of the MFBCSP site was located within the southwest corner of EMWD's Perris North groundwater subbasin and the southern portion of the MFBCSP site was located within the northwest corner of EMWD's Perris I groundwater subbasin. The IS/NOP noted that the area located immediately east of the MFBCSP area was identified as a non-water-bearing area. The IS/NOP determined that the MFBCSP would reduce the area of permeability on the site by approximately 85 percent, thereby decreasing the potential for groundwater recharge. However, the IS/NOP concluded that due to the MFBCSP's location at the edges of identified groundwater sub basins, minimal use of groundwater to serve the area, and the MFBCSP's small size in relationship to the total size of the groundwater subbasins, there would not be a substantial effect upon groundwater recharge within these groundwater subbasins. Therefore, the IS/NOP determined that impacts would be less than significant, and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 26 and 28)

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466, no potable groundwater wells are proposed as part of the Project; therefore, the Project would not deplete groundwater supplies through direct extraction.

The Project would be served with potable water from the Eastern Municipal Water District (EMWD). Domestic water supplies from the EMWD are reliant on imported water from the Metropolitan Water District (MWD), recycled water, local groundwater production, and desalted groundwater (EMWD, 2016a, p. xii; EMWD, 2016b). To address water supplies and demand, the EMWD adopted an Urban Water Management Plan (UWMP) that forecasts water demands and supplies under normal, single-dry, and multiple-dry year conditions; assesses supply reliability; and describes methods of reducing demands under potential water shortages. EMWD's UWMP is based, in part on the General Plans of the various jurisdictions within its service area for projecting future demand. The proposed Project is consistent with the site's existing General Plan and Specific Plan land use designations, and also is consistent with the site's underlying zoning classifications. Moreover, the MFBCSP allows for development with up to

6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). The Project Applicant proposes to develop the Project site with a high-cube transload short-term warehouse building and a detention basin, which would result in an overall FAR of 0.38 (365,056 s.f. ÷ 958,320 s.f. [22.0 acres] = 0.38). Thus, due to the reduction in building area, the Project would result in a decrease in the amount of water demand generated on site as compared to what was assumed by the UWMP. As such, and consistent with the findings of the IS/NOP prepared for EIR No. 466, the proposed Project is fully accounted for by the UWMP. Because the UWMP demonstrates that the EMWD would have sufficient water supplies, including groundwater, to meet water demands within its district through 2040, it can therefore be concluded that the Project's demand for potable water would not result in the depletion of groundwater supplies. As such, Project impacts to groundwater supplies would be less than significant.

With respect to groundwater recharge, the Project Applicant proposes to develop the site in a manner generally consistent with what was assumed for the Project site by IS/NOP prepared for EIR No. 466. As with the project evaluated in EIR No. 466 and its associated IS/NOP, the proposed Project would increase impervious surface coverage on the site, which would in turn reduce the amount of direct infiltration of runoff into the ground. However, all runoff from the Project site under existing conditions is conveyed to existing storm drainage facilities in the area, which ultimately convey runoff to natural drainage channels that allow for infiltration of water into the groundwater table. As with the project evaluated in the IS/NOP, with implementation of the proposed Project the site would continue to drain easterly and southerly to the proposed on-site detention basin. The total amount of runoff from the Project site would not change with implementation of the proposed Project. Thus, and consistent with the findings of the IS/NOP prepared for EIR No. 466, the proposed Project would not interfere substantially with groundwater recharge, and there would be no net deficit in aquifer water volumes or groundwater table levels as a result of the Project. Impacts would be less than significant.

Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP would be developed on a property that had an existing storm drain system, roads, sidewalks, and appurtenant infrastructure. The IS/NOP indicated that development as proposed by the MFBCSP would not alter the course of a stream or river because the overall contribution of runoff to the San Jacinto River would be insignificant. Although development of the MFBCSP would reduce the area of permeability on the site by approximately 85 percent, the IS/NOP determined that the increased runoff would be captured by and carried through the existing storm drain system which was designed to accommodate the ultimate storm water flows expected at build-out. As such, the IS/NOP concluded that buildout of the MFBCSP area would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the

course of a stream or river, and found that impacts would be less than significant. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 29 and 30)

EIR No. 466 also indicated that implementation of the MFBCSP would greatly increase the percent of impervious surfaces compared to the conditions that existed at the time. EIR No. 466 noted that runoff would be directed through a system of curbs, gutters, and storm drain systems into the Perris Valley Storm Drain and the San Jacinto River. EIR No. 466 indicated that reduced on-site infiltration would lead to increased volumes and/or velocities of storm flows entering natural, earthen drainages. EIR No. 466 determined that these increased flows could substantially increase channel erosion and sediment transport to downstream areas and alter the drainage pattern of the area and downstream facilities, such as Canyon Lake. The IS/NOP prepared for EIR No. 466 disclosed that future implementing projects within the MFBCSP would be required to develop and implement a Water Quality Management Plan (WQMP) to effectively keep post-development storm water flows/volumes to pre-development levels. EIR No. 466 provided examples of management measures that could be identified in a WQMP, which included use of pervious pavement, vegetated swales, infiltration basins, and velocity dissipation devices at storm drain outfall structures. By developing and implementing a WQMP, and with incorporation of EIR No. 466 Mitigation Measure MM Hydro 2, EIR No. 466 concluded that implementation of the MFBCSP would have less-than-significant impacts related to erosion and siltation. (Webb, 2005, p. IV-146)

No Substantial Change from Previous Analysis: As previously depicted on Figure 3-3 and Figure 3-4, the Project generally would maintain the site's existing topography and would develop the Project site in a manner generally consistent with what was evaluated by the IS/NOP prepared for EIR No. 466. As with the project evaluated in the IS/NOP, with implementation of the proposed Project the Building 19 site would continue to drain in a west-to-east orientation towards Harvill Avenue, and would continue to be conveyed south towards existing drainage facilities within surrounding roadways following detention and water quality treatment within the proposed 2.6-acre detention/bio-retention basin. As such, the Project would not result in substantial changes to the site's existing drainage pattern. Additionally, and consistent with the Project evaluated in the IS/NOP, development of the Project site as proposed would minimize areas of pervious surface, and therefore would preclude the potential for increased erosion hazards within the Building 19 and detention basin sites.

A hydrology study has been prepared for the proposed Project, and is included as *Technical Appendix F1*. The Project's hydrology study accounts for anticipated drainage patterns associated with implementation of an approved plot plan ("Building 20"; Plot Plan No. 180029) to the north of the Project site. As part of the Project's drainage plan, areas located off-site and that are tributary to the Project site or to the Building 20 site would be diverted to existing drainage facilities. Runoff tributary to the Project site from the west and south would continue to flow onto the Project site via proposed openings at the bottom of the proposed screen walls, and would be routed to proposed on-site drainage facilities. Runoff generated within the Project site and Building 20 site would be conveyed south and easterly towards the proposed 2.6-acre detention/bio-retention basin. With implementation of the proposed drainage plan, peak runoff discharged from the detention/bio-retention basin would be 13.3 cfs during 100-year (24-hour duration) storm events (PBLA, 2021a, p. 4). Additionally, the Project area was previously improved as part of CFD 88-8 with storm water drainage infrastructure that was sized to accommodate future development within

the area. As such, and consistent with the finding of the IS/NOP, the Project would not substantially alter the existing drainage pattern of the site or area through the addition of impervious surfaces, and impacts would be less than significant.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that implementation of the MFBCSP would involve grading, excavation, trenching, temporary stockpiling, and construction work in areas of relative flat terrain. The IS/NOP noted that the MFBCSP would result in the construction of additional impervious surfaces, which may result in increased runoff. The IS/NOP identified that short-term impacts may result during construction with some amounts of increased water erosion being generated on-site. The IS/NOP also indicated that construction activities would be subject to the Santa Ana RWQCB NPDES Permit for construction-related stormwater discharges in the San Jacinto River watershed. By following the standards pursuant to the NPDES Permit for construction actives, the IS/NOP concluded that the MFBCSP would have less-than-significant impacts to erosion and siltation either on or off-site. Therefore, this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 22)

EIR No. 466 also found that implementation of the MFBCSP would increase the percent of impervious surfaces compared to the conditions that existed at the time. EIR No. 466 noted that runoff would be directed through a system of curbs, gutters, and storm drain systems into the Perris Valley Storm Drain and the San Jacinto River. EIR No. 466 indicated that reduced on-site infiltration would lead to increased volumes and/or velocities of storm flows entering natural, earthen drainages. EIR No. 466 determined that these increased flows could substantially increase channel erosion and sediment transport to downstream areas, such as Canyon Lake. EIR No. 466 disclosed that future implementing projects within the MFBCSP would be required to develop and implement a Water Quality Management Plan (WQMP) to effectively keep post-development storm water flows/volumes to pre-development levels. EIR No. 466 provided examples of management measures that could be identified in a WQMP, which included use of pervious pavement, vegetated swales, infiltration basins, and velocity dissipation devices at storm drain outfall structures. By developing and implementing a WQMP, and with incorporation of EIR No. 466 Mitigation Measure MM Hydro 2, EIR No. 466 concluded that implementation of the MFBCSP would have less than significant impacts related to erosion and siltation. (Webb, 2005, p. IV-146)

No Substantial Change from Previous Analysis: Construction activities would occur on the same site in the same or similar manner as assumed by EIR No. 466 and its associated IS/NOP. Consistent with the project evaluated by the IS/NOP, the Project's proposed grading activities would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water. Erosion by water would be greatest during the first rainy season after grading and before the Project's structure foundations are established and paving and landscaping occur. Erosion by wind would be highest during periods of high wind speeds when soils are exposed. Consistent with the finding of the IS/NOP, and pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a NPDES permit for construction activities. The NPDES permit, which was also required at the time EIR No. 466 was certified, is required for all projects that include construction activities, such as clearing, grading,

and/or excavation that disturb at least one acre of total land area. Additionally, and similar to the project evaluated by the IS/NOP, during grading and other construction activities involving soil exposure or the transport of earth materials, Riverside County Ordinance No. 457 (Building Codes and Fees Ordinance), which establishes, in part, requirements for the control of dust and erosion during construction, would apply to the Project. As part of the requirements of Ordinance No. 457, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phase to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Consistent with the finding of the IS/NOP, mandatory compliance with the Project's NPDES permit and these regulatory requirements would ensure that erosion impacts during construction activities would be less than significant.

As noted by EIR No. 466, following construction erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from storm water discharged from the property. However, and consistent with the project evaluated by EIR No. 466, all runoff from the Project site would be conveyed directly to existing drainage facilities following detention and water quality treatment by the proposed on-site detention basin. As such, and consistent with the conclusion of EIR No. 466, the Project would not have the potential to cause or contribute to erosion hazards downstream.

Additionally, because EIR No. 466 evaluated only a land use plan and the Project consists of a site-specific development, a site-specific hydrology study was required for the Project and is contained in *Technical Appendix G1*. Based on the analysis presented in the Project's hydrology study (*Technical Appendix F1*), which addresses both the Plot Plan No. 180032 Project as well as development of proposed Building 20 project pursuant to approved Plot Plan No. 180029, with construction of the proposed detention/bio-retention basin the peak rate of post-development runoff from the site and areas tributary to the site would be reduced to 13.3 cfs during 100-year (24-hour duration) storm events (PBLA, 2021a, Appendix B). In addition, the Project area was previously improved as part of CFD 88-8 with storm water drainage infrastructure that was sized to accommodate future development within the area, including on the Project site. Moreover, runoff from the Project site following development would be conveyed directly to existing drainage facilities downstream following detention and water quality treatment by the proposed on-site detention basin, and downstream drainage facilities have been designed to preclude or substantially avoid erosion hazards. Because the drainage associated with the Project would be fully controlled via the on-site drainage plan and would be conveyed directly to existing drainage facilities, the rate and amount of erosion would not increase substantially as compared to existing conditions. In addition, Mitigation Measures MM Hydro 1 through MM Hydro 4, identified in EIR No. 466 and included below, would continue to apply to the Project and would further reduce the Project's potential to result in wind or water-related erosion that could adversely affect the environment. Similar to the conclusion reached by EIR No. 466, Project-related impacts due to erosion-related hazards would be less than significant with mitigation.

Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that after completion of the MFBCSP, the run-off coefficient (which is a measure of the rate of run-off) for the properties in the MFBCSP would approximately double because of the increase in impervious surfaces that restrict infiltration. The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP would be developed on a property that had an existing storm drain system, roads, sidewalks, and appurtenant infrastructure. Although development of the MFBCSP would reduce the area of permeability on the project site by approximately 85 percent, the IS/NOP determined that the increased runoff would be captured by and carried through the existing storm drain system which was designed to accommodate the ultimate storm water flows expected at build-out. The IS/NOP indicated that this storm drain system would prevent the increased runoff from creating on-site or offsite flooding. Additionally, the IS/NOP noted that the MFBCSP site was not located in a 100-year flood zone. As such, the IS/NOP concluded that impacts would be less than significant and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 29 and 30)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, there are no portions of the Project site or surrounding areas that are located within a mapped 100-year flood hazard area. As previously depicted on Figure 3-3 and Figure 3-4, the Project generally would maintain the site's existing topography. As with the project evaluated by the IS/NOP prepared for EIR No. 466, with implementation of the proposed Project, the Building 19 site would continue to drain in a west-to-east orientation, with runoff being conveyed south to the proposed 2.6-acre detention/bio-retention basin located in the southern portion of the Project site. However, because the IS/NOP prepared for EIR No. 466 evaluated only proposed land uses and because the Project consists of a site-specific development, a hydrology study was required for the proposed Project and is included as *Technical Appendix F1*. Based on the analysis presented in the Project's hydrology study (*Technical Appendix F1*), which addresses both the Plot Plan No. 180032 Project as well as development of proposed Building 20 project pursuant to approved Plot Plan No. 180029, with construction of the proposed detention/bio-retention basin the peak rate of post-development runoff from the site and areas tributary to the site would be reduced to 13.3 cfs during 100-year (24-hour duration) storm events (PBLA, 2021a, Appendix B). In addition, and consistent with the conditions that existed at the time the IS/NOP was prepared, the Project area was previously improved as part of CFD 88-8 with storm water drainage infrastructure that was sized to accommodate future development within the area. Similar to the conclusion reached by the IS/NOP, runoff from the Project area would be conveyed via existing drainage infrastructure to the Perris Valley Storm Drain to the east, and would not have the potential to substantially increase flooding hazards downstream. As such, and consistent with the findings of the IS/NOP, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not

already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that after completion of the MFBCSP, the run-off coefficient (which is a measure of the rate of run-off) for the properties in the MFBCSP would approximately double because of the increase in impervious surfaces that restrict infiltration. EIR No. 466 determined that although impacts would be significant to downstream areas due to the current lack of flood control facilities, the master drainage plan that existed at the time was designed to properly convey storm water to the ultimate design of the Perris Valley Storm Drain Channel, and included interim drainage measures prior to buildout of the Area Drainage Plan. Additionally, EIR No. 466 identified Mitigation Measures MM Hydro 4 and MM Hydro 5 to further reduce impacts due to exceedance of the capacity of existing or planned stormwater drainage system. Therefore, with implementation of the Area Drainage Plan and Mitigation Measures MM Hydro 4 and MM Hydro 5, EIR No. 466 concluded that impacts due to exceeding the capacity of an existing or planned drainage system would be less than significant. (Webb, 2005, p. IV-147 and Appendix A, pp. 26 and 28)

EIR No. 466 determined that while increasing imperviousness may contribute to improvements in ground water quality, it could likewise result in negative impacts to surface water quality. EIR No. 466 found that buildout of the MFBCSP would add large amounts of impervious surfaces to the site, indicating that less water would percolate into the ground and more surface runoff will be generated. EIR No. 466 noted that paved areas and streets would collect dust, soil, and other impurities that would then be assimilated into surface runoff during rainfall events. EIR No. 466 indicated that pollutants such as oil and grease, heavy metals, sediment, fertilizers, and pesticides can be expected to be present in surface water runoff once development within the MFBCSP occurs. However, EIR No. 466 noted that future implementing developments would be required to develop and implement a Water Quality Management Plan (WQMP) to effectively treat all pollutants expected to be generated by the future land use and for which downstream waters are impaired. By developing and implementing a WQMP, and by incorporating EIR No. 466 Mitigation Measures MM Hydro 2 and MM Hydro 3, EIR No. 466 concluded that buildout of the MFBCSP would have less-than-significant impacts related to new sources of polluted runoff. (Webb, 2005, p. IV-147)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of infrastructure and rough grading of building pads. The IS/NOP prepared for EIR No. 466 evaluated land uses as proposed by the MFBCSP, but did not evaluate site-specific development plans. The Project consists of Plot Plan No. 180032, which provides details regarding development of the 22.0-acre Project site, including proposed drainage facilities. As such, a site-specific hydrology study was required for the Project and is included as *Technical Appendix F1*. Based on the analysis presented in the Project's hydrology study (*Technical Appendix F1*), which addresses both the Plot Plan No. 180032 Project as well as development

of proposed Building 20 project pursuant to approved Plot Plan No. 180029, with construction of the proposed detention/bio-retention basin the peak rate of post-development runoff from the site and areas tributary to the site would be reduced to 13.3 cfs during 100-year (24-hour duration) storm events. The remaining flows that are tributary to the site would be conveyed to existing drainage facilities, similar to existing conditions. (PBLA, 2021a, Appendix B) The Project's proposed drainage conditions would meet the County's requirement to reduce post-development flows to levels that are at or below the rate of runoff that occurs under existing conditions. Additionally, and consistent with the findings reached by EIR No. 466, drainage infrastructure installed in the surrounding area pursuant to CFD 88-8 was sized to accommodate future development within the CFD area, including development on the Project site. In addition, major drainage facilities as called for by the Area Drainage Plan were completed following certification of EIR No. 466. Thus, the Project's peak runoff was accounted for as part of the existing improvements and would be less than was assumed by the IS/NOP. As such, and consistent with the conclusion reached by the IS/NOP, the Project would not exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant.

With respect to water quality, and consistent with the conditions that existed when EIR No. 466 was certified, receiving waters for the property's drainage are the Markham Street Storm Drain System, Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Railroad Canyon/Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Canyon Lake is impaired by nutrients and pathogens, while Lake Elsinore is impaired by nutrients and low dissolved oxygen. (PBLA, 2021b, p. 17) To meet NPDES requirements, and consistent with the assumptions made by EIR No. 466, the Project's proposed storm drain system is designed to route the first flush runoff generated on the Building 19 site to the proposed 2.6-acre detention/bio-retention basin. The detention/bio-retention basin has been designed to detain runoff and provide water quality treatment, which would be effective in reducing the pollutants of concern in runoff leaving the Project site. As noted above, waters that are tributary to the Project site are impaired with nutrients, pathogens, and low dissolved oxygen. Consistent with the conclusion reached by EIR No. 466, the proposed drainage plan, including the proposed detention/bio-retention basin, would ensure that runoff leaving the site is treated for pollutants of concern prior to discharge from the Project site. As such, the Project would not create substantial additional sources of polluted runoff.

Furthermore, and consistent with the assumptions made by EIR No. 466, the Project would be required to implement a WQMP during long-term operation, pursuant to the requirements of the applicable NPDES permit. The WQMP was prepared to evaluate the proposed Project and is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The WQMP identifies structural controls (including the proposed detention basin) and operational source control measures (including marking inlets, incorporation of landscape/ outdoor pesticide restrictions, incorporating measures for refuse areas, loading dock requirements, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Consistent with the conclusion reached by EIR No. 466, mandatory compliance with the WQMP would ensure that the Project does not create substantial additional sources of polluted runoff during long-term operation. Furthermore, the Project would be

subject to EIR No. 466 Mitigation Measures MM Hydro 2 and MM Hydro 3, which EIR No. 466 found would further reduce the potential for impacts due to polluted runoff.

Based on the foregoing analysis, and consistent with the findings of EIR No. 466, the Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, and would not provide substantial additional sources of polluted runoff. As such, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that the MFBCSP site was not located in a Federal Emergency Management Agency (FEMA) designated 100-year flood zone. The IS/NOP indicated that after buildout of the MFBCSP, the amount of storm water run-off would increase, therefore incrementally increasing the overall discharge into the San Jacinto River and ultimately Canyon Lake. However, the IS/NOP determined that through utilization of existing storm water facilities development within the MFBCSP would not cause a significant increase in the amount of surface runoff and would not impede or redirect flood flows. This issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 29 and 30)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, there are no portions of the Project site or surrounding areas that are located within a mapped 100-year flood hazard area. According to Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency, the Project site is located within "Zone X," which encompasses areas determined to be outside the 0.2% annual chance floodplain (FEMA, 2008). Because the Project site is not located within a mapped flood hazard area, the Project has no potential to impede or redirect flood flows. Additionally, the screen walls along the western and southern boundaries of the Project site have been designed to include openings that would allow runoff to flow onto the Project site, thereby precluding potential flooding issues associated with the screen walls. Consistent with the finding of the IS/NOP, drainage infrastructure installed in the surrounding area pursuant to CFD 88-8 was sized to accommodate future development within the CFD area, including the Project site. Thus, the Project's peak runoff was accounted for as part of the existing improvements. As such, and consistent with the conclusion reached by the IS/NOP, the Project would not impede or redirect flood flows either on site or downstream, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the nearest dam to the MFBCSP site was the Perris Dam that holds back Lake Perris, located approximately 4.5 miles east. The IS/NOP noted that although the dam faces in the direction of the MFBCSP site, the MFBCSP site was not located

within a dam inundation area. Impacts were concluded to be less than significant in the IS/NOP, and this topic was not evaluated in EIR No. 466. Impacts associated with tsunamis and seiches were not evaluated in the IS/NOP; however, the IS/NOP and EIR No. 466 contained enough information about the MFBCSP that with the exercise of reasonable diligence, information about the MFBCSP's potential to be impacted by tsunamis or seiches was readily available. (Webb, 2005, Appendix A, pp. 29 and 30)

No Substantial Change from Previous Analysis: As with the conditions that existed when the IS/NOP was prepared for EIR No. 466, the Project site is located approximately 36.5 miles northeast of the Pacific Ocean; thus, the Project site is not subject to hazards associated with tsunamis, nor are there any components of the Project that could contribute to tsunami-related hazards (Google Earth, 2018). According to FIRM maps prepared by FEMA, the Project site is located within flood hazard "Zone X," which encompasses areas determined to be outside the 0.2% annual chance floodplain. (FEMA, 2008) As such, the Project site would not be subject to inundation during flood events. The Project site is located approximately 3.7 miles west of the Lake Perris Dam (Google Earth, 2018). According to MVAP Figure 11 (Special Flood Hazard Areas), the Project site is not located within any dam inundation areas or special flood hazard areas, including inundation areas associated with the Perris Dam (Riverside County, 2018, Figure 11). As such, it can be concluded that due to distance and intervening topography, the Project site would not be subject to seiche hazards. Accordingly, the Project site would not be subject to inundation that could result in the release of pollutants from the Project site, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP indicated that future development within the MFBCSP would be conditioned to comply with the requirements of the Regional Water Quality Control Board under Order No. 01-34 for construction-related activities in the San Jacinto Watershed. In addition, the IS/NOP noted that future development within the MFBCSP area would be required to comply with the requirements of Supplement A to the Riverside County Drainage Area Management Plan, and must be equipped with an effective combination of structural and non-structural post-construction BMPs. Therefore, the IS/NOP concluded that the MFBCSP would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and determined that impacts would be less than significant. As a result, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 26 and 27)

No Substantial Change from Previous Analysis: Similar to the conditions that existed when the IS/NOP was prepared for EIR No. 466, the Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan (as most recently updated in June 2019), which also was in effect at the time the IS/NOP was circulated for public review (RWQCB, 2019). In addition, the Project site is located within the West San Jacinto Groundwater Management Area, and is therefore subject to the EMWD's "Groundwater Management Plan – West San Jacinto Groundwater Basin" (EMWD, 1995; EMWD, 2020, Figure 7-1). The Project's consistency with each is discussed below.

Santa Ana River Basin Plan

The California Porter-Cologne Water Quality Control Act (§ 13000 ("Water Quality") et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act (CWA)) require that comprehensive water quality control plans be developed for all waters within the State of California. Similar to the conditions that existed when the IS/NOP for EIR No. 466 was prepared, the Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana River Basin Plan (as most recently updated in June 2019). This document, which also was in effect when EIR No. 466 was certified, is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3348. (RWQCB, 2019)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. As noted by the IS/NOP and the Project's WQMP, the Project site resides within the Santa Ana Watershed and receiving waters for the property's drainage are the Markham Street Storm Drain System, Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Railroad Canyon/Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Receiving waters listed on the Section 303(d) list include Canyon Lake and Lake Elsinore, and both of these bodies of water were impaired when the IS/NOP was prepared for EIR No. 466. Canyon Lake is currently impaired by nutrients and pathogens, while the IS/NOP noted that at the time Canyon Lake was impaired for exceeding its water quality objectives for sediments, siltation, pathogens, and nutrients. Although not specifically addressed by the IS/NOP, Lake Elsinore currently is impaired by nutrients and low dissolved oxygen. The Markham Street Storm Drain System, Perris Valley Storm Drain, and the San Jacinto River Reaches 1 and 3 currently are not listed as impaired. (PBLA, 2021b, p. 7)

As noted by the IS/NOP prepared for EIR No. 466, specific provision of the CWA applicable to the proposed Project is CWA Section 402, which authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit.

Provided below is a discussion of the Project's potential to conflict with the Santa Ana Region Basin Plan during both construction and long-term operation.

Construction-Related Water Quality

Construction activities would occur on the same site and in the same or similar manner as assumed by EIR No. 466 and its associated IS/NOP. As with the project evaluated by EIR No. 466 and the IS/NOP, construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect

water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and the County of Riverside, the Project would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the RWQCB's Water Quality Control Plan for the Santa Ana River Basin ("Basin Plan"). Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities, and these requirements also would have applied to new development at the time the IS/NOP was prepared for EIR No. 466. The SWPPP is required to specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. As with the project evaluated by the IS/NOP and EIR No. 466, mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, runoff associated with Project-related construction activities would not conflict with the Santa Ana Region Basin Plan requirements, and impacts would be less than significant.

Operational Water Quality Impacts

EIR No. 466 and the associated IS/NOP evaluated buildout of the MFBCSP area with a variety of light industrial and commercial land uses. The Project consists of an implementing development within the MFBCSP and proposes a site-specific development that includes a proposed drainage system that would route first flush flows towards the proposed 2.6-acre detention/bio-retention basin in the southern portions of the Project site. Because the Project includes details regarding the proposed drainage system that were not included in the MFBCSP, a site-specific WQMP was required for the Project in order to confirm the conclusion of the IS/NOP prepared for EIR No. 466 that water quality impacts would be less than significant. The WQMP is contained in *Technical Appendix F2*, and is discussed below.

As noted above, receiving waters for the property's drainage are the Markham Street Storm Drain System, Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Railroad Canyon/Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Canyon Lake is impaired by nutrients and pathogens, while Lake Elsinore is impaired by nutrients and low dissolved oxygen. (PBLA, 2021b, p. 7) As noted above, because the Project consists of a site-specific development, a WQMP was required for the Project and is included in *Technical Appendix F2*. According to the Project's Water Quality Management Plan (WQMP; *Technical Appendix F2*), the Project's pollutants of concern include bacterial indicators, metals, nutrients, pathogens, toxic organic compounds, sediments, trash and debris, and oil and grease (PBLA, 2021b, p. 17). To meet NPDES requirements, the Project's proposed storm drain system is designed to route first flush runoff to the proposed 2.6-acre detention/bio-retention basin. The detention basin has been designed to detain runoff and provide water quality treatment, which would be effective in reducing pollutants of concern in runoff leaving the Project site. As noted above, waters that are tributary to the Project site are impaired with nutrients, pathogens, and/or low dissolved oxygen. The

proposed detention basin would be effective at treating bacterial indicators, metals, nutrients, pathogens, toxic organic compounds, sediments, trash and debris, and oil and grease, which in turn would reduce the potential for low dissolved oxygen, nutrients, and pathogens in runoff from the site. Runoff from the Project site would not contribute substantially to existing downstream impairments and the Project therefore would not conflict with the Santa Ana Region Basin Plan; thus, impacts would be less than significant.

Furthermore, the Project would be required to implement a WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The Project's Preliminary WQMP is included as *Technical Appendix F2*. The Preliminary WQMP identifies structural controls (including the proposed detention basin) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, loading dock requirements, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Consistent with the conclusion reached by the IS/NOP prepared for EIR No. 466, mandatory compliance with the WQMP would ensure that the Project does not conflict with the Santa Ana Region Basin Plan, and impacts would be less than significant.

Groundwater Management Plan – West San Jacinto Groundwater Basin

The EMWD adopted the *Groundwater Management Plan – West San Jacinto Groundwater Basin (GMP)* on June 8, 1995, and the GMP was in effect at the time EIR No. 466 was certified. The GMP was not addressed by the IS/NOP or EIR No. 466, both of which evaluated buildout of the MFBCSP area with light industrial and commercial land uses. The Project consists of an implementing development within the MFBCSP area, is fully consistent with the land uses assumed by EIR No. 466 for the site, and identifies a site-specific development plan as part of proposed Plot Plan No. 180032. Accordingly, due to the additional detail available as part of the proposed Project, an analysis of the Project's consistency with the GMP is provided below.

The GMP is intended to manage the San Jacinto Groundwater Basin (SJGB) in a manner that would supplement EMWD's water supplies, thereby increasing the amount of locally-available water and reducing the amount of water that needs to be imported through MWD. The GMP covers approximately 256-square miles (over 164,200 acres) and has been divided into six (6) groundwater management zones. The Project site is located at the western edge of the Perris North Groundwater Management Zone (GMZ). (EMWD, 1995; EMWD, 2020, Figure 7-2)

EMWD adopted the Management Plan in June 1995 in accordance with Assembly Bill 3030 (AB 3030) enacted in 1992, which is now codified in the California Water Code Sections 10750 through 10755. The Management Plan is intended to protect the vested interests of existing groundwater producers while providing a planning framework for new water supply projects for the benefit of groundwater producers and the public. The Management Plan goals include (EMWD, 2020, p. 13):

- Establishment of a Groundwater Basin Manager
- Monitoring of Groundwater Production
- Monitoring of Groundwater Level and Quality
- Development of Well Construction Policies
- Development of a Well Abandonment and Destruction Program
- Monitoring of Well Construction, Abandonment, and Destruction
- Groundwater Quality Protection
- Exchange of Agricultural and Other Non-potable Groundwater Production to Municipal Use
- Maximize Yield Augmentation with Local Resources – Local Runoff and Reclaimed Water
- Maximize Conjunctive Use
- Groundwater Treatment

There are no existing groundwater wells on the Project site, and no groundwater wells are proposed as part of the Project. As such, the Project would not directly extract groundwater, but would instead obtain potable water from the EMWD, which relies in part on groundwater resources. Accordingly, the Project only would have the potential to conflict with the West San Jacinto GMP if the Project were to obstruct infiltration of runoff into the groundwater basin, or if the Project were to contribute to or exacerbate existing water quality problems within the basin.

As noted above under the discussion of the Project's consistency with the Santa Ana Region Basin Plan, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that construction of the proposed Project does result in polluted runoff that could adversely affect water quality within the SJGB. Additionally, the total amount of runoff from the Project site during construction would not change substantially in relation to existing conditions, thereby allowing for infiltration into the SJGB. Accordingly, during construction the Project would not conflict with the West San Jacinto GMP, and a less-than-significant impact would occur.

Following construction activities, infiltration on the Building 19 site largely would be precluded and would be limited to landscaped areas, as remaining areas of the Building 19 site would be covered with impervious surfaces (i.e., buildings, drive aisles, etc.). However, under existing conditions all runoff generated on and tributary to the Project site is conveyed directly into existing storm drainage facilities within adjacent roadways. While a nominal amount of groundwater recharge may occur under existing conditions, the majority of runoff is conveyed to downstream facilities, which ultimately include unlined drainage channels and bodies of water (i.e., Canyon Lake and Lake Elsinore) wherein groundwater recharge occurs. These conditions would not substantially change under the proposed Project. That is, all runoff generated on the site would be conveyed to a water quality basin for treatment, and would

discharge into existing drainage facilities within adjacent roadways. Groundwater recharge would continue to occur downstream, as it does under existing conditions. Furthermore, under long-term operating conditions, all runoff generated on the Project site would be treated by the proposed 2.6-acre bioretention basin. The bioretention basin is designed to treat the Project's pollutants of concern, which include bacterial indicators and nutrients (PBLA, 2021b, p. 17). Thus, with implementation of the proposed Project, Project-related runoff would not contribute to or exacerbate existing water quality impairments within the West San Jacinto GMP area. As such, the Project would not conflict with the West San Jacinto GMP, and impacts would be less than significant.

Conclusion

Based on the preceding analysis, the Project would not conflict with the San Jacinto River Basin Plan or the West San Jacinto GMP. Accordingly, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address impacts to hydrology and water quality. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. It should be noted that the proposed Project includes a proposed 2.6-acre detention basin in the southern portion of the Project site, and thus the Project would implement the requirements specified by EIR No. 466 Mitigation Measure MM Hydro 4.

MM Hydro 1: In order to mitigate impacts related to water quality resulting from construction of the Majestic Freeway Business Center, the project proponent or their developer shall obtain coverage under the appropriate NPDES Construction Permit for Activities in the San Jacinto watershed through the Santa Ana Regional Water Quality Control Board prior to obtaining the grading permit. Each development within the project area will warrant its own coverage under the Construction Permit, unless otherwise determined by the Santa Ana Regional Water Quality Control Board.

MM Hydro 2: In order to mitigate impacts related to pollutant loading to receiving waters and/or increased erosion/siltation resulting from Specific Plan implementation, individual project proponents shall develop and implement a Water Quality Management Plan (WQMP). The WQMP will contain measures that will effectively treat all pollutants of concern and hydrologic conditions of concern, consistent with the County's approved WQMP developed in compliance with their MS4 permit.

MM Hydro 3: To mitigate impacts related to water quality following development, individual project proponents will determine if coverage under the State's General Permit for Industrial Activities is necessary. This permit requires implementation of a SWPPP for certain types

of industrial activities. The future building occupants of the structures proposed in this document may warrant coverage under the General Permit for Industrial Activities. Therefore, prior to issuance of the certificate of occupancy, building occupants shall determine whether or not coverage under the Industrial permit is warranted for their operations.

MM Hydro 4: To mitigate impacts related to exceedance of capacity of storm drain facilities, individual project proponents will be conditioned to construct a "fair share" of on-site storm drain infrastructure or to demonstrate that existing on-site facilities can effectively accommodate storm flows for the 100-year event.

5.1.11 Land Use and Planning

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
24. Land Use a. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
b. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒

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

EIR No. 466 Finding: As indicated in Table IV-1 of EIR No. 466, EIR No. 466 determined that the MFBCSP would be fully consistent with, or otherwise would not conflict with, all applicable policies of the General Plan. As such, impacts were determined to be less than significant. (Webb, 2005, pp. IV-7 through IV-24)

No Substantial Change from Previous Analysis: The Building 19 site is located within MFBCSP Planning Area 6, while the proposed 2.6-acre detention basin in the southern portion of the Project site is located within MFBCSP Planning Area 5. The Project site also is located in the MVAP portion of the Riverside County General Plan. The MFBCSP designates Planning Areas 5 and 6 for "Light Industrial" land uses. Proposed Building 19, which would consist of 365,056 s.f. of high-cube transload short-term warehouse uses, as well as the proposed detention basin, are fully consistent with the "Light Industrial" land use designation applied to MFBCSP Planning Areas 5 and 6. Additionally, a site-specific analysis of the

Project's consistency with the policies and requirements of the MFBCSP was conducted by T&B Planning, the results of which are provided as *Technical Appendix J*. As indicated in *Technical Appendix J*, the Project is consistent with or otherwise would not conflict with the policies and requirements of the MFBCSP, including policies and requirements adopted for the purpose of avoiding or mitigating an environmental effect.

Additionally, as part of its review of the proposed Project, Riverside County evaluated the Project for consistency with applicable General Plan and MVAP policies, and concluded that the Project would be consistent with or otherwise would not conflict with the General Plan or MVAP. Moreover, the Project is fully consistent with the land use designations and requirements of the General Plan and MVAP. Thus, the Project would not conflict with any General Plan or MVAP policies that were adopted for the purpose of avoiding or mitigating an environmental effect.

Based on the foregoing analysis, the Project would not conflict with the land use designations and policies of the General Plan, MVAP, or MFBCSP, including policies and requirements adopted for the purpose of avoiding or mitigating an environmental effect, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that proposed development was located along the alignment of Interstate 215, between Cajalco Expressway and Nandina Avenue. The IS/NOP noted that the MFBCSP site was located within the Mead Valley community which extends west from Interstate 215. Property on the east side of Interstate 215 was located within the City of Perris. The IS/NOP indicated that the MFBCSP site was located at the eastern edge of Mead Valley. Although the MFBCSP is not contiguous in shape, the IS/NOP determined that parcels east of Decker Road and Seaton Avenue and west of Interstate 215 that are not a part of this MFBCSP area were also designated for industrial business park uses. Since the MFBCSP site was located at the edge of the Mead Valley community and within an area designated for industrial and business park uses, the IS/NOP concluded that the MFBCSP would not divide and would not disrupt the physical arrangement of the Mead Valley community. Impacts were determined to be less than significant and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 31 and 33)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project site is located at the eastern edge of the Mead Valley community. Since certification of EIR No. 466, there have been no new residential developments beyond the existing rural residential community located west and south of the Building 19 site. Areas to the east, north, and southeast in the vicinity of the Project site are generally developed with or planned for light industrial land uses. There are no existing or proposed residential uses to the north or east of the Building 19 site, and the detention basin site would be developed with only a detention/bio-retention basin. As such, development of the Building 19 site with up to 365,056 s.f. of high-cube transload short-term warehouse uses would have no potential to divide the physical arrangement of an established community.

Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.12 Mineral Resources

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c. Potentially expose people or property to hazards from proposed, existing or abandoned quarries or mines?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the General Plan's Multipurpose Open Space Element identified most of western Riverside County, where there are no known mineral resources, as being within Mineral Resources Zone (MRZ) No. 3 (Figure OS-5). The IS/NOP determined that the MFBCSP site was located within this Mineral Resources Zone (MRZ-3). The IS/NOP defined MRZ-3 as areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined. Because the MFBCSP site contains no known mineral resources, the IS/NOP concluded that no impact would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 33 and 34)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, and according to mapping information available from the California Geological Survey (CGS), the Project site is classified as Mineral Resources Zone 3 (MRZ-3), which is defined as "areas containing known or inferred mineral occurrences of undetermined mineral resource significance" (CGS, 2008). Accordingly, and consistent with the conclusion reached by the IS/NOP, implementation of the proposed Project would not result in the loss of availability of a known mineral resource, and there would be no Project impacts. Therefore, implementation of the proposed Project would not result in any new impacts

not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that there were no identified mineral resource sites within proximity of the MFBCSP site. Therefore, the IS/NOP concluded that no impacts to mineral resources would occur and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 33 and 34)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, there are no mineral resource sites within proximity of the Project site. The Riverside County General Plan, MVAP, and MFBCSP do not designate the Project site as a locally-important mineral resource recovery site (Riverside County, 2019a; Riverside County, 2018; Webb, 2005). As such, and consistent with the findings of the IS/NOP, the Project would not result in the loss of availability of a locally-important mineral resource recovery site, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP site was not located in an area of proposed, existing, or abandoned quarries or mines; therefore, the IS/NOP concluded that the MFBCSP would not expose people or property in the project area to these hazards and that no impacts would occur. This topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 33 and 34)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project site is not located in an area of proposed, existing, or abandoned quarries or mines. According to mapping information available from the California Geological Survey, the areas surrounding the Project site are classified as MRZ-3 and there are no existing mines adjacent to the Project site. Areas east of I-215 are classified as Mineral Resources Zone 1 (MRZ-1), which includes "areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources." There are no portions of the surrounding area that are designated as Mineral Resources Zone 2 (MRZ-2), which includes "areas where geologic data indicate that significant [Portland Cement Concrete]-Grade aggregate resources are present." (CGS, 2008) As such, the Project would not be located near any State- classified or designated areas or existing surface mines, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.13 Noise

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
26. Airport Noise a. For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
b. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?

EIR No. 466 Finding: EIR No. 466 disclosed that the MFBCSP site was located outside of March Air Reserve Base's 60 dB CNEL noise contours, as depicted in the 1998 MARB AICUZ Study. EIR No. 466 noted that Section A.7 of the Appendices to the AICUZ Study stated that "most industrial/manufacturing uses are compatible in the airfield environs" and that the "commercial/retail trade and personal and business services are compatible without restriction up to DNL [Day-Night Average A-Weighted Sound Level] 70 dB." Because MARB noise levels were projected to be less than 60 dB CNEL at the MFBCSP site, EIR No. 466 determined that all uses within the Specific Plan would be compatible with the exterior noise level guidelines set forth in the 1984 Riverside County Airport Land Use Plan and with the land use compatibility policies of the 1998 MARB AICUZ Study. Although the MFBCSP site fell outside of the CNEL noise contours for March Air Reserve Base, EIR No. 466 noted that the MFBCSP site was located beneath identified flight tracks for airplanes using the airfield at March Air Reserve Base; thus, EIR No. 466 disclosed that there was a potential for single-event noise levels to affect future land uses in the MFBCSP area. However, EIR No. 466 concluded that the industrial, warehouse and distribution, and commercial/retail land uses allowed by the MFBCSP are not considered to be sensitive receivers and therefore the impacts from these single-event noise levels were determined to be less than significant. (Webb, 2005, p. IV-103)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 365,056 s.f. of high-cube transload short term warehouse uses. The land uses proposed by the Project Applicant are fully consistent with the land uses assumed for the site by EIR No. 466, which EIR No. 466 found would not be

exposed to significant noise impacts due to airport operations at the March Joint Air Reserve Base. Moreover, according to Figure 4.15.20 of EIR No. 521, which was prepared for the County's 2015 General Plan Update, the Project site occurs outside of the 60 dBA (decibels A-weighted) CNEL contour for the March Joint Air Reserve Base (Riverside County, 2015, Figure 4.15.20). According to Table N-1 of the County General Plan, industrial uses such as those proposed by the Project Applicant are considered "Normally Acceptable" in terms of noise compatibility at noise levels up to 75 dBA CNEL, and is considered "Conditionally Acceptable" at noise levels ranging from 70 dBA CNEL to 80 dBA CNEL (Riverside County, 2019a, Table N-1). Furthermore, conditions of approval would be imposed on the Project pursuant to the Project's ALUC's consistency determination letter, dated January 17, 2019, requiring that noise attenuation measures must be incorporated into the design of the office areas of the proposed buildings to ensure that interior noise levels from aircraft operations are at or below 45 dBA CNEL (refer to subsection 5.1.9). As such, the Project would not expose people residing or working in the Project area to excessive noise levels associated with airport operations, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

b) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that the MFBCSP site was not within the vicinity of a private airstrip and no impact would occur. As such, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 35)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project site is not located within the vicinity of a private airstrip. The nearest private airstrip to the Project site is the Perris Valley Airport, located approximately 6.0 miles southeast of the Project site (Google Earth, 2018). According to the Land Use Compatibility Plan for the Perris Valley Airport, the Project site is located well outside of the 60 dB CNEL contour for this airport, which according to General Plan Table N-1 indicates that the Project would be "Normally Compatible" with airport-related noise from this facility (ALUC, 2011, Figure PV-3; Riverside County, 2019a, Table N-1). Accordingly, the Project would not expose people residing or working in the project area to excessive noise levels associated with private airport noise, and there would be no impact. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project cause:				
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?	☐	☐	☐	☒
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☐	☒

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

EIR No. 466 Finding: EIR No. 466 indicated that construction noise would result in a temporary change in ambient noise levels. EIR No. 466 disclosed that noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach significant levels ranging from 70 dBA to 105 dBA and could adversely affect sensitive receptors in the area. As discussed in EIR No. 466, impacts from construction noise are considered short-term impacts since noise would cease upon completion of construction activity. Nonetheless, EIR No. 466 determined that construction-related noise impacts would be potentially significant prior to mitigation. With implementation of Mitigation Measures MM Noise 1 through MM Noise 4 from EIR No. 466 and with mandatory compliance with Riverside County Ordinance No. 457, EIR No. 466 concluded that construction-related noise affecting sensitive receptors would be reduced to less-than-significant levels. (Webb, 2005, pp. IV-161, IV-162, IV-166, and IV-167)

EIR No. 466 also indicated that the MFBCSP would contribute long-term noise to the existing environment through the addition of traffic on local streets. Based on a noise impact analysis prepared for EIR No. 466, it was determined that the MFBCSP would result in substantial noise increases (i.e., 3 dBA or more increase) on nearby roadways and impacts were identified as potentially significant. EIR No. 466 concluded that traffic-related noise associated with the MFBCSP would be significant and unavoidable. EIR No. 466 also noted that noise levels affecting the MFBCSP site would not exceed 74.9 dBA CNEL, and concluded that the MFBCSP would therefore be compatible with existing and projected noise levels. (Webb, 2005, pp. IV-161 and IV-165)

EIR No. 466 also evaluated the MFBCSP's potential for operational noise impacts, and found that daytime operational noise would not be significant if a barrier shields the visibility of the (loading) activity from

any ground-floor observers. EIR No. 466 noted that activities that occur at the rear of buildings, with no direct "line-of-sight" to residences, and not directly adjacent to the noise-sensitive land uses, would be shielded by the building itself. However, EIR No. 466 found that the nuisance factor from nighttime dock operations would be potentially significant prior to mitigation, and that daytime operational noise would be potentially significant in the absence of noise barriers. EIR No. 466 identified Mitigation Measure MM Noise 5, which requires an 8-foot-high separation wall between on-site activities and existing off-site residential uses if daytime trucking activities occur within 200 feet of the property line. Mitigation Measure MM Noise 5 also requires a 12-foot barrier between loading dock areas and residential uses within 300 feet of the loading dock areas if loading dock materials handling activities are conducted during nighttime hours (10:00 pm to 7:00 am), and further requires that if nighttime trucking activities are conducted simultaneously with the operation of the loading dock, the 12-foot high barrier shall be required if such combination activities occur within 600 feet of an existing residence. EIR No. 466 also identified Mitigation Measure MM Noise 6, which limits nighttime operational activities associated with loading/unloading and truck movement within close proximity of nearby residential uses. With implementation of the required mitigation, EIR No. 466 concluded that operational noise would be less than significant. (Webb, 2005, pp. IV-165 through IV-167)

No Substantial Change from Previous Analysis: The Project would result in the buildout of portions of MFBCSP Planning Areas 5 and 6, and the Project is fully consistent with the "Light Industrial" land use designation applied to the Project site by the MFBCSP. Although EIR No. 466 evaluated a range of land uses allowed by the MFBCSP, EIR No. 466 did not evaluate specific buildings, as EIR No. 466 assumed that the characteristics of individual buildings would be identified as part of implementing developments within the MFBCSP. The currently-proposed Project is an implementing development that would result in the development of a 365,056 s.f. high-cube transload short term warehouse building on 19.4 acres within MFBCSP Planning Area 6, and a detention basin on 2.6 acres within MFBCSP Planning Area 5. The Project's application materials identify specific building elements, including proposed grading, building area and location, setbacks, walls/fencing, and site access. In order to evaluate the Project's site-specific elements, a Noise Impact Analysis (NIA) was required for the Project and is provided as *Technical Appendix G*. The Project's NIA includes a detailed analysis of the Project's potential to result in a substantial temporary and/or permanent increase in ambient noise levels, and was prepared in part to demonstrate that the Project's anticipated noise impacts would be within the scope of analysis of EIR No. 466. Refer to the NIA for a detailed description of noise fundamentals, applicable regulatory requirements, the existing noise environment, and the methods and procedures used to evaluate the Project's noise impacts. As explained below, the noise that would be generated by the Project is fully analyzed in and covered by the analysis of noise impacts set forth in EIR No. 466. Provided below is a summary of the results of the analysis for construction and long-term operation of the Project.

Sensitive Receptors

To assess the potential for long-term operational and short-term construction noise impacts, sensitive receiver locations, as shown on Figure 5-1, *Sensitive Receiver Locations*, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive

Source(s): Urban Crossroads (12-24-2020)

Figure 5-1

Not to Scale

Sensitive Receiver Locations

land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, outpatient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. (Urban Crossroads, 2020b, p. 41)

Construction-Related Impacts

Consistent with the findings of EIR No. 466, the Project has the potential to cause temporary or periodic increases in ambient noise levels during construction activities. Construction characteristics associated with the proposed Project would not be materially different from what was evaluated and disclosed by EIR No. 466. EIR No. 466 disclosed that construction-related noise impacts would be potentially significant, but would be reduced to less-than-significant levels with implementation of Mitigation Measures MM Noise 1 through MM Noise 4. Notwithstanding, the Project's NIA (*Technical Appendix G*) includes an assessment of potential noise impacts that could affect sensitive receptors during construction activities. Figure 5-2, *Construction Noise Source Locations*, depicts the construction noise source locations in relation to the nearby sensitive receiver locations that were evaluated as part of the analysis. The results of the analysis are presented below.

Threshold of Significance

To control noise impacts associated with the construction of the proposed Project, the County of Riverside has established limits to the hours of operation. Section 9.52.020 of the County's Noise Regulation ordinance indicates that noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. Neither the County's General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers for CEQA analysis purposes. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts, as discussed below. (Urban Crossroads, 2020b, p. 20)

According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land use. (Urban Crossroads, 2020b, pp. 20-21)

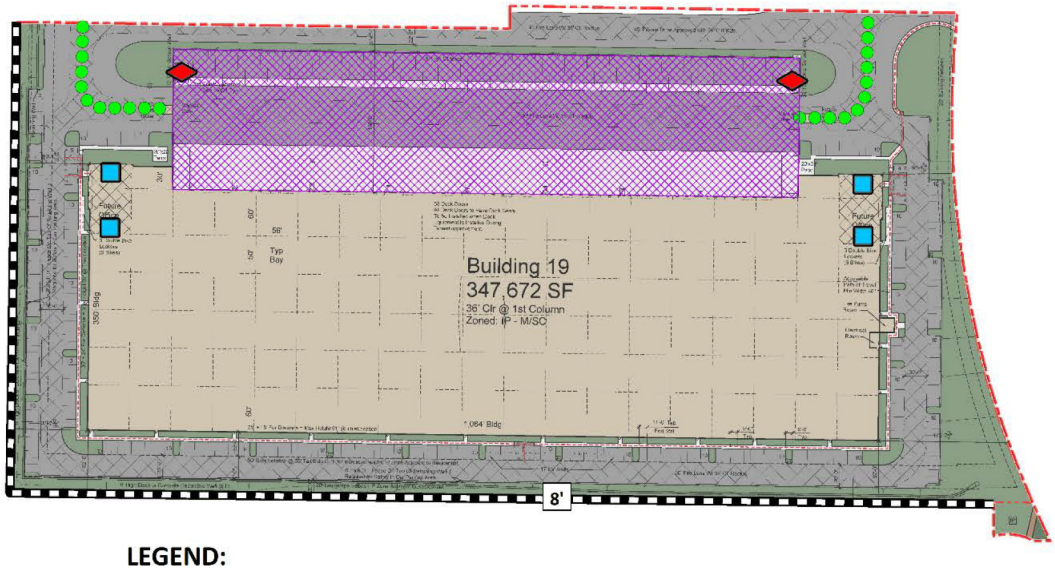


TABLE 9-1: REFERENCE NOISE LEVEL MEASUREMENTS

Noise Source	Duration (hh:mm:ss)	Ref. Distance (Feet)	Noise Source Height (Feet)	Min./Hour[5]		Reference Noise Level (dBA L_{eq})		Sound Power Level (dBA)[6]
				Day	Night	@ Ref. Dist.	@ 50 Feet	
Loading Dock Activity[1]	00:15:00	30'	8'	60	60	67.2	62.8	103.4
Entry Gate & Truck Movements[2]	00:15:00	20'	8'	-[7]	-[7]	64.0	58.0	89.7
Roof-Top Air Conditioning Units[3]	96:00:00	5'	5'	39	28	77.2	57.2	88.9
Trash Enclosure Activity[4]	00:00:32	5'	5'	5	5	77.3	57.3	94.0

[1] As measured by Urban Crossroads, Inc. at the Motivational Fulfillment & Logistics Services distribution facility in the City of Chino.
[2] As measured by Urban Crossroads, Inc. at the Nature's Best Distribution Facility in the City of Chino.
[3] As measured by Urban Crossroads, Inc. at the Santee Walmart located at 170 Town Center Parkway.
[4] As measured by Urban Crossroads, Inc. at a commercial and office park trash enclosure in the City of Costa Mesa.
[5] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Day" = 7:00 a.m. to 10:00 p.m.; "Night" = 10:00 p.m. to 7:00 a.m.
[6] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.
[7] Entry Gate & Truck Movements are calculate based on the number of events by time of day (See Table 9-2).

Source(s): Urban Crossroads (2020)

Figure 5-2

Not to Scale

Construction Noise Source Locations

Construction Noise Levels

Noise generated by the Project's construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages, based on similar projects in the County of Riverside: site preparation; grading; building construction; paving; and architectural coating. (Urban Crossroads, 2020b, p. 55)

The construction noise analysis provided in the Project's NIA was prepared using reference noise level measurements taken by Urban Crossroads to describe the typical construction activity noise levels for each stage of Project construction. The construction reference noise level measurements represent a list of typical construction activity noise levels. (Urban Crossroads, 2020b, p. 55)

Construction Reference Noise Levels

To describe the Project construction noise levels, measurements were collected for similar activities at several construction sites by Urban Crossroads. Table 5-6, *Construction Reference Noise Levels*, provides a summary of the construction reference noise level measurements. Because the reference noise levels were collected at varying distances of 30 feet and 50 feet, all construction noise level measurements presented on Table 5-6 have been adjusted for consistency to describe a uniform reference distance of 50 feet. (Urban Crossroads, 2020b, p. 55)

Table 5-6 Construction Reference Noise Levels

Construction Stage	Reference Construction Activity[1]	Reference Noise Level @ 50 Feet (dBA L_{eq})	Highest Reference Noise Level (dBA L_{eq})
Site Preparation	Scraper, Water Truck, & Dozer Activity	75.3	75.3
	Backhoe	64.2	
	Water Truck Pass-By & Backup Alarm	71.9	
Grading	Rough Grading Activities	73.5	73.5
	Water Truck Pass-By & Backup Alarm	71.9	
	Construction Vehicle Maintenance Activities	67.5	
Building Construction	Foundation Trenching	68.2	71.6
	Framing	62.3	
	Concrete Mixer Backup Alarms & Air Brakes	71.6	
Paving	Concrete Mixer Truck Movements	71.2	71.2
	Concrete Paver Activities	65.6	
	Concrete Mixer Pour & Paving Activities	65.9	
Architectural Coating	Air Compressors	65.2	65.2
	Generator	64.9	
	Crane	62.3	

1. Reference construction noise level measurements taken by Urban Crossroads, Inc.

(Urban Crossroads, 2020b, Table 10-1)

Construction Noise Analysis

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were completed. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. As shown on Table 5-7, *Unmitigated Construction Equipment Noise Level Summary*, the construction noise levels are expected to range from 59.5 to 73.1 dBA Leq at the nearby receiver locations. Appendix 10.1 to the Project's NIA (*Technical Appendix G*) includes the detailed CadnaA construction noise model inputs. (Urban Crossroads, 2020b, p. 57)

Table 5-7 Unmitigated Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	59.5	57.7	55.8	55.4	49.4	59.5
R2	71.5	69.7	67.8	67.4	61.4	71.5
R3	70.4	68.6	66.7	66.3	60.3	70.4
R4	73.1	71.3	69.4	69.0	63.0	73.1
R5	71.3	69.5	67.6	67.2	61.2	71.3
R6	68.1	66.3	64.4	64.0	58.0	68.1

1. Noise receiver locations are shown on Figure 5-2.
2. Construction noise level calculations based on distance from the Project site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1 of Technical Appendix G.

(Urban Crossroads, 2020b, Table 10-2)

Construction Noise Level Compliance

To evaluate whether the Project will generate potentially significant short-term noise levels at nearby receiver locations, a construction-related the FTA noise level threshold of 80 dBA Leq is used as acceptable thresholds to assess construction noise level impacts. The construction noise analysis shows that the nearby receiver locations will satisfy the 80 dBA Leq significance threshold during Project construction activities as shown on Table 5-8, *Construction Equipment Noise Level Compliance*. Therefore, the noise impacts due to Project construction noise is considered less than significant at all receiver locations. Accordingly, the Project would not cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project, and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (Urban Crossroads, 2020b, p. 58)

Table 5-8 Construction Equipment Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	59.5	80	No
R2	71.5	80	No
R3	70.4	80	No
R4	73.1	80	No
R5	71.3	80	No
R6	68.1	80	No

1. Noise receiver locations are shown on Figure 5-2.
2. Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 10-2 of Technical Appendix G.
3. Construction noise level thresholds as shown on Table 4-2 of Technical Appendix G.
4. Do the estimated Project construction noise levels exceed the construction noise level threshold?

(Urban Crossroads, 2020b, Table 10-3)

Long-Term Operation-Related Impacts

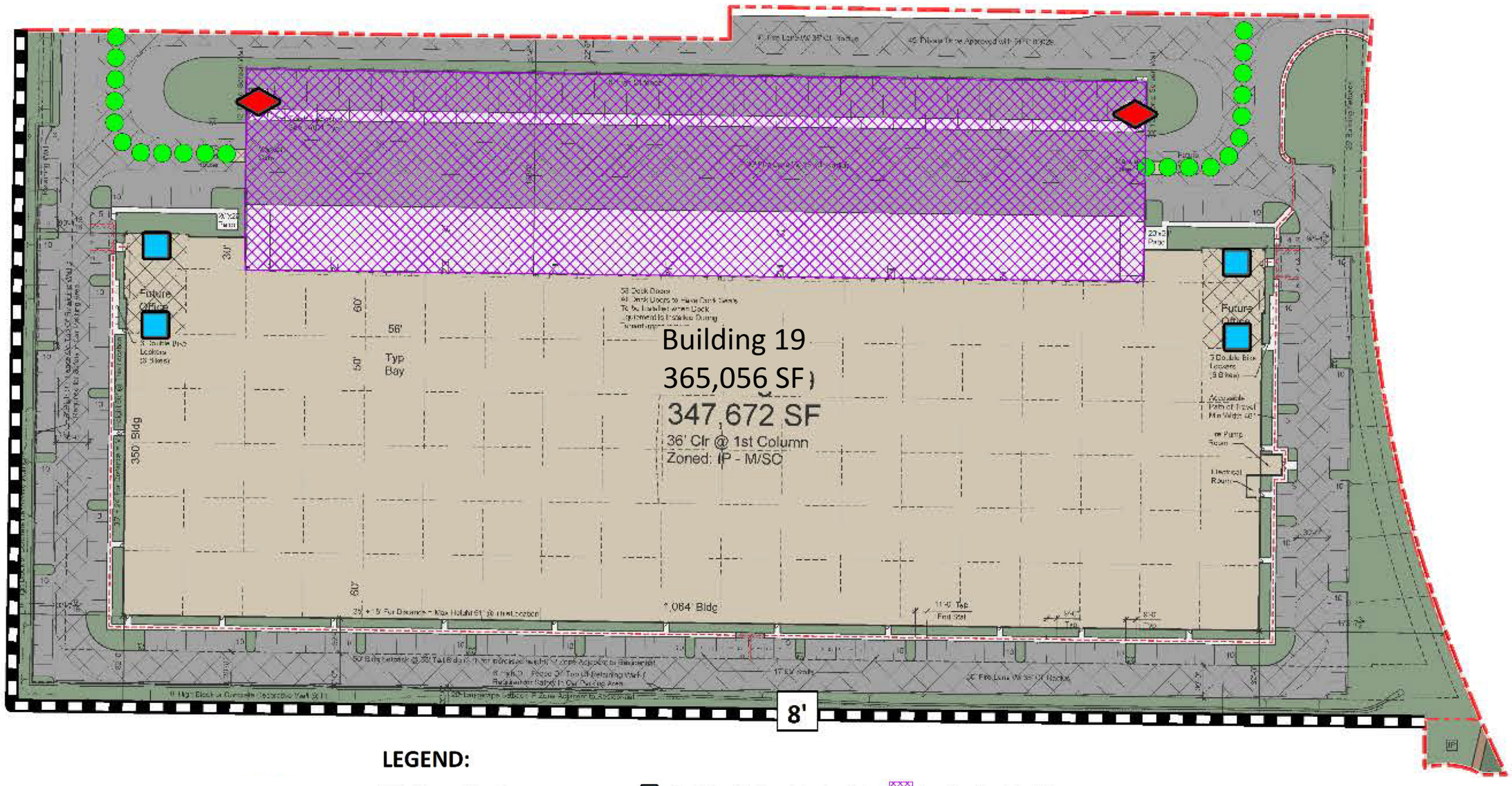
The Project Applicant proposes Plot Plan No. 180032, which would entail development of a 365,056 s.f. high-cube transload short term warehouse building and a detention basin. The land uses proposed by the Project Applicant are fully consistent with the "Light Industrial" land use designation applied to the site by the MFBCSP and are consistent with the land use assumptions made by EIR No. 466 for the MFBCSP area. As such, operational characteristics of the proposed Project, and by extension operational noise associated with the proposed Project, would be fully consistent with what was evaluated for the site by EIR No. 466. Notwithstanding, because the Project's proposed Plot Plan No. 180032 provides more details regarding ultimate site development, the Project's NIA includes an evaluation of the Project's potential operational noise impacts. Figure 5-3, *Operational Noise Source Locations*, identifies the representative receiver locations and noise source locations used to assess the operational noise levels. (Urban Crossroads, 2020b, p. 45)

Thresholds of Significance – Operational Noise

Noise impacts would be considered significant if any of the following would occur as a direct result of the proposed Project. Refer to Section 4 of the Project's NIA (*Technical Appendix G*) for a discussion of why thresholds of significance were selected for analysis. (Urban Crossroads, 2020b, pp. 23-25)

- If Project-related operational (stationary-source) noise levels exceed the exterior 55 dBA Leq daytime or 45 dBA Leq nighttime noise level standards at nearby sensitive receiver locations (per County of Riverside Ordinance No. 847).

- If the existing ambient noise levels at the nearby noise-sensitive receivers near the Project site:
  - are less than 60 dBA Leq and the Project creates a readily perceptible 5 dBA Leq or greater Project-related noise level increase; or



Source(s): Urban Crossroads (12-2020)

Figure 5-3

Not to Scale

Operational Noise Source Locations

- range from 60 to 65 dBA Leq and the Project creates a barely perceptible 3 dBA Leq or greater Project-related noise level increase; or
- already exceed 65 dBA Leq and the Project creates a community noise level impact of greater than 1.5 dBA Leq (per FICON, 1992).

Operational Noise Sources

The future tenant(s) of the proposed Project is currently unknown. Therefore, the analysis included herein is intended to describe noise level impacts associated with the expected typical of daytime and nighttime activities at the Project site. To present the potential worst-case noise conditions, the analysis assumes the Project would be operational 24 hours per day, seven days per week. Consistent with similar warehouse uses, the Project business operations primarily would be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include: loading dock activity, entry gate & truck movements, roof-top air conditioning units, and trash enclosure activity. (Urban Crossroads, 2020b, p. 45)

Reference Noise Levels

To estimate the Project operational noise impacts, reference noise level measurements were collected by Urban Crossroads from similar types of activities to represent the noise levels expected with the development of the proposed Project. Table 5-9, *Reference Noise Level Measurements*, shows the estimated reference noise levels for each noise source associated with Project operations. It is important to note that the projected noise levels shown in Table 5-9 assume the worst-case noise environment with the idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements all operating simultaneously. These noise level impacts would likely vary throughout the day. Refer to Section 9.2 of the Project's NIA (*Technical Appendix G*) for a description of the reference noise levels used as inputs in Table 5-9. (Urban Crossroads, 2020b, p. 53)

Project Operational Noise Levels

Using the reference noise levels to represent the proposed Project operations that include loading dock activity, entry gate & truck movements, roof-top air conditioning units, and trash enclosure activity, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Table 5-10, *Daytime Project Operational Noise Levels*, shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 40.6 to 43.4 dBA Leq. (Urban Crossroads, 2020b, p. 49)

Table 5-11, *Nighttime Project Operational Noise Levels*, shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 40.3 to 42.8 dBA Leq. The differences between the daytime and

nighttime noise levels is largely related to the duration of noise activity (Table 5-9). (Urban Crossroads, 2020b, p. 50)

Table 5-9 Reference Noise Level Measurements

Noise Source	Duration (hh:mm:ss)	Ref. Distance (Feet)	Noise Source Height (Feet)	Min./Hour[5]		Reference Noise Level (dBA L_{eq})		Sound Power Level (dBA)[6]
				Day	Night	@ Ref. Dist.	@ 50 Feet	
Loading Dock Activity[1]	00:15:00	30'	8'	60	60	67.2	62.8	103.4
Entry Gate & Truck Movements[2]	00:15:00	20'	8'	-[7]	-[7]	64.0	58.0	89.7
Roof-Top Air Conditioning Units[3]	96:00:00	5'	5'	39	28	77.2	57.2	88.9
Trash Enclosure Activity[4]	00:00:32	5'	5'	5	5	77.3	57.3	94.0

1 As measured by Urban Crossroads, Inc. at the Motivational Fulfillment & Logistics Services distribution facility in the City of Chino.
2 As measured by Urban Crossroads, Inc. at the Nature's Best Distribution Facility in the City of Chino.
3 As measured by Urban Crossroads, Inc. at the Santee Walmart located at 170 Town Center Parkway.
4 As measured by Urban Crossroads, Inc. at a commercial and office park trash enclosure in the City of Costa Mesa.
5 Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Day" = 7:00 a.m. to 10:00 p.m.; "Night" = 10:00 p.m. to 7:00 a.m.
6 Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Number size differences between point and area noise sources.
7 Entry Gate & Truck Movements are calculate based on the number of events by time of day (see Table 9-2 of *Technical Appendix G*).

(Urban Crossroads, 2020b, Table 9-1)

Table 5-10 Daytime Project Operational Noise Levels

Noise Source[1,2]	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Loading Dock Activity	39.5	40.5	41.8	42.8	41.3	40.7
Entry Gate & Truck Movements	28.2	11.7	10.5	10.4	30.0	34.2
Roof-Top Air Conditioning Units	27.1	30.0	25.6	23.4	37.8	36.5
Trash Enclosure Activity	31.6	14.0	14.0	13.9	17.1	34.8
Total (All Noise Sources)	**40.6**	**40.9**	**41.9**	**42.9**	**43.1**	**43.4**

1 See Figure 5-3 for the noise source locations.
2 CadnaA noise model calculations are included in Appendix 9.1 of *Technical Appendix G*.

(Urban Crossroads, 2020b, Table 9-3)

Table 5-11 Nighttime Project Operational Noise Levels

Noise Source[1,2]	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Loading Dock Activity	39.5	40.5	41.8	42.8	41.3	40.7
Entry Gate & Truck Movements	19.2	2.8	1.6	1.4	21.0	25.3
Roof-Top Air Conditioning Units	24.7	27.6	23.2	21.0	35.4	34.1
Trash Enclosure Activity	31.6	14.0	14.0	13.9	17.1	34.8
Total (All Noise Sources)	**40.3**	**40.7**	**41.9**	**42.8**	**42.3**	**42.5**

1 See Figure 5-3 for the noise source locations.
2 CadnaA noise model calculations are included in Appendix 9.1 of *Technical Appendix G*.
(Urban Crossroads, 2020b, Table 9-4)

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the County of Riverside exterior noise level standards at nearby noise-sensitive receiver locations. Table 5-12, *Operational Noise Level Compliance*, shows the operational noise levels associated with the proposed Project would satisfy the County of Riverside 55 dBA Leq daytime and 45 dBA Leq nighttime exterior noise level standards at all nearby receiver locations. Therefore, the operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations. (Urban Crossroads, 2020b, p. 50)

Table 5-12 Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	40.6	40.3	55	45	No	No
R2	40.9	40.7	55	45	No	No
R3	41.9	41.9	55	45	No	No
R4	42.9	42.8	55	45	No	No
R5	43.1	42.3	55	45	No	No
R6	43.4	42.5	55	45	No	No

1 See Figure 5-1 for the receiver locations.
2 Proposed Project operational noise levels as shown on Table 5-10 and Table 5-11.
3 Exterior noise level standards for residential land use, as shown on Table 4-2 of *Technical Appendix G*.
4 Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
(Urban Crossroads, 2020b, Table 9-5)

Project Operational Ambient Noise Level Increases

To describe the Project operational noise level contributions, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. Refer to Subsection 9.6 the Project's NIA (*Technical Appendix G*) for a discussion of how operational noise contributions were calculated. Noise

levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented on Table 5-13, *Project Daytime Noise Level Contributions*, and Table 5-14, *Project Nighttime Noise Level Contributions*, respectively. (Urban Crossroads, 2020b, p. 59)

Table 5-13 Project Daytime Noise Level Contributions

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	40.6	L1	63.1	63.1	0.0	3.0	No
R2	40.9	L2	62.8	62.8	0.0	3.0	No
R3	41.9	L3	65.4	65.4	0.0	1.5	No
R4	42.9	L4	58.8	58.9	0.1	5.0	No
R5	43.1	L5	56.7	56.9	0.2	5.0	No
R6	43.4	L5	56.7	56.9	0.2	5.0	No

1 See Figure 5-1 for the receiver locations.
2 Total Project daytime operational noise levels as shown on Table 5-10.
3 Reference noise level measurement locations as shown on Exhibit 5-A of *Technical Appendix G*.
4 Observed daytime ambient noise levels as shown on Table 5-1 of *Technical Appendix G*.
5 Represents the combined ambient conditions plus the Project activities.
6 The noise level increase expected with the addition of the proposed Project activities.
7 Significance increase criteria as shown on Table 4-2 of *Technical Appendix G*.
(Urban Crossroads, 2020b, Table 9-6)

Table 5-14 Project Nighttime Noise Level Contributions

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	40.3	L1	60.9	60.9	0.0	3.0	No
R2	40.7	L2	60.2	60.2	0.0	3.0	No
R3	41.9	L3	60.9	61.0	0.1	3.0	No
R4	42.8	L4	56.1	56.3	0.2	5.0	No
R5	42.3	L5	57.7	57.8	0.1	5.0	No
R6	42.5	L5	57.7	57.8	0.1	5.0	No

1 See Figure 5-1 for the receiver locations.
2 Total Project daytime operational noise levels as shown on Table 5-11.
3 Reference noise level measurement locations as shown on Exhibit 5-A of *Technical Appendix G*.
4 Observed daytime ambient noise levels as shown on Table 5-1 of *Technical Appendix G*.
5 Represents the combined ambient conditions plus the Project activities.
6 The noise level increase expected with the addition of the proposed Project activities.
7 Significance increase criteria as shown on Table 4-2 of *Technical Appendix G*.
(Urban Crossroads, 2020b, Table 9-7)

As indicated on Table 5-13 and Table 5-14, the Project would generate a daytime and nighttime operational noise level increases ranging from 0.0 to 0.3 dBA Leq at the nearby receiver locations. Project-

related operational noise level increases will satisfy the operational noise level increase significance criteria presented in Table 4-2.

The Project would generate an unmitigated daytime operational noise level increase of up to 0.5 dBA Leq and an unmitigated nighttime operational noise level increase of up to 0.2 dBA Leq at the nearby receiver locations. Because the Project-related operational noise level contributions would be below the thresholds of significance (i.e., 1.5, 3.0, or 5.0 dBA Leq), the increases at the sensitive receiver locations would be less than significant based on the criteria identified herein. On this basis, Project operational stationary-source noise would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts in these regards would be less than significant. (Urban Crossroads, 2020b, p. 51)

Conclusion – Operational Noise Impacts

The Project would implement land uses anticipated for MFBCSP Planning Areas 5 and 6 by EIR No. 466, and would therefore result in similar operational-related noise as was assumed for buildout of the Project site by EIR No. 466. As demonstrated herein and in the Project's NIA (*Technical Appendix G*), the Project would not expose nearby sensitive receptors to noise level increases greater than the thresholds of significance (i.e., noise level increases of 1.5, 3.0, or 5.0 dBA Leq). As such, Project operational-related noise impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Traffic-Related Noise Impacts

The Project would entail the buildout of portions of MFBCSP Planning Areas 5 and 6 with up to 365,056 s.f. high-cube transload short term warehouse uses and a detention basin. Land uses proposed by the Project Applicant are consistent with the MFBCSP and the land uses anticipated for the Project site by EIR No. 466, and as discussed above, EIR No. 466 assumed that significantly more traffic would be generated by the development of the Project site than would be generated by the proposed Project. EIR No. 466 concluded that traffic noise affecting future uses on site would be less than significant. Consistent with the finding of EIR No. 466, and as shown in NIA Table 7-9, EAC with Project Traffic Noise Impacts (included herein as Table 5-17), the future uses on site would be exposed to noise levels up to 73.2 dBA. According to Table N-1 of the County General Plan, industrial uses such as those proposed by the Project Applicant are considered "Normally Acceptable" in terms of noise compatibility at noise levels up to 75 dBA CNEL, and are considered "Conditionally Acceptable" at noise levels ranging from 70 dBA CNEL to 80 dBA CNEL (Riverside County, 2019a, Table N-1). As such, the Project would not be subject to excessive noise associated with highways and impacts would be less than significant.

With respect to noise from Project-related traffic, and as shown in Table 5-19 in Subsection 5.1.18, the Project would result in 1,130 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for the Project site. As such, the Project would result in a substantial reduction in traffic-related noise as compared to what was evaluated and disclosed for the Project site by EIR No. 466. Notwithstanding, EIR No. 466 evaluated noise impacts based on the range of land uses allowed by

the MFBCSP. The Project Applicant proposes Plot Plan No. 180032, which consists of a site-specific plan for development of the 22.0-acre Project site that entails development of a 365,056 s.f. high-cube transload short term warehouse building and a detention basin. Because the Project Applicant proposes site-specific development, the Project's NIA (*Technical Appendix G*) includes an evaluation of the Project's potential to result in significant impacts due to transportation-related noise, the results of which are discussed below.

Thresholds of Significance for Traffic-Related Noise

Noise impacts would be considered significant if any of the following occur as a direct result of the proposed development. Refer to Section 4 of the Project's NIA (*Technical Appendix G*) for a discussion of how thresholds of significance were selected for analysis. (Urban Crossroads, 2020b, Table 4-2)

- When the noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.):
  - are less than 60 dBA CNEL and the Project creates a readily perceptible 5 dBA CNEL or greater Project-related noise level increase; or
  - range from 60 to 65 dBA CNEL and the Project creates a barely perceptible 3 dBA CNEL or greater Project-related noise level increase; or
  - already exceed 65 dBA CNEL, and the Project creates a community noise level impact of greater than 1.5 dBA CNEL (FICON, 1992).

- When the noise levels at existing and future non-noise-sensitive land uses (e.g., office, commercial, industrial):
  - are less than the County of Riverside General Plan Noise Element, Table N-1, normally acceptable 70 dBA CNEL and the Project creates a readily perceptible 5 dBA CNEL or greater Project related noise level increase; or
  - are greater than the County of Riverside General Plan Noise Element, Table N-1, normally acceptable 70 dBA CNEL and the Project creates a barely perceptible 3 dBA CNEL or greater Project noise level increase.

Noise Contours

To assess the off-site transportation Community Noise Equivalent Level (CNEL) noise impacts associated with the proposed Project, noise contours were developed based on the Project's Traffic Impact Analysis ("TIA"; *Technical Appendix H*). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. The traffic noise impact analysis includes an analysis of impacts under each scenario evaluated in the TIA, including Existing, Existing plus Ambient Growth (EA) (2023), and Existing plus Ambient plus Cumulative (EAC) (2023). (Urban Crossroads, 2020b, p. 35)

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect

modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. Tables 7-1 through 7-6 of the Project's NIA (*Technical Appendix G*) present a summary of the exterior dBA CNEL traffic noise levels, without barrier attenuation. Appendix 7.1 to the NIA includes a summary of the traffic noise level contours for each of the traffic scenarios. (Urban Crossroads, 2020b, p. 35)

Existing Conditions Project Traffic Noise Level Contributions

An analysis of existing traffic noise levels plus traffic noise generated by the proposed Project has been conducted to fully analyze all the existing traffic scenarios identified in the Traffic Impact Analysis (refer to *Technical Appendix H*). However, the analysis of existing traffic noise levels plus traffic noise generated by the proposed Project scenario would not actually occur since the Project would not be fully constructed and operational until Year 2021 cumulative conditions. Thus, the information related to the Project's impacts compared to existing conditions is provided for informational purposes only, as the Project's traffic-related noise impacts are instead based on the EA (2023) and EAC (2023) scenarios.

NIA Table 7-1 (refer to *Technical Appendix G*) shows the Existing without Project conditions CNEL noise levels; however, since the adjacent roadways do not represent fully built and paved roadways, no average daytime trip volumes are available for a calculation or comparison of Existing without Project off-site traffic noise levels. Table 7-2 of the NIA shows the Existing with Project conditions would range from 71.2 to 71.5 dBA CNEL. Table 5-15, *Existing 2020 with Project Traffic Noise Level Increases*, shows the projected noise level increases would range from 0.1 to 0.4 dBA CNEL and would not expose noise-sensitive land uses to traffic-related noise that exceeds the County's standards. Accordingly, both noise sensitive and non-sensitive land uses adjacent to the study area roadway segments would experience less-than-significant noise level impacts due to unmitigated Project-related traffic noise levels under Existing with Project conditions. (Urban Crossroads, 2020b, p. 37)

Table 5-15 Existing 2020 with Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Harvill Av.	n/o America's Tire Dr.	Non-Sensitive	71.1	71.5	0.4	3.0	No
2	Harvill Av.	s/o America's Tire Dr.	Sensitive	71.1	71.2	0.1	1.5	No

1 Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
3 Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-2 of *Technical Appendix G*).
(Urban Crossroads, 2020b, Table 7-7)

Existing Plus Ambient (2023) Conditions Project Traffic Noise Levels

Table 7-3 of the Project's NIA (refer to *Technical Appendix G*) presents the Existing plus Ambient Growth (EA) without Project conditions CNEL noise levels. Table 7-4 of the NIA shows the EA with Project conditions would range from 71.5 to 71.8 dBA CNEL. Table 5-16, *EA 2023 with Project Traffic Noise*

Impacts, shows that the Project would result in off-site traffic noise level increases ranging from 0.2 to 0.5 dBA CNEL. Thus, the Project not expose noise-sensitive receptors to traffic-related noise levels exceeding the County's standards. Accordingly, both noise sensitive and non-sensitive land uses adjacent to the study area roadway segments would experience less-than-significant noise level impacts due to unmitigated Project-related traffic noise levels under EA (2023) conditions. (Urban Crossroads, 2020b, pp. 37-38)

Table 5-16 EA 2023 with Project Traffic Noise Impacts

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Harvill Av.	n/o America's Tire Dr.	Non-Sensitive	71.3	71.8	0.5	3.0	No
2	Harvill Av.	s/o America's Tire Dr.	Sensitive	71.3	71.5	0.2	1.5	No

1 Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
3 Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-2 of *Technical Appendix G*).
(Urban Crossroads, 2020b, Table 7-8)

Existing Plus Ambient Plus Cumulative (2023) Conditions Project Traffic Noise Levels

Table 7-5 of the Project's NIA (refer to *Technical Appendix G*) presents the Existing plus Ambient Growth plus Cumulative (EAC) without Project conditions CNEL noise levels. The EAC without Project exterior noise levels are expected to be 72.9 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. NIA Table 7-6 shows the EAC with Project conditions would range from 73.0 to 73.2 dBA CNEL. Table 5-17, *EAC 2023 with Project Traffic Noise Impacts*, shows that the Project off-site traffic noise level increases would range from 0.1 to 0.3 dBA CNEL. Based on the significance criteria identified herein, which is based on the existing (without Project) ambient noise levels and the affected land use type, land uses adjacent to the study area roadway segments would experience less-than-significant noise-level impacts due to unmitigated Project-related traffic noise levels under EAC (2023) conditions. (Urban Crossroads, 2020b, p. 38)

Table 5-17 EAC 2023 with Project Traffic Noise Impacts

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Harvill Av.	n/o America's Tire Dr.	Non-Sensitive	72.9	73.2	0.3	3.0	No
2	Harvill Av.	s/o America's Tire Dr.	Sensitive	72.9	73.0	0.1	1.5	No

1 Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
2 The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
3 Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-2 of *Technical Appendix G*).

(Urban Crossroads, 2020b, Table 7-9)

Conclusion – Traffic-Related Noise Impacts

Although EIR No. 466 concluded that traffic-related noise associated with the MFBCSP would be significant and unavoidable, the preceding analysis demonstrates that the Project would expose sensitive receptors located along study area roadway segments to Project-related noise level increases below the significance criteria identified herein under all analysis scenarios. Based on the criteria presented herein, the Project's traffic-related noise impacts at the Project level would represent a less-than-significant impact for which no mitigation is required. Although the Project may ultimately contribute to the significant traffic-related noise impacts identified by EIR No. 466 with buildout of the MFBCSP area, the Project would result in 1,130 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for the Project site (refer to as Table 5-19 in Subsection 5.1.18). Thus, the Project's contribution to the significant and unavoidable traffic-related noise impacts identified by EIR No. 466 would be reduced in comparison to what was evaluated and disclosed by EIR No. 466. Additionally, the high-cube transload short term warehouse uses proposed by the Project Applicant would be fully compatible with noise levels affecting the Project site, which would be less than 75 dBA CNEL, and on-site traffic-related noise impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Conclusion

Construction and operational characteristics associated with the proposed Project generally would be consistent with what was assumed for the Project site by EIR No. 466, while the Project would result in 1,130 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated for the Project site by EIR No. 466. As such, Project-related noise impacts would be consistent with, or reduced, in comparison to the conclusions reached by EIR No. 466. As demonstrated in the Project-specific analysis provided herein, the Project would not expose any sensitive receptors to transportation-related noise increases that exceed the identified significance thresholds, and therefore would not result in a significant impact due to transportation-related noise increases. Furthermore, operational noises associated with the Project would not expose any residential properties to noise level increases that exceed the identified significance thresholds. Additionally, the analysis provided herein demonstrates that when combined with existing ambient noise sources in the area, the Project would not result in significant operational noise impacts affecting sensitive receptors, as the Project noise increase over ambient levels would be 0.2 dBA or less (both daytime and nighttime). As evaluated herein, the highest construction noise levels at the potentially impacted receiver locations are expected to approach 73.0 dBA Leq and would satisfy the FTA noise level threshold of 80 dBA Leq during temporary Project construction activities. Accordingly, the Project would not cause exposure of persons to temporary or permanent increase in the ambient noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

a) Would the proposed Project cause generation of excessive ground-borne vibration or ground-borne noise levels?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that operational activities associated with the MFBCSP would not generate excessive groundborne vibrations or groundborne noise levels during normal operations. EIR No. 466 noted that groundborne vibrations may be generated infrequently by use of heavy construction machinery; however, EIR No. 466 determined that this type of noise would be temporary and infrequent, and would be considered less-than-significant adverse impact. As such, this issue was not addressed in EIR No. 466.

No Substantial Change from Previous Analysis: The Project Applicant proposes Plot Plan No. 180032, which would entail development of 365,056 s.f. high-cube transload short term warehouse building space and a detention basin on 12.0 acres. Implementation of Plot Plan No. 180032 would result in the buildout of a portion of MFBCSP Planning Areas 5 and 6. Land uses proposed by the Project Applicant are fully consistent with the "Light Industrial" land use designation applied to the site by the MFBCSP and are consistent with the land use assumptions made by EIR No. 466 for the Project site. As such, the Project's operational- and construction-related characteristics would be within the scope of analysis of EIR No. 466, which concluded that groundborne vibration and noise impacts would be less than significant. Notwithstanding, the Project Applicant is proposing Plot Plan No. 180032, which identifies specific development characteristics that were not available at the time EIR No. 466 was certified. As such, and in order to confirm the findings of EIR No. 466 with respect to groundborne noise and vibration, a noise and vibration analysis was included in the Project's NIA (*Technical Appendix G*), the results of which are presented below for both construction and operational activities.

Threshold of Significance – Vibration

The County of Riverside does not have vibration standards for temporary construction, but the County's General Plan Noise Element does contain the human reaction to typical vibration levels. Vibration levels with peak particle velocity (PPV) of 0.0787 inches per second are considered readily perceptible and above 0.1968 in/sec are considered annoying to people in buildings. Further, County of Riverside General Plan Policy N 16.3 identifies a motion velocity perception threshold for vibration due to passing trains of 0.01 inches per second (in/sec) over the range of one to 100 Hz, which is used herein to assess potential impacts due to Project construction vibration levels. (Urban Crossroads, 2020b, p. 20) Accordingly, for purposes of analysis herein, Project impacts due to groundborne noise or vibration would be potentially significant during Project construction or long-term operation if:

- Short-term Project-generated construction vibration levels exceed the County of Riverside vibration standard of 0.01 in/sec Root Mean Square (RMS) at sensitive receiver locations (County of Riverside General Plan Noise Element, Policy N 16.3). (Urban Crossroads, 2020b, Table 4-2)

- Project-generated operational vibration levels exceed the County of Riverside acceptable vibration standard of 0.01 in/sec RMS at sensitive receiver locations (County of Riverside General Plan, Policy N 16.3). (Urban Crossroads, 2020b, Table 4-2)

Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion, consistent with the finding of EIR No. 466. The proposed Project's construction activities most likely to cause vibration impacts are: (Urban Crossroads, 2020b, p. 59)

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.

- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. Using the vibration source level of construction equipment provided on Table 10-4 of the Project's NIA (*Technical Appendix G*) and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. Table 5-18, *Project Construction Vibration Levels*, presents the expected Project related vibration levels at the nearby receiver locations. (Urban Crossroads, 2020b, p. 59)

Table 5-18 Project Construction Vibration Levels

Receiver[1]	Distance to Const. Activity (Feet)	Receiver Levels (in/sec) RMS[2]					Threshold (in/sec) RMS[4]	Threshold Exceeded?[5]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	997'	0.000	0.000	0.000	0.000	0.000	0.01	No
R2	90'	0.000	0.004	0.008	0.009	0.009	0.01	No
R3	90'	0.000	0.004	0.008	0.009	0.009	0.01	No
R4	90'	0.000	0.004	0.008	0.009	0.009	0.01	No
R5	90'	0.000	0.004	0.008	0.009	0.009	0.01	No
R6	117'	0.000	0.002	0.005	0.006	0.006	0.01	No

1 Receiver locations are shown on Figure 5-2.

2 Based on the Vibration Source Levels of Construction Equipment included on Table 6-8 of *Technical Appendix G*. Vibration levels in PPV are converted velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013.

3 Source: County of Riverside General Plan Noise Element, Policy N 16.3

4 Does the vibration level exceed the maximum acceptable vibration threshold?

(Urban Crossroads, 2020b, Table 10-5)

At distances ranging from 90 to 997 feet from the Project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.009 in/sec RMS and would remain below the threshold of 0.01 in/sec RMS at all receiver locations, as shown on Table 5-18. Therefore, the Project-related vibration impacts are considered less than significant. Moreover, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period but would occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. As such, construction-related groundborne vibration and noise impacts would be less than significant, consistent with the conclusion reached by EIR No. 466. (Urban Crossroads, 2020b, p. 60)

Operational Vibration Impacts

To assess the potential vibration impacts from truck haul trips associated with operational activities the County of Riverside threshold for vibration of 0.01 in/sec RMS is used. 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 bumps due to frequent potholes in the road). Trucks transiting on site would be travelling at very low speeds so it is expected that delivery truck vibration impacts at nearby homes would satisfy the County of Riverside vibration threshold of 0.01 in/sec RMS. Thus, and consistent with the findings of EIR No. 466, Project-operational vibration levels would be less than significant. (Urban Crossroads, 2020b, p. 51)

Vibration Impacts Conclusion

As indicated in the preceding analysis, and consistent with the findings of EIR No. 466, the Project would not cause exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

EIR No. 466 identified several mitigation measures to address noise impacts. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. It should be noted that the Project includes a 12-foot high concrete screen wall and a manual gate at the northern and southern access points to the loading dock area on site in conformance with Mitigation Measure MM Noise 5, which would attenuate operational noise levels affecting residences located south and west of the Project site. Additionally, Mitigation Measure MM Noise 6 would not apply because the Project's truck trailer courts are designed to be 200 feet away from the nearest residential property line, while remaining areas surrounding the Building 19 site are planned for light industrial uses.

MM Noise 1: To reduce construction-related noise, site preparation, grading and construction activities within one-quarter mile of occupied residences shall be limited to those hours as set forth in Section 1.G.1 of Riverside County Ordinance No. 457.

MM Noise 2: All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.

MM Noise 3: Construction staging areas shall not be located close to any occupied residence.

MM Noise 4: No combustion powered equipment, such as pumps or generators, shall be allowed to operate within 500 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.

MM Noise 5: The following sound barriers shall be constructed along the project's perimeter at the locations and the heights indicated.

- An 8-foot high separation wall between project parcels adjacent to any existing residential uses, if daytime trucking activity occurs within 200 feet of the property line.
- A 12-foot perimeter barrier shall be required if nighttime (10:00 p.m. to 7:00 a.m.) loading dock materials handling activities are conducted within 300 feet of any residence. If nighttime trucking activities are conducted simultaneously with the operation of the loading dock, the 12-foot high barrier shall be required if such combination activities occur within 600 feet of an existing home.

These wall heights can be reduced by performing a subsequent acoustical analysis after the final grading plan is complete.

MM Noise 6: No nighttime loading/unloading shall occur within 100 feet of any residence. No combined trucking movements and unloading/loading shall occur within 200 feet of any residence from 10:00 p.m. to 7:00 a.m.

5.1.14 Paleontological Resources

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
28. Paleontological Resources a. Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the likelihood of finding paleontological resources was low, based upon the General Plan's Paleontological Sensitivity Map. The IS/NOP noted that it is possible that resources could be found during excavation, especially where earthwork disturbs bedrock or non-alluvial formations. However, the IS/NOP disclosed that the MFBCSP site was located in an area of alluvial deposits, indicating that the likelihood of finding paleontological resources was low. The IS/NOP determined that standard County procedures require consultation with a qualified Paleontologist if paleontological resources are accidentally uncovered during grading. Through compliance with standard County procedures, the IS/NOP concluded that impacts to paleontological resources would be less than significant and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 15)

No Substantial Change from Previous Analysis: The Project Applicant proposes to develop a portion of MFBCSP Planning Areas 5 and 6 with one warehouse building that include up to 365,056 s.f. of building area and a detention basin. Construction characteristics associated with the Project, including proposed grading, would be substantially similar to what was assumed for the Project site by EIR No. 466. Although EIR No. 466 determined impacts to paleontological resources would be less than significant, because the Project application materials identify a specific grading plan, a Project-specific analysis was conducted for the Project. According to Riverside County GIS, the western portions of the Building 19 site are identified as having a "Low Sensitivity (L)" for containing paleontological resources, while the eastern portion of the Building 19 site and the proposed detention basin site are identified as having a "High Sensitivity (High B)" (RCIT, 2020). However, the Project site has been largely disturbed by past grading activities as part of CDF No. 88-8. Accordingly, any possible paleontological resources that may have existed on the Project site would have been removed or destroyed as part of past ground-disturbing activities on site. Furthermore, and as noted in EIR No. 466, standard County procedures require consultation with a qualified paleontologist if paleontological resources are uncovered during grading. As such, impacts to paleontological resources would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

Although Project impacts to paleontological resources would be less than significant, the Project would nonetheless be subject to the County's standard condition of approval that applies to project sites that are identified as having a High potential for paleontological resources (fossils). Accordingly, the following standard condition of approval shall apply to the proposed Project, further demonstrating that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- Prior to issuance of grading permits, the Project Applicant shall retain a qualified paleontologist approved by the County to create and implement a Project-specific plan for monitoring site grading/earthmoving activities ("Project Paleontologist"). The Project Paleontologist retained

shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the Project Paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a grading permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

1. Description of the proposed site and planned grading operations.
2. Description of the level of monitoring required for all earth-moving activities in the Project area.
3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
5. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
7. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
8. Procedures and protocol for collecting and processing of samples and specimens.
9. Fossil identification and curation procedures to be employed.
10. Identification of the permanent repository to receive any recovered fossil material. (Pursuant the County "SABER Policy," paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet.) A written agreement between the property owner/developer and the repository must be in place prior to site grading.
11. All pertinent exhibits, maps, and references.
12. Procedures for reporting of findings.
13. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

All reports shall be signed by the Project paleontologist and all other professionals responsible for the report's content (e.g. Project Geologist), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the

grading plan for appropriate case processing and tracking. These documents should not be submitted to the Project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the Project Applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a Project Paleontologist for the in-grading implementation of the PRIMP.

5.1.15 Population and Housing

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
29. Housing a. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
b. Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☐	☒
c. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that because the MFBCSP site was vacant, development as proposed by the MFBCSP would not displace existing people or housing and would not result in or require the construction of replacement housing. Therefore, the IS/NOP concluded that no impacts would result from buildout of the MFBCSP and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 38)

No Substantial Change from Previous Analysis: Consistent with the finding of EIR No. 466, and as previously depicted on Figure 2-4, under existing conditions the Project site is vacant and does not contain any dwelling units. As such, and consistent with the finding of the IS/NOP prepared for EIR No. 466, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and no impact would occur. Therefore, implementation

of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that buildout of the MFBCSP would result in between 2,950 and 5,728 jobs. The IS/NOP disclosed that the MFBCSP may indirectly induce housing developments elsewhere; however, the IS/NOP noted that the number of jobs potentially generated by the MFBCSP could be filled by residents already residing in the region. As such, the IS/NOP concluded that impacts due to housing demand would be less than significant, and this topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 38 and 39)

No Substantial Change from Previous Analysis: The Project Applicant proposes Plot Plan No. 180032, which would entail development of up to 365,056 s.f. of high-cube transload short-term warehouse uses and a detention basin on 22.0 acres. Implementation of Plot Plan No. 180032 would result in the buildout of a portion of MFBCSP Planning Areas 5 and 6. Land uses proposed by the Project Applicant are fully consistent with the "Light Industrial" land use designations applied to the site by the MFBCSP and are consistent with the land use assumptions made by EIR No. 466 for the Project site. In fact, EIR No. 466 assumed that warehouse/distribution uses would be developed at an average FAR of 0.51 (refer to subsection 5.1.6), which would result in the Building 19 and detention basin sites being developed with up to 488,743 s.f. of light industrial building area (958,320 s.f. [22.0 acres] x 0.51 = 488,743 s.f.). Given that the Project would result in up to 356,056 s.f. of light industrial building area, the Project would generate fewer employees and thus would have a reduced potential to create a demand for additional housing as compared to what was evaluated and disclosed by EIR No. 466 for the development of the Project site. Furthermore, the Riverside County General Plan land use plan reflects the County's vision for future growth, and designates large portions of the County for development with residential uses. Thus, and consistent with the conclusion reached by the IS/NOP prepared for EIR No. 466, while the Project would result in an increase in demand for additional housing, the Project's incremental increase in County residents would not result in or require additional housing beyond what is already planned for and accommodated by the General Plan. Furthermore, the provision of employment-generating land uses would assist the County in improving its jobs-housing balance, as the County currently has a high proportion of residents in relation to the number of jobs. Accordingly, impacts would be less than significant, and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: EIR No. 466 disclosed that urbanization of the MFBCSP area could potentially influence continued development within adjacent properties by providing or extending roadways, extending water, sewer, utility, and energy services to the immediate area. EIR No. 466 noted that this

could eliminate potential constraints for future development in the area. However, EIR No. 466 noted that roadway improvements proposed by the MFBCSP would not be growth inducing because all other properties in the surrounding area were already served by existing roadways. Likewise, EIR No. 466 found that properties in the surrounding area already were served by or had access to potable water, and that new or expanded entitlements or resources would not be necessary to serve the MFBCSP; thus, EIR No. 466 concluded that water infrastructure proposed by the MFBCSP would not be growth inducing. EIR No. 466 also disclosed that the MFBCSP would not increase the number of parcels served by sewer service. EIR No. 466 indicated that while buildout of the MFBCSP would generate between 3,108 and 6,034 employees, the number of employees would be within the scope of regional growth forecasts. Additionally, EIR No. 466 disclosed that the MFBCSP would improve the jobs-housing ratio within western Riverside County. EIR No. 466 concluded that due to the economic impacts of the MFBCSP, the MFBCSP would have some growth-inducing impacts. However, because the MFBCSP was found to be consistent with the MFBCSP site's General Plan land use designations, would not require the extension of infrastructure into an area that currently lacks water and sewer lines and roads, and would not require the development of new water sources or the expansion of sewer treatment facilities, growth inducing impacts were found to be less than significant. (Webb, 2005, pp. IV-293 through IV-295)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways; installation of water, sewer, and drainage infrastructure; and rough grading of building pads. Infrastructure improvements proposed by the Project Applicant, such as sewer lines and drainage facilities, have been sized only to serve the proposed Project and would not induce growth in the surrounding areas. Furthermore, and as discussed in EIR No. 466, due to past development, much of the area surrounding the Project site also is served by existing infrastructure, including roads, water, sewer, and drainage facilities. As previously discussed in subsection 5.1.6, EIR No. 466 assumed that the MFBCSP area would be developed at a FAR of 0.51, indicating that EIR No. 466 assumed buildout of the Project site with up to 488,743 s.f. of light industrial building area (958,320 s.f. [22.0 acres] x 0.51 = 488,743 s.f.). Because the Project Applicant proposes a total of 365,056 s.f. of light industrial uses, the Project also would result in a reduction in employment as compared to what was evaluated by EIR No. 466. Additionally, while the Project would result in an increase in the number of employees within the County, the Project as proposed would be fully consistent with the site's underlying General Plan, MVAP, and MFBCSP land use designations. The Riverside County General Plan land use plan reflects the County's vision for future growth, and designates large portions of the County for development, including development of residential uses. Thus, while the Project would result in an increase in demand for additional housing, the Project's incremental increase in County residents would not result in or require additional housing beyond what is already planned for and accommodated by the General Plan. Furthermore, the provision of employment-generating land uses would assist the County in improving its jobs-housing balance, as the County currently has a high proportion of residents in relation to the number of jobs. Accordingly, impacts would be less than significant, and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.16 Public Services

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
30. Fire Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?	☐	☐	☐	☒

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

EIR No. 466 Finding: EIR No. 466 noted that an impact to fire protection is considered to be significant if a project would result in an increase in fire response time in excess of seven minutes for urban areas. EIR No. 466 disclosed that fire services would be provided by the Riverside County Fire Department (RCFD). Based upon the fire station locations and access routes in existence at the time, EIR No. 466 found that the first fire/emergency alarm response would be from Station #59 located approximately 3 miles directly west of the MFBCSP at 19450 Clark Street and from Station #1 located approximately 4 miles from the MFBCSP at 210 West San Jacinto Avenue in the City of Perris. EIR No. 466 concluded that because the response times from these stations was expected to be within 5 minutes, the MFBCSP's impact upon fire protection, as it relates to fire response time, would be less than significant. (Webb, 2005, p. IV-175)

EIR No. 466 also disclosed that the Riverside County standard for the establishment of a new fire station was the development of 3.5 million square feet of commercial or industrial uses. EIR No. 466 noted that the MFBCSP would result in approximately 6.2 million square feet of light industrial/warehouse/ distribution uses, which would independently trigger the need for a new station and/or engine company under this criterion. However, EIR No. 466 indicated that a new fire station was planned for the Mead Valley Area, although a precise location had not been determined. Because the precise location was not known, EIR No. 466 found that an evaluation of the potential environmental impacts related to fire station construction would be too speculative for evaluation and no analysis was included in EIR No. 466. EIR No. 466 concluded that with the new fire station and in light of the number of fire stations that existed within five miles of the MFBCSP site, another fire station to specifically serve the proposed project would not be required. Thus, impacts were determined to be less than significant. (Webb, 2005, p. IV-176)

No Substantial Change from Previous Analysis: Consistent with the conditions evaluated in EIR No. 466, the Riverside County Fire Department provides fire protection services to the Project area. As previously discussed in subsection 5.1.6, EIR No. 466 assumed that the MFBCSP area would be developed at a FAR of 0.51, indicating that EIR No. 466 assumed buildout of the 22.0-acre Project site with up to 488,743s.f. of light industrial building area (958,320 s.f. [22.0 acres] x 0.51 = 488,743 s.f.). Because the Project Applicant proposes up to 365,056 s.f. of light industrial uses, the Project would result in a slight reduction in demand for fire protection services as compared to what was evaluated by EIR No. 466. As anticipated by EIR No. 466, and subsequent to certification of EIR No. 466, the Mead Valley Fire Station (Fire Station 59) was constructed in 2006, and is located approximately 2.8 roadway miles southwest of the Project site at 21510 Pinewood St., Perris, CA 92570. (Google Earth, 2018).

With respect to the proposed Project, the Riverside County Fire Department Fire Protection and Emergency Medical Master Plan indicates that development of up to 365,056 s.f. of high-cube transload short term warehouse on the Project site would require a "Category II – Urban" level of service, which requires a fire station to be within three (3) miles of the Project site and a full first alarm assignment team operating on the scene within 15 minutes of dispatch (Riverside County, 1986). As noted above, the Mead Valley Fire Station (Fire Station 59) is located approximately 2.8 roadway miles southwest of the Project site. Thus, and as concluded by EIR No. 466, the Project would be consistent with the fire protection goals of "Category II – Urban" level of service. Additionally, EIR No. 466 indicated that a new fire station would be needed for each 3.5 million s.f. of commercial or industrial occupancy. The Project Applicant proposes up to 365,056 s.f. of industrial uses, and therefore the Project would not directly trigger the need for a new fire station. Moreover, the Mead Valley Fire Station (Fire Station 59) was constructed in 2006 to serve the Project area, and would be able to provide fire protection services to the Project site without the need for new or expanded fire protection facilities. In addition, the Project has been reviewed by the Riverside County Fire Department, which determined that the Project would be served by adequate fire protection services in accordance with the Riverside County Fire Department Fire Protection and Emergency Medical Master Plan. (Riverside County, 1986)

As noted by EIR No. 466, development anticipated by EIR No. 466, including the proposed Project, would affect fire protection services by placing an additional demand on existing Riverside County Fire Department resources should its resources not be augmented. To offset the increased demand for fire protection services, and as with all development within the MFBCSP, the proposed Project would be conditioned by the County to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. The Project accommodates secondary access for emergency vehicles, 30-foot fire access lanes around proposed Building 19, and fire hydrants would be installed in accordance with RCFD requirements. Furthermore, and also consistent with the findings of EIR No. 466, the Project and all other developments within the MFBCSP would be required to comply with the provisions of the County's Development Impact Fee (DIF) Ordinance (Riverside County Ordinance No. 659), which requires a fee payment to assist the County in providing for fire protection services. Payment of the DIF fee would ensure that the Project provides fair-share funds for the provision of additional public services, including

fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project.

Based on the foregoing analysis, and consistent with the findings of EIR No. 466, implementation of the Project would not result in the need for new or physically altered fire protection facilities, and would not exceed applicable service ratios or response times for fire protections services. As such, impacts to fire protection services would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
31. Sheriff Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services?	☐	☐	☐	☒

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

EIR No. 466 Finding: EIR No. 466 disclosed that sheriff services would be provided by the Riverside County Sheriff's Department and that the construction of the MFBCSP would result in new industrial development, thereby resulting in the need for law enforcement services. EIR No. 466 noted that the Sheriff Department's desirable level of service was 1.0 sworn officers per 1,000 residents and the General Plan EIR identified a goal of meeting and maintaining a level of 1.5 sworn officers per 1,000 residents. EIR No. 466 indicated that the General Plan EIR evaluated the potential impact of development upon sheriff services only in terms of the number of sworn officers required to serve the build-out population in Riverside County. EIR No. 466 found that because the MFBCSP did not propose residential uses, it would not directly result in an impact upon the above-described population-based service levels. As such, EIR No. 466 determined that the MFBCSP would not result in the need for additional sworn officers. Absent the need for additional sworn officers, EIR No. 466 concluded that the MFBCSP would not create a need for new or physically altered governmental facilities. Therefore, EIR No. 466 determined that the MFBCSP would not result in substantial adverse physical impacts associated with the provision of new or physically

altered sheriff facilities, the construction of which could cause significant environmental impacts. Impacts were disclosed as less than significant. (Webb, 2005, p. IV-175)

No Substantial Change from Previous Analysis: The Project Applicant proposes to develop a portion of MFBCSP Planning Areas 5 and 6 with up to 365,056 s.f. of high-cube transload short-term warehouse uses and a detention basin. These land uses are consistent with the range of land uses evaluated in EIR No. 466. Consistent with the analysis presented in EIR No. 466, because the Project does not propose residential development, the Project would not directly result in an increase in the County's population and thus would not directly result in the need for additional sheriff personnel. Notwithstanding, and as discussed in subsection 3.2.2, the Project would generate approximately 354 jobs; thus, the Project would result in an increased demand for sheriff protection services. However, and as previously discussed in subsection 5.1.6, EIR No. 466 assumed that the MFBCSP area would be developed at a FAR of 0.51, indicating that EIR No. 466 assumed buildout of the Project site with 488,743 s.f. of warehouse/distribution uses. Because the Project Applicant proposes a total of 365,056 s.f. of light industrial uses, the Project also would result in a reduction in the number of employees on site and therefore would result in reduced demand for sheriff's services as compared to what was evaluated by EIR No. 466 for the Project site.

Additionally, since EIR No. 466 was certified a new Riverside County Sheriff's Station was constructed at 137 N. Perris Blvd. Suite A, in the City of Perris, approximately 5.7 roadway miles to the southeast of the Project site (Google Earth, 2018). Due to the proximity of this new sheriff's station to the Project site and the fact the Project does not include residential uses, the Project would not create or substantially contribute to the need to construct for new or physically altered sheriff facilities. Furthermore, the Project Applicant also would be required to comply with the provisions of the County's DIF Ordinance (Ordinance No. 659), which requires a fee payment to assist the County in providing for public services, including police protection services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project. Therefore, the Project's incremental demand for sheriff protection services would be less than significant with the Project's mandatory payment of DIF fees. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
32. Schools Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the	☐	☐	☐	☒

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services?				

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the MFBCSP was located within the boundaries of the Val Verde Unified School District. The IS/NOP indicated that the MFBCSP would be developed with industrial and potentially commercial/retail land uses and would result in additional employment opportunities that could cause potential impacts to schools in the area. However, the IS/NOP found that such potential impacts would be reduced to below the level of significance through the payment of school fees in accordance with State law. Due to the nature of uses proposed by the MFBCSP and required fee payments, the IS/NOP concluded that impacts would be less than significant and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 41)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 365,056 s.f. of high-cube transload short-term warehouse uses and a detention basin. Thus, while the Project would result in an increase of approximately 354 jobs, the Project does not include a residential component that would directly result in the generation of a student population requiring new or expanded school facilities. Nonetheless, it is possible that a portion of the jobs that would be created by the Project would attract a new resident population in the local area and therefore the Project could result in indirect impacts to school facilities. Although it is possible that the Val Verde Unified School District (VVUSD) may ultimately need to construct new school facilities in the region to serve the growing population within their service boundaries, such facility planning is conducted by VVUSD and is not the responsibility of the Project. Furthermore, the proposed Project would be required to contribute fees to the VVUSD in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). As of May 4, 2020, the VVUSD assessed school impact fees at a rate of $0.66 per square foot of assessable industrial space (VVUSD, 2020). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation for project-related impacts to school services. Therefore, mandatory payment of school impact fees would reduce the Project's impacts to school facilities to a level below significance. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
33. Libraries Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that library services were provided to the MFBCSP area by the Riverside County Public Library System. The IS/NOP found that because the MFBCSP proposed industrial and potentially commercial development, it would not impact libraries. Therefore, the IS/NOP concluded that no impacts were expected and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 41)

No Substantial Change from Previous Analysis: The Project Applicant proposes one high-cube transload short term warehouse building containing up to 365,056 s.f. of building area and a detention basin. Thus, while the Project would result in an increase of approximately 354 jobs, the Project does not include a residential component that would directly result in an increase in demand for library space or materials. Notwithstanding, the Project could result in an indirect increase in the County's residential population which in turn could increase the demand for library services, although any such indirect impact would not exceed what was anticipated for the Project site in EIR No. 466. However, the Project would be required to comply with the provisions of the County's DIF Ordinance (Ordinance No. 659), which requires a fee payment to assist the County in providing public services, including library services. Payment of the DIF fee would ensure that the Project provides fair-share funds for the provision of library services, and these funds may be applied to the acquisition and/or construction of public services and/or equipment (including library books). Mandatory payment of DIF fees would ensure that Project-related impacts to library services would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
34. Health Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for health services?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that in the event of an emergency, future employees of the MFBCSP may access one of three major hospitals. The IS/NOP concluded that because the MFBCSP site was located within the service area of several hospitals, impacts to health services were concluded to be less than significant and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 41)

No Substantial Change from Previous Analysis: The Project Applicant proposes one high-cube transload short term warehouse building totaling up to 365,056 s.f., resulting in an increase of approximately 354 jobs. Thus, the Project would result in an incremental increase in demand for health services. The provision of private health care is largely based on economic factors and demand and is beyond the scope of analysis required for this EIR Addendum. However, mandatory compliance with County Ordinance No. 659 requires a development impact fee payment to the County that is partially allocated to public health services and facilities. As such, impacts to public medical facilities and resources associated with the proposed Project would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.17 Recreation

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
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?	☐	☐	☐	☒
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
c. Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the proposed industrial/commercial uses would not require the construction or expansion of recreational facilities. Therefore, the IS/NOP concluded that no impacts would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 42)

No Substantial Change from Previous Analysis: The Project does not propose to construct any recreational facilities, aside from an 8-foot-wide community trail along the Building 19 site's frontage with Harvill Avenue, which would connect to an 8-foot-wide community trail along the detention basin site's frontage with Seaton Avenue. Impacts associated with the construction of this community trail have been evaluated herein, and impacts were determined to be less than significant or less than significant with mitigation measures included in EIR No. 466. There are no impacts associated with construction of the community trail that have not already been evaluated herein. Additionally, the proposed trail occurs along the eastern boundary of MFBCSP Planning Area 6 and the western boundary of MFBCSP Planning Area 5, which EIR No. 466 assumed to be physically impacted by buildout of the MFBCSP, meaning that EIR No. 466 fully covered and already analyzed all the impacts associated with the construction of this trail. Thus, no impacts from proposed recreational facilities would result from the Project. Additionally, the Project Applicant proposes light industrial uses that would not directly result in an increase in the

County's population. Although the jobs generated by the Project have the potential to result in some new residents within the County, it is expected that a majority of the jobs created would be filled by existing County residents. As such, the Project would not result in a substantial increase in demand for the construction or expansion of recreational facilities, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

b) Would the proposed Project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the proposed industrial/commercial uses would not require the construction or expansion of recreational facilities. Therefore, the IS/NOP concluded that no impacts would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 42)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, the Project Applicant does not propose any residential uses and therefore would not result in a direct demand for recreational facilities. As such, the Project would not increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Furthermore, and as indicated above under the discussion of Threshold a), the Project would result in only a nominal increase in the County's residential population, as it is anticipated that most jobs generated by the Project would be filled by existing County residents. As such, and consistent with the conclusion reached by the IS/NOP, the Project would not involve the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and there would be no impact. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that although the MFBCSP site was located within County Service Area 152, the MFBCSP was not subject to Quimby Fees (Section 10.35 of Ordinance No. 460) as these fees only applied to residential developments. Therefore, the IS/NOP concluded that no impacts would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 42)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 365,056 s.f. of high-cube transload short term warehouse uses and a detention basin. These land uses are fully consistent with the land use designations applied to the site by the MFBCSP and are within the range of land uses evaluated in EIR No. 466 and the associated IS/NOP. Consistent with the conclusion reached by the IS/NOP, the Project Applicant does not propose residential uses and the Project is therefore not subject to payment of Quimby fees pursuant to Section 10.35 of Riverside County Ordinance No. 460.

Additionally, the Project site is not located within a Community Service Area or within the boundaries of any adopted Community Parks and Recreation Plan (RCIT, 2020; Riverside County, 2014). Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
36. Recreation Trails a) Include the construction or expansion of a trail system?	☐	☐	☐	☒

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the General Plan designated a Community Trail crossing through the northern portion of the MFBCSP site. The IS/NOP indicated that the MFBCSP would include a recreational trail, if appropriate within the site. While this issue was not evaluated in EIR No. 466, physical impacts associated with the construction of this trail were evaluated throughout EIR No. 466 under appropriate topic headings (e.g., biological resources, cultural resources, etc.).

No Substantial Change from Previous Analysis: The IS/NOP prepared for EIR No. 466 anticipated that a Community Trail would need to be constructed within the MFBCSP area. Consistent with the analysis presented in the IS/NOP, the Project would accommodate a Community Trail along the Building 19 site's frontage with Harvill Avenue, which would connect to an 8-foot-wide community trail along the detention basin site's frontage with Seaton Avenue. These proposed Community Trail segments occur at the eastern edge of MFBCSP Planning Area 6 and the western edge of MFBCSP Planning Area 4, and these areas were assumed by EIR No. 466 and its associated IS/NOP to be physically impacted as part of buildout of the MFBCSP area. Moreover, impacts associated with the construction of these Community Trail segments have been evaluated throughout this EIR Addendum, which has determined that all of the Project's physical environmental effects are within the scope of analysis of EIR No. 466. Additionally, the Project would generate only a nominal increase in the County's population as it is expected that the majority of jobs generated by the Project would be filled by existing County residents. Thus, the Project would not result in the use of existing recreational trails that could have a significant environmental effect. Impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.18 Transportation

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
37. Transportation a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☐	☒
d. Cause an effect upon, or a need for new or altered maintenance of roads?	☐	☐	☐	☒
e. Cause an effect upon circulation during the project's construction?	☐	☐	☐	☒
f. Result in inadequate emergency access or access to nearby uses?	☐	☐	☐	☒

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

EIR No. 466 Finding: For purposes of traffic, EIR No. 466 evaluated four different development scenarios: warehouse/distribution plus commercial; light industrial plus commercial; warehouse/distribution only; and light industrial only. Trip generation associated with each of these scenarios were disclosed as follows: warehouse/distribution plus commercial would produce 46,731 average daily trips (ADT), including 1,924 AM peak hour trips and 3,488 PM peak hour trips; light industrial plus commercial would produce 35,088 ADT including 1,933 AM peak hour trips and 3,192 PM peak hour trips; warehouse/ distribution only would produce 34,869 ADT, including 2,020 AM peak hour trips and 2,175 PM peak hour trips; and light industrial only would produce 16,973 ADT with 2,034 AM peak hour trips and 1,641 PM peak hour trips. EIR No. 466 disclosed that buildout of the MFBCSP would result in direct and cumulatively-considerable impacts to a number of study area intersections under each scenario. Affected facilities in the near-term analyses presented in the EIR (i.e., 2008 and 2012) included the following intersections: Harvill Avenue/Strata Street/Oleander Avenue; Harvill Avenue/Markham Street; Harvill Avenue/Messenia Avenue; Harvill Avenue/Martin Street; Indian Avenue/Ramona Expressway; Harvill

Avenue/Old Oleander Avenue; Seaton Avenue/Markham Street; Webster Avenue/Ramona Expressway; and Harvill Avenue/Nance Street. Under long-term conditions (2037), EIR No. 466 disclosed that the following facilities would operate at a deficient level of service (LOS): Interstate 215 southbound ramps/Oleander Avenue; Harvill Avenue/Strata Street/Oleander Avenue; Harvill Avenue/Perry Street; Seaton Avenue/Martin Street; and Harvill Avenue/Martin Street. EIR No. 466 identified mitigation measures, including payment of fees and direct improvements to study area intersections. With implementation of the mitigation, EIR No. 466 concluded that all intersections within the study area would operate at an acceptable LOS. EIR No. 466 did not evaluate impacts to freeway facilities. (Webb, 2005, IV-191 through IV-214)

New Ability to Substantially Reduce Significant Impact: EIR No. 466 assumed that the Project site would be developed with up to 488,743 s.f. of warehouse/distribution uses, consistent with the "Light Industrial" land use designation applied to the Project site by the MFBCSP. Table 5-19, *Project Trip Generation Comparison*, compares the proposed Project's trip generation in both actual vehicles and Passenger Car Equivalents (PCE) to the number of trips that were evaluated for the site by EIR No. 466. As shown in Table 5-19, the Project (with high-cube transload short term warehouse uses) is anticipated to generate significantly fewer trips as compared to the warehousing uses assumed for the Project site by EIR No. 466. Specifically, the proposed Project would generate 1,700 fewer Passenger Car Equivalent (PCE) trip-ends per day[3], 98 fewer PCE AM peak hour trips, and 105 fewer PCE PM peak hour trips as compared to the amount of traffic evaluated for the Project site by EIR No. 466. As such, the proposed Project would result in fewer trips and therefore fewer impacts to study area transportation facilities as compared to what was evaluated by EIR No. 466 for the Project site. Therefore, the proposed Project would not create new or additional impacts to traffic as compared to what was evaluated and disclosed by EIR No. 466. (Urban Crossroads, 2021, p. 39)

Although the Project is anticipated to result in reduced impacts to traffic as compared to the range of land uses evaluated in EIR No. 466, EIR No. 466 evaluated proposed land use designations. The Project Applicant proposes a site-specific development plan (Plot Plan No. 180032) to implement a portion of Planning Areas 5 and 6 of the MFBCSP, and the Project's Plot Plan No. 180032 includes details regarding building area and proposed circulation and access improvements that were not available at the time EIR No. 466 was certified. Additionally, although EIR No. 466 identified mitigation measures for traffic impacts, EIR No. 466 did not clearly associate mitigation requirements with the buildout of individual planning areas within the MFBCSP. Accordingly, in order to evaluate the Project's site-specific components and to identify transportation improvements that would be needed to serve buildout of the Project as proposed, a Project-specific Traffic Impact Analysis (TIA) was prepared by Urban Crossroads, Inc., dated April 28, 2020. The TIA is included as *Technical Appendix H* (Urban Crossroads, 2021).

The results of the TIA are discussed below. Refer to the TIA in *Technical Appendix I* for a detailed description of the analysis methodologies applied to determine impacts.

[3] Passenger Car Equivalents (PCEs) allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.

Table 5-19 Project Trip Generation Comparison

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles									
Trip Generation from SP EIR Traffic Study:									
Warehousing	488.743	TSF							
Passenger Cars:			77	18	95	26	77	103	914
Truck Trips:			26	6	32	9	26	34	914
Intra Land Use Trips (10%)			-10	-2	-12	-3	-10	-14	-184
SP EIR Total Trips (Actual Vehicles)[2]			**92**	**22**	**115**	**31**	**92**	**123**	**1,644**
Currently Proposed Project Trip Generation:									
High-Cube Transload Warehouse	365.056	TSF							
Passenger Cars:			16	5	21	8	21	29	348
2-axle Trucks:			1	0	1	0	1	1	28
3-axle Trucks:			1	0	1	0	1	1	34
4+-axle Trucks:			4	1	5	1	4	5	104
Total Trucks:			6	1	7	1	6	7	166
Building 19 Total Trips (Actual Vehicles)[2]			**22**	**6**	**28**	**9**	**27**	**36**	**514**
VARIANCE (Actual Vehicles)			**-70**	**-16**	**-87**	**-22**	**-65**	**-87**	**-1,130**
Passenger Car Equivalent (PCE)									
Trip Generation from SP EIR Traffic Study:									
Warehousing	488.743	TSF							
Passenger Cars:			77	18	95	26	77	103	914
Truck Trips:			51	12	64	17	51	68	1,828
Intra Land Use Trips (10%)			-13	-3	-16	-4	-13	-17	-274
SP EIR Total Trips (PCE)[2]			**115**	**27**	**143**	**38**	**115**	**154**	**2,468**
Currently Proposed Project Trip Generation:									
High-Cube Transload Warehouse	365.056	TSF							
Passenger Cars:			16	5	21	8	21	29	348
2-axle Trucks (PCE):			2	1	3	1	1	2	42
3-axle Trucks (PCE):			3	1	4	1	2	3	68
4+-axle Trucks (PCE):			13	4	17	4	11	15	310
Total Trucks (PCE):			18	6	24	6	14	20	420
Building 19 Total Trips (PCE)[2]			**34**	**11**	**45**	**14**	**35**	**49**	**768**
VARIANCE (PCE)			**-81**	**-16**	**-98**	**-24**	**-80**	**-105**	**-1,700**

[1] TSF = thousand square feet

[2] TOTAL TRIPS = Passenger Cars + Truck Trips.

(Urban Crossroads, 2021, Table 4-3)

Minimum Level of Service and Thresholds of Significance

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow. (Urban Crossroads, 2021, p. 19)

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. (Urban Crossroads, 2021, p. 19)

The definition of an intersection deficiency has been obtained from the County of Riverside General Plan. Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS: (Urban Crossroads, 2021, p. 22)

> *The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:*
>
> - *LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
>
> - *LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/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.*

Significant Impacts

For purposes of analyzing impacts, the following criteria is utilized to determine whether the addition of Project-generated trips results in operational deficiencies at study area facilities, and thus results in the need for improvements: (Urban Crossroads, 2021, p. 23)

- When existing traffic conditions exceed the General Plan target LOS;
- When Project traffic, when added to existing traffic (as defined by Existing plus Ambient plus Project [EAP] traffic conditions) will deteriorate the LOS to below the target LOS; or
- When cumulative traffic (as defined by Existing plus Ambient plus Project plus Cumulative [EAPC] traffic conditions) exceeds the target LOS.

Improvements can be accommodated by the Transportation Uniform Mitigation Fee (TUMF) network (or other funding mechanism), Project conditions of approval, or other implementation mechanism. The County's General Plan allows the Board of Supervisors to approve development projects even in instances where the target LOS is exceeded, if the project has overriding benefits (such as jobs in local areas, projects constructing needed transportation improvements, projects that provide habitat conservation, projects that implement non-motorized transportation systems, projects that provide other benefits, etc.). As determined by the Board of Supervisors, the projects should provide operational improvements to the extent that it is economically feasible based on a value engineering analysis. (Urban Crossroads, 2021, p. 23)

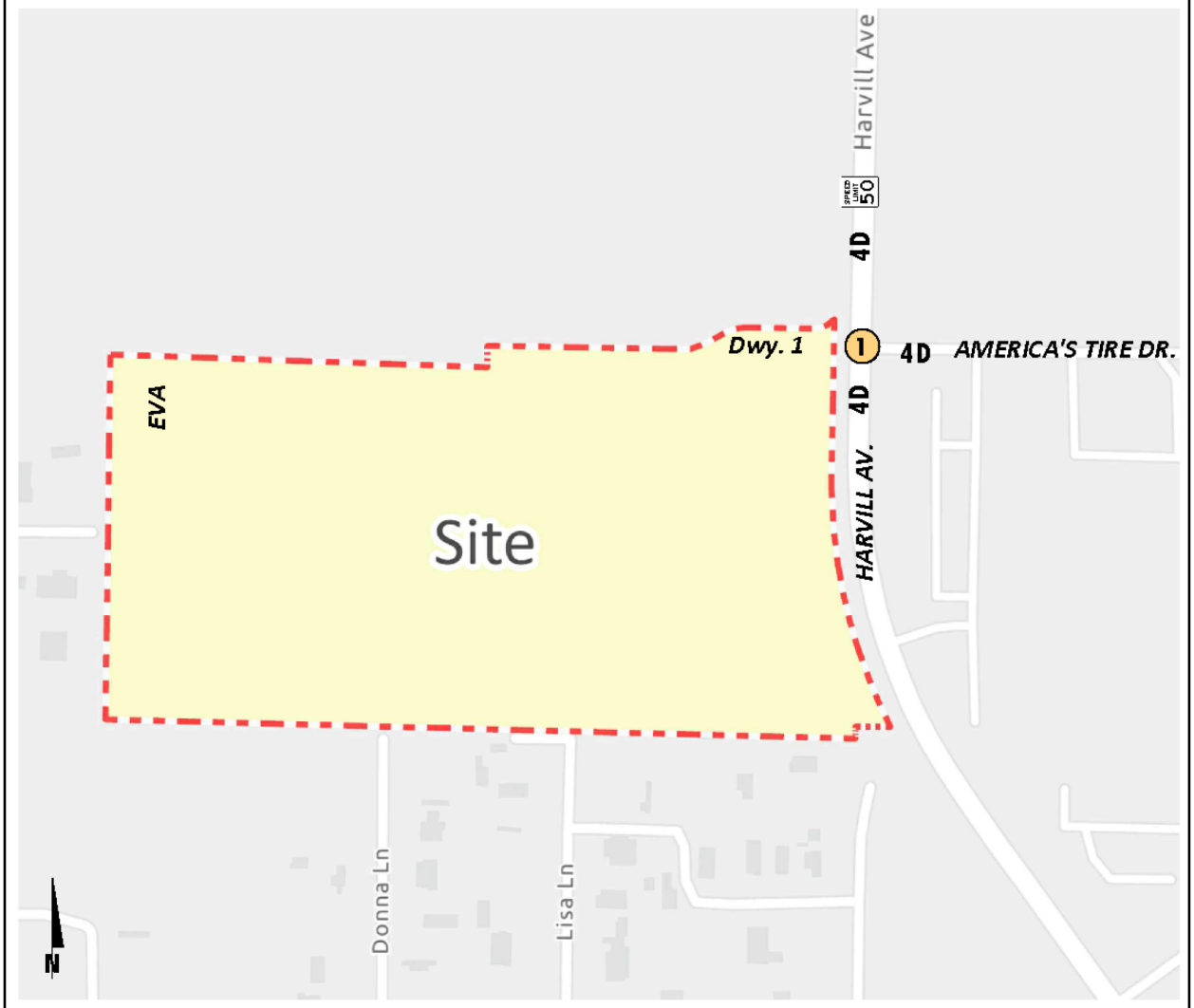
Existing Conditions

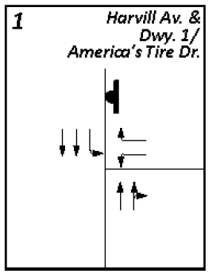
Existing Circulation Network

Pursuant to the scoping agreement with County of Riverside staff (Appendix 1.1 to the Project's TIA, included as *Technical Appendix H*), the study area includes a total of 3 existing and future intersections as shown Figure 5-4, *Existing Number of Through Lanes and Intersection Controls*, which have been evaluated at the direction of County staff. Figure 5-4 also identifies the number of through traffic lanes for existing roadways and intersection traffic controls. Refer to Section 3.0 of the Project's TIA (*Technical Appendix H*) for a description of ultimate circulation improvements per the Riverside County General Plan, and for a discussion of the circulation plan included in the MFBCSP. (Urban Crossroads, 2021, p. 25)

Existing Conditions Intersection Operations Analysis

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 of the Project's TIA (*Technical Appendix H*). The intersection operations analysis results are summarized in Table 5-20, *Intersection Analysis for Existing (2020) Conditions*, which indicates that the study area intersections currently operate at an acceptable LOS during the peak hours (i.e., LOS D or better). The intersection operations analysis worksheets are included in Appendix 3.2 of the Project's TIA. (Urban Crossroads, 2021, p. 36)





LEGEND:

- = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- 25 = SPEED LIMIT (MPH)

Source(s): Urban Crossroads (2020)

Figure 5-4

Not to Scale

Existing Number of Through Lanes and Intersection Controls

Table 5-20 Intersection Analysis for Existing (2020) Conditions

#	Intersection	Traffic Control[2]	Delay[1] (secs.) AM	Delay[1] (secs.) PM	Level of Service AM	Level of Service PM
1	Harvill Av. & Dwy. 1/America's Tire Dr.	CSS	14.7	9.2	B	A

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

2 CSS = Cross-street Stop

(Urban Crossroads, 2021, Table 3-1)

Existing Conditions Traffic Signal Warrants Analysis

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. There are no study area intersections that currently warrant a traffic signal for Existing traffic conditions (see Appendix 3.3 to the Project's TIA, included as *Technical Appendix H*). (Urban Crossroads, 2021, p. 36)

Projected Future Traffic

Proposed Project

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) for the proposed land use was used. Trip generation rates for the Project are shown in Table 4-1 of the Project's TIA (*Technical Appendix I*), while Table 3-3 (previously presented) estimates the amount of traffic that would be generated by the proposed Project for both actual vehicles and PCE. Refer to the Project's TIA for a discussion of the ITE land use code and vehicle mixes utilized in the TIA. (Urban Crossroads, 2021, p. 37).

As noted on Table 4-1 of the Project's TIA (*Technical Appendix I*) and as previously shown on Table 3-3, refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is composed of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks. PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the Riverside County traffic study guidelines. (Urban Crossroads, 2021, p. 39)

As previously shown on Table 3-3, the proposed Project is anticipated to generate a net total of 514 actual vehicle trip-ends per day with 28 AM peak hour trips and 36 PM peak hour trips. In comparison, the proposed Project is anticipated to generate a net total of 768 PCE trip-ends per day, 45 PCE AM peak hour trips, and 49 PCE PM peak hour trips, as previously shown in Table 3-3. As noted above, and as shown in

Table 5-19, the Project would generate 1,700 fewer PCE trip-ends per day, 98 fewer PCE AM peak hour trips, and 105 fewer PCE PM peak hour trips as compared to the amount of traffic EIR No. 466 assumed would be generated by the development of the Project site. (Urban Crossroads, 2021, p. 39)

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Project traffic would distribute. (Urban Crossroads, 2021, p. 41)

The Project trip distribution was developed based on anticipated travel patterns to and from the Project site for both passenger cars and truck traffic and are consistent with other similar projects that have been reviewed and approved by County of Riverside staff. The Project trip distribution patterns have been developed based on the anticipated travel patterns for the warehousing trucks. For both passenger cars and trucks, the Project trip distribution was developed based on an understanding of existing travel patterns in the area, the geographical location of the site, and the site's proximity to the regional arterial and state highway system. (Urban Crossroads, 2021, p. 41)

The Project truck trip distribution patterns are graphically depicted on Exhibit 4-1 of the Project's TIA (*Technical Appendix H*). The Project passenger car trip distribution patterns are graphically depicted on Exhibit 4-2 of the TIA. Each of these distribution patterns was reviewed by the County of Riverside as part of the traffic study scoping process (see Appendix 1.1 to the TIA). (Urban Crossroads, 2021, p. 41)

Modal Split

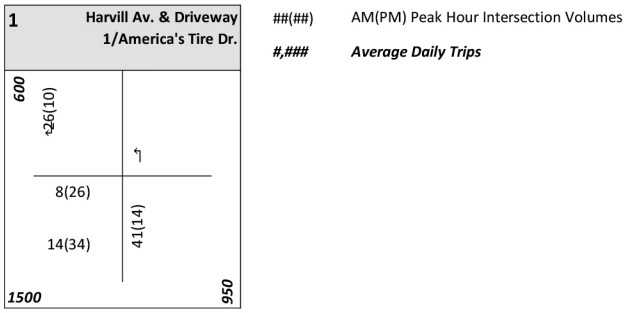
The traffic reducing potential of public transit, walking, or bicycling have not been considered in the Project's TIA. Essentially, the traffic projections are "conservative" in that these alternative travel modes might be able to reduce the forecasted traffic volumes (employee trips only). (Urban Crossroads, 2021, p. 40)

Project Trip Assignment

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project ADT and peak hour intersection turning movement volumes are shown in PCE on Figure 5-5, *Project Only Traffic Volumes (PCE)*. (Urban Crossroads, 2021, p. 40)

Background Traffic

Future year traffic forecasts have been based upon two years of background (ambient) growth at 2% per year for 2023 traffic conditions. The total ambient growth is 6.12% for 2023 traffic conditions. This



##(##) AM(PM) Peak Hour Intersection Volumes

#,### ***Average Daily Trips***

Source(s): Urban Crossroads (2020)

Figure 5-5

Not to Scale

Project Only Traffic Volumes (PCE)

ambient growth factor is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. (Urban Crossroads, 2021, p. 44)

The currently-adopted Southern California Association of Governments (SCAG) Connect SoCal Technical Report ("RTP/SCS"; September 2020) growth forecasts for the County of Riverside identifies projected growth in population of 370,500 in 2016 to 525,600 in 2040, or a 41.9 percent increase over the 29-year period. The change in population equates to roughly a 1.21 percent growth rate, compounded annually. Similarly, growth over the same 29-year period in households is projected to increase by 59.2 percent, or 1.62 percent annual growth rate. Finally, growth in employment over the same 29-year period is projected to increase by 83.4 percent, or a 2.11 percent annual growth rate. The average annual growth rate between population, households, and employment is 1.65 percent per year. (Urban Crossroads, 2021, p. 44)

Therefore, the use of an annual growth rate of 2.0 percent would appear to conservatively approximate the anticipated regional growth in traffic volumes in the County of Riverside, especially when considered along with the addition of Project-related traffic and traffic generated by other known development projects. As such, the growth in traffic volumes assumed in the Project's TIA would tend to overstate as opposed to understate the potential deficiencies to study area facilities. (Urban Crossroads, 2021, p. 44)

Cumulative Development Traffic

The CEQA guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the County of Riverside. The cumulative project list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections. Adjacent jurisdictions of the City of Perris and the City of Moreno Valley also have been contacted to obtain the most current list of cumulative projects from their respective jurisdictions. (Urban Crossroads, 2021, p. 44)

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e., 50 or more peak hour trips) to study area intersections have been manually added to the study area network to generate EAPC forecasts. In other words, this list of cumulative development projects has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections. For the purposes of analysis, the cumulative projects that were determined to affect one or more of the study area intersections are listed in Table 5-21, *Cumulative Development Land Use Summary*, and shown on Exhibit 4-4 of the Project's TIA (*Technical Appendix H*), and have been considered for inclusion. (Urban Crossroads, 2021, p. 44)

Table 5-21 Cumulative Development Land Use Summary

No.	Project Name / Case Number	Land Use[1]	Quantity	Units[2]	Location
Riverside County:					
RC1	McCanna Hills / TTM 33978	SFDR	63	DU	SWC OF SHERMAN AVE. & WALNUT AVE.
RC2	PP26293	High-Cube Warehouse	612.481	TSF	SWC OF PATTERSON AVE. & RIDER ST.
RC3	PPT180023: Rider Commerce Center	Warehousing	204.330	TSF	NEC OF PATTERSON AVE. & RIDER ST.
RC4	PPT180025: Seaton Commerce Center	High-Cube Warehouse	210.800	TSF	SEC OF SEATON AV. & PERRY ST.
RC5	Farmer Boys/Retail Shop	Retail	16.306	TSF	NEC OF HARVILL AVE. & CAJALCO RD.
		Fast-Food with Drive Thru	3.252	TSF	
RC6	PP26173	High-Cube Warehouse	423.665	TSF	SWC OF HARVILL AVE. & RIDER ST.
RC7	Val Verde Logistics Center	High-Cube Warehouse	280.308	TSF	NWC OF HARVILL AVE. & OLD CAJALCO RD.
RC8	Majestic Freeway Business Center - Building 5	Warehousing	40.000	TSF	NEC OF HARVILL AVE. & MESSENIA LN.
RC9	Majestic Freeway Business Center - Building 6	Warehousing	72.000	TSF	NORTH OF MESSENIA LN., EAST OF HARVILL AVE.
RC10	Majestic Freeway Business Center - Building 7	Warehousing	80.000	TSF	NORTH OF CAJALCO EXWY., EAST OF HARVILL AVE.
RC11	Majestic Freeway Business Center - Building 8	Warehousing	110.000	TSF	NORTH OF CAJALCO EXWY., EAST OF HARVILL AVE.
RC12	Majestic Freeway Business Center - Building 9	Warehousing	45.000	TSF	EAST OF MESSENIA LN., NORTH OF HARVILL AVE.
RC13	Majestic Freeway Business Center - Building 10	High-Cube Warehouse	600.000	TSF	SEC OF HARVILL AVE. & PERRY ST.
RC14	Majestic Freeway Business Center - Buildings 1, 3 & 4	Warehousing	48.930	TSF	NWC OF HARVILL AVE. & CAJALCO RD.
		High-Cube Warehouse	1195.740	TSF	
RC15	Majestic Freeway Business Center - Building 11	High-Cube Warehouse	391.045	TSF	NEC OF HARVILL AVE. & PERRY ST.
RC16	Majestic Freeway Business Center - Building 15	Warehousing	90.279	TSF	NWC OF HARVILL AVE. & COMMERCE CENTER DR.
		High-Cube Fulfillment	1372.860	TSF	
RC17	Oleander Avenue Industrial	Warehousing	230.783	TSF	SEC OF DAY ST. & NANDINA AVE.
		Manufacturing	76.928	TSF	
		Commercial Retail	25.047	TSF	
RC18	Dedeaux Harvill Truck Terminal	Truck Terminal	55.700	TSF	NW OF HARVILL AVE. & RIDER ST.
RC19	Majestic Freeway Business Center - Building 20	Warehousing	426.821	TSF	SW OF HARVILL AVE. & OLD OLEANDER AVE.
RC20	Knox Logistics Center	High-Cube Warehouse	1259.410	TSF	NWC OF DECKER RD. & OLD OLEANDER AVE.
RC21	Majestic Freeway Business Center - Buildings 21 & 22	High-Cube Warehouse	680.000	TSF	NEC OF DECKER RD. & OLD OLEANDER AVE.
RC22	Majestic Freeway Business Center - Building 12	Warehousing	154.751	TSF	NEC OF HARVILL AVE. & COMMERCE CENTER DR.
RC23	Harvill Distribution Center	High-Cube Warehouse	345.103	TSF	EAST OF HARVILL AVE., SOUTH OF ORANGE ST.
RC24	PP26241	Warehousing	23.600	TSF	SEC OF HARVILL AVE. & PLACENTIA ST.
RC25	PP26220	Warehousing	66.000	TSF	EAST OF HARVILL AVE., NORTH OF PLACENTIA ST.
RC26	Barker Logistics	High-Cube Warehouse	699.630	TSF	SWC OF PATTERSON AVE. & PLACENTIA ST.
RC27	Harvill / Rider Warehouse	High-Cube Warehouse	284.746	TSF	NORTH OF RIDER ST., WEST OF HARVILL AV.
		General Light Industrial	50.249	TSF	
RC28	Placentia Logistics	High-Cube Warehouse	274.190	TSF	NWC OF HARVILL AV. & PLACENTIA AV.
RC29	PPT190031	High-Cube Warehouse	418.000	TSF	SEC OF HARVILL AV. & HARLEY KNOX BL.
RC30	Oleander Business Park	High-Cube Warehouse	568.589	TSF	NWC OF DECKER RD. & OLD OLEANDER AVE.
		Manufacturing	142.147	TSF	
RC31	PPT190029	Warehousing	36.000	TSF	SOUTH OF OLD CAJALCO RD., WEST OF HARVILL AV.
RC32	PP25252	High-Cube Warehouse	399.150	TSF	EAST OF HARVILL AV., NORTH OF AMERICA'S TIRE
RC33	PP25768	Manufacturing	54.450	TSF	EAST OF HARVILL AV., SOUTH OF OLD CAJALCO RD.
City of Perris:					
P1	Bargemann / DPR 07-09-0018	Warehousing	173.000	TSF	NEC OF WEBSTER & NANCE
P2	Duke 2 / DPR 16-00008	High-Cube Warehouse	669.000	TSF	NEC OF INDIAN & MARKHAM
P3	First Perry / DPR 16-00013	High-Cube Warehouse	240.000	TSF	SWC OF REDLANDS AVE. & PERRY ST.
P4	Gateway / DPR 16-00003	High-Cube Warehouse	400.000	TSF	SOUTH OF HARLEY KNOX BLVD., EAST OF HWY. 215
P6	OLC 1 / DPR 12-10-0005	High-Cube Warehouse	1,455.000	TSF	WEST OF WEBSTER AVE., NORTH OF RAMONA EXWY.
P5	Duke Realty - Perris & Markham	High-Cube Warehouse	1,189.860	TSF	SEC OF PERRIS BL. & MARKHAM ST.
P7	OLC2 / DPR 14-01-0015	High-Cube Warehouse	1,037.000	TSF	WEST OF WEBSTER AVE., NORTH OF MARKHAM ST.
P8	Canyon Steel	Manufacturing	28.124	TSF	NWC OF PATTERSON AVE. & CALIFORNIA AVE.
P9	Markham Industrial / DPR 16-00015	Warehousing	170.000	TSF	NEC OF INDIAN AVE. & MARKHAM ST.
P10	Rados / DPR 07-0119	High-Cube Warehouse	1,200.000	TSF	NWC OF INDIAN AVE. & RIDER ST.
P11	Rider 1 / DPR 16-0365	High-Cube Warehouse	350.000	TSF	SWC OF REDLANDS AVE. & RIDER ST.
P12	Indian/Ramona Warehouse	High-Cube Warehouse	428.730	TSF	NORTH OF RAMONA EXWY., WEST OF INDIAN AVE.
P13	Rider 3 / DPR 06-0432	High-Cube Warehouse	640.000	TSF	NORTH OF RIDER ST., WEST OF REDLANDS
P14	Westcoast Textile / DPR 16-00001	Warehousing	180.000	TSF	SWC OF INDIAN ST. & NANCE ST.
P15	Duke at Patterson / DPR 17-00001	High-Cube Warehouse	811.000	TSF	SEC OF PATTERSON AVE. & MARKHAM ST.

Table 5-21 Cumulative Development Land Use Summary (Cont'd)

No.	Project Name / Case Number	Land Use[1]	Quantity	Units[2]	Location
P16	Harley Knox Commerce Park / DPR 16-004	High-Cube Warehouse	386.278	TSF	NWC OF HARLEY KNOX BLVD. & REDLANDS AVE.
P17	Perris Marketplace / DPR 05-0341	Commercial Retail	520.000	TSF	WEST OF PERRIS BLVD. AT AVOCADO AVE.
P18	Stratford Ranch Residential / TTM 36648	SFDR	270	DU	WEST OF EVANS RD. AT MARKHAM ST.
P19	Pulte Residential / TTM 30850	SFDR	496	DU	WEST OF EVANS RD. AT CITRUS AVE.
P20	Perris Circle 3	Warehousing	210.900	TSF	NWC OF REDLANDS AVE. & NANCE AVE.
P21	Rider 2 and 4	High-Cube Warehouse	1,376.721	TSF	NWC OF REDLANDS AVE. AND RIDER ST.
P22	Weinerschnitzel / CUP 17-05083	Fast-Food Restaurant	2.000	TSF	WEST OF PERRIS BL., SOUTH OF PLACENTIA AVE.
P23	March Plaza / CUP16-05165	Commercial Retail	47.253	TSF	NWC OF PERRIS BL. AND HARLEY KNOX BL.
P24	Cali Express Carwash / CUP 16-05258	Carwash	5.600	TSF	NWC OF PERRIS BL. AND RAMONA EXWY.
P25	Wilson Industrial / DPR 19-00007	High-Cube Warehouse	303.000	TSF	SEC OF WILSON AVE. AND RIDER ST.
P26	Integra Expansion / MMOD 17-05075	High-Cube Warehouse	273.000	TSF	NCE OF MARKHAM ST. AND WEBSTER AVE.
P27	Western Industrial / DPR 19-00003	High-Cube Warehouse	250.000	TSF	NEC or WESTERN WY. AND NANDINA AVE.
P28	First March Logistics /DPR20-00004	Manufacturing High-Cube Fulfillment	100.000 350.000	TSF TSF	NW OF NATWAR LN. & NANDINA AVE.
City of Moreno Valley:					
MV1	PEN18-0042	SFDR	2	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV2	Tract 33024	SFDR	8	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV3	Tract 32716	SFDR	57	DU	NEC OF INDIAN ST. & MARIPOSA AVE.
MV4	Prologis 1	High-Cube Warehouse	1000.000	TSF	NEC OF INDIAN AVE. & MARIPOSA AVE.
MV5	Moreno Valley Industrial Park	High-Cube Warehouse	207.684	TSF	NEC OF HEACOCK ST. & IRIS AVE.
MV6	Moreno Valley Walmart	Retail	193.000	TSF	SWC OF PERRIS BLVD. & GENTIAN AVE.
MV7	Moreno Valley Utility Substation	High-Cube Warehouse	PUBLIC	TSF	NWC OF EDWIN RD. & KITCHING ST.
MV8	Phelan Development	High-Cube Warehouse	98.210	TSF	SEC OF INDIAN ST. & NANDINA AVE.
MV9	Nandina Industrial Center	High-Cube Warehouse	335.966	TSF	SOUTH OF NANDINA AVE., WEST OF PERRIS BLVD.
MV10	Tract 31442	SFDR	63	DU	NWC OF PERRIS BLVD. & MARIPOSA AVE.
MV11	Tract 22180	SFDR	140	DU	NORTH OF GENTIAN AVE., EAST OF INDIAN ST.
MV12	Tract 36760	SFDR	221	DU	SEC OF INDIAN ST. & GENTIAN AVE.

1 SFDR = Single Family Detached Residential

2 DU = Dwelling Units; TSF = Thousand Square Feet

(Urban Crossroads, 2021, Table 4-4)

Although it is unlikely that all of these cumulative projects would be fully built and occupied by Year 2023, they have been included in an effort to conduct a conservative analysis and overstate as opposed to understate potential transportation facility deficiencies. (Urban Crossroads, 2021, p. 48)

Any other cumulative projects located beyond the study area that are not expected to contribute measurable traffic to study area intersections have not been included since the traffic would dissipate due to the distance from the Project site and study area intersections. Any additional traffic generated by other projects not on the cumulative projects list is accounted for through background ambient growth factors that have been applied to the peak hour volumes at study area intersections as discussed above under "Background Traffic." Cumulative only ADT and peak hour traffic volumes (in PCE) are shown on Exhibit 4-5 of the Project's TIA (*Technical Appendix I*). (Urban Crossroads, 2021, p. 48)

Near-Term Traffic Forecasts and Conditions

The "buildup" approach combines existing traffic counts with a background ambient growth factor to forecast EAP (2023) and EAPC (2023) traffic conditions. An ambient growth factor of 2.0% per year (compounded annually) has been used to account for background (area-wide) traffic increases that occur over time up to the year 2023 from the year 2020 (6.12 percent growth rate). Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2023 roadway networks are

similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project. (Urban Crossroads, 2021, p. 48)

The near-term traffic analysis includes the following traffic conditions, with the various traffic components (Urban Crossroads, 2021, p. 48):

- Existing Plus Ambient Growth Plus Project (2023)
  - Existing 2020 counts
  - Ambient growth traffic (6.12%)
  - Project traffic

- Existing Plus Ambient Growth Plus Project Plus Cumulative (2023)
  - Existing 2020 counts
  - Ambient growth traffic (6.12%)
  - Cumulative Development traffic
  - Project traffic

Existing Plus Project (E+P) Conditions

This subsection discusses the traffic forecasts for Existing Plus Project (E+P) conditions and the resulting peak hour intersection operations and traffic signal warrant analyses. This analysis scenario has been provided for informational purposes only as Project impacts have been discerned from a comparison of Existing (2020) to EAP (2023) and EAPC (2023) traffic conditions, per the County's Traffic Impact Analysis Preparation Guide (Riverside County, 2008; Urban Crossroads, 2021, p. 51).

Roadway Improvements – E+P Traffic Conditions

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with the following: (Urban Crossroads, 2021, p. 51)

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

E+P Traffic Volume Forecasts

This scenario includes Project traffic (no existing traffic). Exhibit 5-1 of the Project's TIA (*Technical Appendix H*) shows the ADT and peak hour intersection turning movement volumes (in PCE) that can be expected for E+P traffic conditions (Urban Crossroads, 2021, p. 51).

Intersection Operations Analysis – E+P Traffic Conditions

E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 of the Project's TIA (*Technical Appendix H*). The intersection analysis results are summarized in Table 5-22, *Intersection Analysis for E+P Conditions*, which indicate that

the study area intersections are anticipated to operate at an acceptable LOS with the addition of Project traffic, consistent with Existing traffic conditions. The intersection operations analysis worksheets are included in Appendix 5.1 of the Project's TIA. (Urban Crossroads, 2021, p. 51)

Table 5-22 Intersection Analysis for E+P Conditions

			Existing (2020)				E+P			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
#	Intersection	Traffic Control[2]	AM	PM	AM	PM	AM	PM	AM	PM
1	Harvill Av. & Dwy. 1/America's Tire Dr.	CSS	14.7	9.2	B	A	18.4	12.4	C	B

1. Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single land) are shown. HCM delay reported in seconds.
2. CSS = Cross-street Stop

(Urban Crossroads, 2021, Table 5-1)

Traffic Signal Warrants Analysis – E+P Traffic Conditions

Consistent with Existing conditions, there are no study area intersections anticipated to meet peak hour volume-based traffic signal warrants with the addition of Project traffic (see Appendix 5.2 to the Project's TIA, included as *Technical Appendix H*) (Urban Crossroads, 2021, p. 53).

Existing Plus Project Plus Ambient (EAP) Conditions

This subsection discusses the methods used to develop EAP (2023) traffic forecasts and the resulting peak hour intersection operations and traffic signal warrant analyses.

Roadway Improvements – EAP Traffic Conditions

The lane configurations and traffic controls assumed to be in place for EAP conditions are consistent with the following: (Urban Crossroads, 2021, p. 55)

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are assumed to be in place for EAP (2023) conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).

Traffic Volume Forecasts – EAP Traffic Conditions

This scenario includes Existing (2020) traffic volumes plus an ambient growth factor of 6.12% and the addition of Project traffic. Exhibit 6-1 shows the weekday ADT and the peak hour volumes which can be expected for EAP (2023) traffic conditions (in PCE). (Urban Crossroads, 2021, p. 55)

Intersection Operations Analysis – EAP Traffic Conditions

Level of service calculations were conducted for the study intersections to evaluate their operations under EAP (2023) conditions with existing roadway and intersection geometrics consistent with those described above. As shown in Table 5-23, *Intersection Analysis for EAP (2021) Conditions*, the study area intersections are anticipated to continue to operate at an acceptable LOS under EAP (2023) traffic conditions, consistent with Existing (2020) traffic conditions. The intersection operations analysis worksheets for EAP (2021) conditions are included in Appendix 6.1 of the Project's TIA (*Technical Appendix H*). Thus, Project impacts to study area intersections under EAP traffic conditions would be less than significant, requiring no mitigation. (Urban Crossroads, 2021, p. 55)

Table 5-23 Intersection Analysis for EAP (2021) Conditions

			Existing (2020)				EAP (2023)			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
#	Intersection	Traffic Control[2]	AM	PM	AM	PM	AM	PM	AM	PM
1	Harvill Av. & Dwy. 1/America's Tire Dr.	CSS	14.7	9.2	B	A	19.4	12.7	C	B

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

2 CSS = Cross-street Stop; **CSS** = Improvement

(Urban Crossroads, 2021, Table 6-1)

Traffic Signal Warrants Analysis – EAP Traffic Conditions

Traffic signal warrants have been performed for EAP (2023) traffic conditions based on daily traffic volumes. Consistent with Existing conditions, there are no study area intersections anticipated to meet peak hour volume-based traffic signal warrants under EAP (2023) traffic conditions (see Appendix 6.2 to the Project's TIA, included as *Technical Appendix H*). Thus, Project impacts due to traffic signal warrants under EAP traffic conditions would be less than significant, requiring no mitigation. (Urban Crossroads, 2021, p. 57)

Existing Plus Project Plus Ambient Plus Cumulative (EAPC) Conditions

This subsection discusses the methods used to develop EAPC (2023) traffic forecasts and the resulting peak hour intersection operations and traffic signal warrant analyses.

Roadway Improvements – EAPC Traffic Conditions

The lane configurations and traffic controls assumed to be in place for EAPC (2023) conditions are consistent with the following: (Urban Crossroads, 2021, p. 59)

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are assumed to be in place for EAP (2023) conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).

- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC (2021) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontage).

Traffic Volume Forecasts – EAPC Traffic Conditions

To account for background traffic, other known cumulative development projects in the study area were included in addition to 6.12% of ambient growth for EAPC (2023) traffic conditions in conjunction with traffic associated with the proposed Project. Exhibit 7-1 of the Project's TIA (*Technical Appendix H*) shows the peak hour volumes which can be expected for EAP (2023) traffic conditions (in PCE). (Urban Crossroads, 2021, p. 59)

Intersection Operations Analysis – EAPC Traffic Conditions

Level of service calculations were conducted for the study intersections to evaluate their operations under EAPC (2023) conditions with existing roadway and intersection geometrics consistent with those described above. As shown in Table 5-24, *Intersection Analysis for EAPC (2021) Conditions*, the study area intersections are anticipated to continue to operate at an acceptable LOS under EAPC (2023) traffic conditions, consistent with Existing traffic conditions. The intersection operations analysis worksheets for EAPC (2023) conditions are included in Appendix 7.1 of the Project's TIA. Thus, Project impacts to study area intersections under EAPC (2021) traffic conditions would be less than significant, requiring no mitigation. (Urban Crossroads, 2021, p. 59)

Table 5-24 Intersection Analysis for EAPC (2021) Conditions

#	Intersection	Traffic Control[2]	Delay[1] (secs.) AM	Delay[1] (secs.) PM	Level of Service AM	Level of Service PM
1	Harvill Av. & Dwy. 1/America's Tire Dr.	CSS	24.2	23.4	C	B

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

2 CSS = Cross-street Stop; **CSS** = Improvement

(Urban Crossroads, 2021, Table 7-1)

Traffic Signal Warrants Analysis – EAPC Traffic Conditions

Traffic signal warrants have been performed for EAPC (2023) traffic conditions based on peak hour turning movement volumes. The intersection of Harvill Avenue and Driveway 1/America's Tire Drive is anticipated to meet a peak hour volume-based traffic signal warrant under EAPC (2023) traffic conditions (see Appendix 7.2 to the Project's TIA, included as *Technical Appendix H*). However, this intersection is anticipated to operate at an acceptable LOS without the installation of a traffic signal. As such, a traffic signal at this location is not recommended, and Project impacts due to traffic signal warrants under EAPC traffic conditions would be less than significant, requiring no mitigation. (Urban Crossroads, 2021, p. 61)

Conclusion – Traffic Impacts

Consistent with the conclusion reached by EIR No. 466 and as indicated in the preceding analysis, Project-related traffic impacts would be less than significant under all study scenarios. Moreover, the traffic generated by the proposed Project would be significantly less than the traffic generation assumed by and analyzed in EIR No. 466 for the Project site. Thus, Project impacts to study area facilities would be reduced in comparison to the Project evaluated in EIR No. 466. Furthermore, although EIR No. 466 did not evaluate impacts to freeway mainlines, queuing locations, or merge/diverge locations, it is concluded that the Project's impacts to freeway facilities would be reduced in comparison to the project evaluated by EIR No. 466 due to the reduction in traffic associated with the Project. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: Senate Bill 743 (SB 743) was passed in 2013, which required that by July 1, 2020, a project's transportation projects must be evaluated based on a Vehicle Miles Traveled (VMT) measure, instead of evaluating impacts based on LOS criteria. In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of the SB 743 modifications. The Guidelines changes were approved by the Office of Administrative Law and are now in effect. Therefore, as of July 1, 2020, LOS can no longer be the basis for determining an environmental effect under CEQA, and the analysis of impacts to transportation is now based on VMT. As this threshold of significance addressing VMT was not in place at the time EIR No. 466 was certified, this threshold was not evaluated as part of EIR No. 466. Notwithstanding, the MFBCSP's total VMT was assessed as part of the air quality impact analysis included as part of EIR No. 466. Thus, EIR No. 466 contained sufficient information about projected total VMT associated with the MFBCSP that with the exercise of reasonable diligence, information about the MFBCSP's potential effect due to VMT was readily available to the public.

No Substantial Change from Previous Analysis: As noted above, CEQA Guidelines § 15064.3(b) includes specific considerations for evaluating a project's transportation impacts using a VMT measure, instead of evaluating impacts based on LOS criteria, as required by SB 743. LOS was used as the basis for determining the significance of traffic impacts as standard practice in CEQA documents for decades, including at the time EIR No. 466 was certified in August 2005. In 2013, SB 743 was passed, which is intended to balance the need for LOS for traffic planning with the need to build infill housing and mixed-use commercial developments within walking distance of mass transit facilities, downtowns, and town centers, and to provide greater flexibility to local governments to balance these sometimes-competing needs. In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of the SB 743 modifications. The CEQA Guidelines changes were approved by the Office of Administrative Law and are now in effect. As such, as of July 1, 2020, LOS can no longer be the basis for determining an environmental effect under CEQA, and the analysis of impacts to transportation is now based on VMT.

CEQA Guidelines § 15064.3(c) is clear that "[t]he provisions of [§ 15064.3] shall apply prospectively as described in [CEQA Guidelines] section 15007." CEQA Guidelines § 15007(c) specifically states: "[i]f a

document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." As noted above, the Guidelines changes with respect to VMT took effect on July 1, 2020, while EIR No. 466 was certified in August 2005. As such, and in accordance with CEQA Guidelines §§ 15064.3(c) and 15007(c), revisions to EIR No. 466 are not required under CEQA in order to conform to the new requirements established by CEQA Guidelines § 15064.3.

Once a project is approved, CEQA does not require that it be analyzed anew every time another discretionary action is required to implement the project. Quite the opposite, where an EIR or MND has previously been prepared for a project, CEQA expressly prohibits agencies from requiring a subsequent or supplemental EIR or MND, except in specified circumstances. (Pub. Res. Code § 21166.) Under CEQA, "Section 21166 comes into play precisely because in-depth review has already occurred, the time for challenging the sufficiency of the original EIR has long since expired, and the question is whether circumstances have changed enough to justify repeating a substantial portion of the process." *Citizens Against Airport Pollution v. City of San Jose* ("CAAP") (2014), 227 Cal.App.4th at 796.

In addition, the new VMT requirements set forth by CEQA Guidelines § 15064.3 do not relate to a different type of impact, but merely a different way of analyzing transportation impacts. As the court found in *A Local & Regional Monitor (ALARM) v. City of Los Angeles* (1993) 12 Cal.App.4th 1773, 1801, the way a traffic analysis was subsequently summarized and re-characterized as part of a subsequent project did not create a new significant impact, new information, or new conclusions as to an impact beyond what had been disclosed in the prior EIR, as that analysis "merely quantified a conclusion implicit in the original EIR Traffic Study" and did not "show significant new effects or that significant effects previously identified would be substantially more severe than shown in the EIR." Similar to the reasoning in the *ALARM* case, here the mere addition of a VMT requirement does not constitute new information illustrating a significant effect. EIR No. 466 included a detailed assessment of potential impacts to transportation and vehicular-related air quality, which implicitly included an assessment of VMT. Any assessment of Project-related VMT would merely represent a summary and re-characterization of the traffic and air quality information disclosed by EIR No. 466, and the results of such an analysis would show that the Project-related total VMT is less than was assumed by EIR No. 466, based on the reduction in trips associated with the Project as compared to what was evaluated for the Project site by EIR No. 466 (refer to Table 5-19). The proposed Project is calculated to generate a net total of 514 actual vehicle trip-ends per day, which is 1,130 fewer trips than the 1,644 actual trips assumed for the site by EIR No. 466, resulting in less total VMT.

New regulations or guidelines do not per se constitute new information if the information about the underlying issue was known or should have been known at the time the original EIR was certified. For example, the court in *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320 found that the adoption of new guidelines for evaluation of greenhouse gas emissions was not deemed to be new significant information requiring further CEQA review since the information about the potential effects of such emissions was known and could have been addressed within the original EIR. Similar to that case, here for VMT, there was no CEQA requirement to analyze VMT at the time EIR No. 466 was

certified. However, EIR No. 466 included a detailed assessment of potential impacts, including potential impacts to air quality as a result of projected VMT. As this information was disclosed as part of EIR No. 466, VMT associated with buildout of the proposed Project do not comprise "new information" that was not known or could not have been known at the time EIR No. 466 was certified. Because VMT impacts were known or should have been known, the adoption of the requirement to analyze VMT therefore does not constitute significant new information requiring preparation of a subsequent or supplemental EIR.

Therefore, and based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 466, and the Project would not increase the severity of a significant impact as previously identified and analyzed in EIR No. 466.

c) Would the proposed Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that roads for the MFBCSP had already been completed and did not have design feature hazards such as sharp curves. The IS/NOP further found that incompatible uses such as farm equipment on roadways would not be introduced as part of the MFBCSP. As such, the IS/NOP concluded that impacts would be less than significant, and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 43 and 44)

No Substantial Change from Previous Analysis: The Project Applicant proposes to implement a portion of MFBCSP Planning Areas 5 and 6. Project improvements would be limited to frontage improvements and no additional improvements would need to be made for the current and future intersections. Improvements proposed by the Project Applicant, which are limited to frontage improvements, are fully consistent with the circulation plan included in the MFBCSP and evaluated by EIR No. 466. Additionally, and consistent with the findings of the IS/NOP, the proposed Project would be compatible in transportation design with the existing land uses and roadway network in the surrounding area, and the Project would not create a transportation hazard as a result of an incompatible use. The Project's proposed driveways for truck trailers and passenger cars would connect directly to Harvill Avenue via the proposed east-west access driveway, and all access routes would be located away from residential uses located generally southwest of the Project site. All improvements planned as part of the Project would be in conformance with applicable Riverside County roadway standards, and would not result in any hazards due to a design feature and would not result in inadequate emergency access. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that potential impacts to road maintenance from project-related traffic would be offset by fee mechanisms established and required by the Riverside County Transportation Department. Impacts were found to be less than significant, and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 44-45)

No Substantial Change from Previous Analysis: The Project as proposed is fully consistent with the MFBCSP, and buildout of the Project site with light industrial uses was evaluated as part of EIR No. 466 and its associated IS/NOP. Consistent with the finding of the IS/NOP, the Project would cause an effect on and increase the need for maintenance of roadways in the local area. The Project also would entail improvements to Harvill Avenue and Markham Street along the site's frontage to accommodate a proposed community trail, and would construct a truck turnout along the detention basin site's frontage with Markham Street. These improvements would not result in the need for substantial additional maintenance, as most of the improvements to roadways abutting the Project site already are in place. In addition, as compared to the Project evaluated in EIR No. 466 and as shown in Table 5-19, the Project would generate approximately 1,130 fewer ADT (in terms of actual vehicles) than was assumed by EIR No. 466, indicating that Project impacts due to the need for roadway maintenance would be less than was disclosed by and analyzed in EIR No. 466. Moreover, there are no components of the Project that would inhibit the County's ability to continue to maintain roadways in the local area, and property taxes generated by the proposed Project could be utilized by the County to conduct roadway maintenance over the long term. As such, impacts would be less than significant, and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that due to the temporary nature of construction activity, the nature of traffic circulation in the MFBCSP area, and established County requirements for traffic control on public roadways during construction, impacts to circulation during construction would be less than significant. As such, this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 43 and 45)

No Substantial Change from Previous Analysis: Proposed improvements to Harvill Avenue and Seaton Avenue would be limited to the construction of community trail segments within the parkway and would not affect vehicular traffic. Similarly, proposed improvements along Markham Street would be limited to the construction of a turn out for food trucks, and would not affect vehicular traffic along this roadway. Additionally, it is anticipated that surrounding roadways have sufficient capacity to accommodate construction vehicle traffic traveling to and from the site because construction-related traffic would not exceed traffic volumes anticipated upon buildout of the Project. Accordingly, impacts to the circulation network during construction would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that roadways to access the MFBCSP area were already constructed, thereby facilitating greater emergency access to the MFBCSP area through the provision of a north/south road between Oleander and Cajalco Road. The IS/NOP further found that the MFBCSP would be developed in accordance with County ordinances, standard conditions of approval,

and permits related to emergency access. Thus, the IS/NOP concluded that no impact would occur, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 43 and 45)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, major roadway facilities needed to serve buildout of the Project site, as proposed by the Project Applicant, already are in place or would be constructed as part of the Project. Because the roadways that would be improved as part of the Project either do not exist or are unpaved/unimproved roadways, the Project would not have any adverse effects to emergency access or access to nearby uses during construction of the Project. Additionally, the proposed Project would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road provisions. The requirement to provide adequate paved access to the Project site would be required as a condition of Project approval. With required adherence to County requirements for emergency access, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
38. Bike Trails a) Include the construction or expansion of a bike system or bike lanes?	☐	☐	☐	☒

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

EIR No. 466 Finding: EIR No. 466 noted that the General Plan identified a Class I Bike Path/Regional Trail along Cajalco Expressway, which would connect to various Community Trails either existing or planned in the area. EIR No. 466 found that the provision of Class I Bike Paths was subject to the approval of the County Transportation Department. Additionally, EIR No. 466 disclosed that the precise location of regional trails is subject to the approval of the Riverside County Open-Space and Regional Park District. EIR No. 466 indicated that a determination as to the appropriateness of a Class I Bike Path/Regional Trail, immediately adjacent the MFBCSP site, would be made by these agencies during the approval process for implementing development projects adjacent to Cajalco Expressway. EIR No. 466 further noted that if the precise location of this bike path/regional trail is determined at that time to be on the north side of Cajalco Expressway, adjacent to the MFBCSP site, the implementing development project would be required to comply with this regulatory requirement and construct that portion of the trail adjacent to the MFBCSP site. Through compliance with this regulatory procedure and requirement, EIR No. 466 concluded that the MFBCSP's impacts upon bike trails would be below the level of significance. (Webb, 2005, p. IV-215)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 466, Riverside County evaluated the MFBCSP area and determined that no dedicated bike lanes are required along the Building 19 frontage with Harvill Avenue or along the detention basin site frontages with Markham Street and Seaton Avenue. Harvill Avenue would be used to accommodate trucks coming from and going to the Building 19 site, which could result in potentially unsafe conditions. Harvill Avenue is anticipated to serve truck traffic associated with buildout of the industrial/commercial uses allowed by the MFBCSP as well as other lands in the area that are designated and zoned for light industrial use. As such, a bike trail along Harvill Avenue and Markham Street would result in potentially unsafe conditions and is therefore not proposed or required. As such, no impacts due to the construction or expansion of bike system or lanes would occur because no bike facilities are proposed by or required for the proposed Project. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

EIR No. 466 identified several mitigation measures to address traffic impacts. These measures are listed below. It should be noted that several of the mitigation measures have since been implemented, while other mitigation measures would be implemented by future developments within the MFBCSP. Specifically, the Project would be subject to Mitigation Measure MM Trans 1 and the Project accommodates additional right-of-way dedications along Harvill Avenue. The Project site does not abut Nandina Avenue, Oleander Avenue, Old Oleander Avenue, Martin Street, or Cajalco Expressway; thus, Mitigation Measures MM Trans 2, MM Trans 3, MM Trans 4, MM Trans 6, and MM Trans 8 do not apply to the proposed Project. Improvements to Markham Street and Seaton Avenue, as identified by EIR No. 466 Mitigation Measures MM Trans 5 and MM Trans 7 already area in place; thus, no improvements to these roadways are proposed or required (beyond the construction of a community trail along the detention basin site's frontage with Seaton Avenue, and the provision of a turn-out for food trucks along the detention basin site's frontage with Markham Street). The improvements identified by EIR No. 466 Mitigation Measure MM Trans 10 for the intersection of Harvill Avenue at Oleander Avenue are anticipated to be constructed in conjunction with approved Plot Plan Nos. 180038 and 190003 (Buildings 12 and 15); however, in the event these improvements are not in place, the Project's conditions of approval require the Project Applicant to contribute a fair share in the amount of 12.3% towards the cost of the required improvements. The improvements identified by EIR No. 466 Mitigation Measure Trans 11 for the intersection of Harvill Avenue at Martin Street already are in place; thus, Mitigation Measure MM Trans 11 is not applicable to the proposed Project. The improvements to the intersections of Seaton Avenue at Cajalco Expressway and Harvill Avenue at Cajalco Expressway, as identified by EIR No. 466 Mitigation Measures MM Trans 12 and MM Trans 13, are anticipated to be implemented as part of a separate plot plan (Plot Plan No. 180028); however, in the event that construction does not occur, the Project Applicant would be conditioned to contribute a fair share contribution in the amount of 4.6% and 6.8%, respectively, of the total cost of the required improvements. Additionally, the County's standard conditions of approval require the payment of DIF and TUMF fees shall apply, further demonstrating that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

As noted above, Project impacts to study area facilities would be less than significant; thus, payment of DIF and TUMF fees, implementation Project design features, and the Project's conditions of approval would further reduce the Project's traffic-related impacts under all analysis scenarios.

MM Trans 1: Construct full width improvements of Harvill Avenue at its ultimate cross-section as a major highway (118' right-of-way) through the project.

MM Trans 2: Construct partial width improvements of southerly side of Nandina Avenue at its ultimate cross-section as a secondary highway (100' right-of-way) fronting the project boundary line.

MM Trans 3: Construct partial width improvements of Oleander Avenue at its ultimate cross-section as an urban arterial (152' right-of-way) fronting the project boundary line.

MM Trans 4: Construct partial width improvements of Old Oleander Avenue at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.

MM Trans 5: Construct full width improvements of Markham Street at its ultimate cross-section as a secondary highway (100' right-of-way) through the project.

MM Trans 6: Construct partial width improvements of Martin Street at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.

MM Trans 7: Construct partial width improvements of easterly side of Seaton Avenue at its ultimate cross-section as a secondary highway (100' right-of-way) fronting the project boundary line.

MM Trans 8: Construct partial width improvements of northerly side of Cajalco Expressway at its ultimate cross-section as an Expressway (184' right-of-way) fronting the project boundary line.

MM Trans 9: Install Traffic Signal at intersection of Harvill Avenue and Oleander Avenue using the following geometrics:

Northbound: One free right turn lane. One shared through and left turn lane. One left turn lane.
Southbound: One shared through and right turn lane. One left turn lane.
Eastbound: One shared through and right turn lane. Two through lanes. One left turn lane
Westbound: One shared through and right turn lane. Two through lanes. Two left turn lanes.

MM Trans 10: Install Traffic Signal at intersection of Harvill Avenue and Markham Street using the following geometrics:

Northbound: One right turn lane. Two through lanes. One left turn lane.
Southbound: One right turn lane. Two through lanes. One left turn lane.
Eastbound: One right turn lane. Two through lanes. One left turn lane.
Westbound: One right turn lane. Two through lanes. One left turn lane.

MM Trans 11: Install Traffic Signal at intersection of Harvill Avenue and Martin Street using the following geometrics:

Northbound: One shared through and right turn lane. One through lane. One left turn lane.
Southbound: One shared through and right turn lane. One through lane. One left turn lane.
Eastbound: One right turn lane. One shared left turn and through lane.
Westbound: One shared left, through, and right turn lane.

MM Trans 12: Install Traffic Signal at intersection of Seaton Avenue and Cajalco Expressway using the following geometrics:

Northbound: One left turn lane. Two through lanes. One right turn lane.
Southbound: One left turn lane. Two through lanes. One right turn lane.
Eastbound: One left turn lane. Two through lanes. One right turn lane.
Westbound: Two left turn lanes. Two through lanes. One right turn lane.

MM Trans 13: Install Traffic Signal at intersection of Harvill Avenue and Cajalco Expressway using the following geometrics:

Northbound: One left turn lane. Two through lanes. One free right turn lane.
Southbound: Two left turn lanes. Two through lanes. One right turn lane.
Eastbound: One left turn lane. Two through lanes. One right turn lane.
Westbound: Two left turn lanes. Two through lanes. One right turn lane.

Project Specific Conditions of Approval

The following standard conditions of approval shall apply to the proposed Project:

- The Project Applicant shall contribute appropriate Development Impact Fees pursuant to Riverside County Ordinance No. 659.

- The Project Applicant shall contribute appropriate Transportation Uniform Mitigation Fees pursuant to Riverside County Ordinance No. 824.

5.1.19 Tribal Cultural Resources

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
39. 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, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*				
a. Listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or;	☐	☐	☐	☒
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

a) Would the proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

b) Would the proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? (In applying for the criteria set forth in (c) of Public Resources Code Section

5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

EIR No. 466 Finding: Assembly Bill 52 (AB 52) was signed into law in 2014 and added the above-listed thresholds to Appendix G of the CEQA Guidelines. Thus, at the time EIR No. 466 was certified in 2005, AB 52 was not in place and EIR No. 466 did not evaluate these thresholds. Notwithstanding, EIR No. 466 included an extensive analysis of potential impacts to cultural resources. As previously indicated herein in subsection 5.1.5, 15 archaeological sites were identified within the MFBCSP boundaries, none of which were determined to be significant pursuant to CEQA. Additionally, EIR No. 466 found that prehistoric resources may be identified in buried context and impacted during buildout of the MFBCSP. This was disclosed as a potentially significant impact, which would be reduced to less-than-significant levels with the incorporation of mitigation measures. (Webb, 2005, pp. IV-134 through IV-137)

No Substantial Change from Previous Analysis: The above-listed thresholds were added to Appendix G to the CEQA Guidelines pursuant to AB 52. As noted above, AB 52 was signed into law in 2014 while EIR No. 466 was certified on August 23, 2005. AB 52 requires tribal consultation for certain development projects and applies only to projects that have a notice of preparation or notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015. As demonstrated by the analysis herein, the proposed Project is fully within the scope of analysis of EIR No. 466, and the Project would not trigger any of the conditions described in § 15162 of the CEQA Guidelines calling for the preparation of a subsequent EIR. As such, an Addendum to EIR No. 466 has been prepared for the Project pursuant to § 15164 of the CEQA Guidelines, and the Project would not require a notice of preparation or notice of negative declaration or mitigated negative declaration. Therefore, the provisions of AB 52 are not applicable to the Project.

Although AB 52 is not applicable to the proposed Project, the Project would not result in significant impacts to tribal cultural resources. Consistent with the findings of EIR No. 466, in the unlikely circumstance that archaeological resources are encountered during construction of the proposed Project, then Mitigation Measure MM Cultural 1 from EIR No. 466 would apply. Mitigation Measure MM Cultural 1 requires that if any historical, cultural, or archaeological resources are encountered, then all work in the area must cease until the resource can be evaluated by a qualified archaeologist and an appropriate method of treatment of the resource has been identified. As such, and consistent with the finding of EIR No. 466, the Project's impacts to tribal cultural resources would be less than significant with implementation of Mitigation Measure MM Cultural 1. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures MM Cultural 1 and MM Cultural 2, identified above in subsection 5.1.5, shall apply.

5.1.20 Utilities and Service Systems

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
40. Water a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒

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

EIR No. 466 Finding: EIR No. 466 disclosed that water and sewer lines already were constructed in the MFBCSP area in the early 1990s. EIR No. 466 noted that only minor connections within the MFBCSP site would be needed to provide potable water service to the site and that some additional sewer lines would be constructed within and adjacent to the MFBCSP boundaries to provide sewer service throughout the MFBCSP areas. Furthermore, the IS/NOP noted that the storm drain system to serve the MFBCSP was already constructed as part of Community Facilities District No. 88-8 improvements. The IS/NOP found that these facilities were sized to handle the storm water requirements of ultimate build out within the MFBCSP.

EIR No. 466 also indicated that the MFBCSP's demand for potable water would be 0.236 million gallons per day (mgd), which represented 2.4% of the Perris Water Filtration Plant's capacity. EIR No. 466 disclosed that this percentage is not considered significant, and therefore concluded the MFBCSP would not result in or require significant upgrades to existing water treatment facilities.

Additionally, EIR No. 466 indicated that wastewater from the MFBCSP site would be treated at EMWD's Perris Valley Regional Water Reclamation Facility (PVRWRF) located in the City of Perris. The MFBCSP was estimated by EIR No. 466 to generate 0.5525 mgd of wastewater upon buildout. EIR No. 466 found that this amounted to 5.0% of the PVRWRF's capacity at the time, and only 0.55% of its planned capacity. EIR No. 466 found that although the total amount of wastewater generated by the MFBCSP would be well

within the capacity of the PVRWRF by the time that development of the MFBCSP was projected to be completed, there was still the potential that prior to the expansion of the facility's capacity at the end of 2010 that EMWD would be required to reduce the wastewater diversions from elsewhere within the District to the PVRWRF. However, EIR No. 466 found that because EMWD's wastewater diversions are operational decisions, the amount that is diverted to the PVRWRF is variable. EIR No. 466 determined that there was sufficient capacity in EMWD's other wastewater treatment facilities to accommodate any additional wastewater flows sent to them whenever diversions from other parts of the District to the PVRWRF are reduced. Overall, EIR No. 466 found that the EMWD had sufficient capacity to treat all wastewater generated by the MFBCSP, both during interim phases and after full build out. Therefore, EIR No. 466 concluded that no significant impact upon EMWD's ability to treat wastewater would occur. EIR No. 466 further determined that because the expansion of the PVRWRF was already planned and scheduled by EMWD, in and of itself the wastewater generated by the MFBCSP would not require the construction of new or expanded wastewater treatment facilities, and impacts were disclosed as less than significant. (Webb, 2005, pp. IV-233 and IV-234)

The IS/NOP for EIR No. 466 noted that storm water drainage within the MFBCSP would not require the expansion of existing County Flood Control facilities, nor require new facilities, and concluded that potential impacts related to the construction of storm water facilities would be considered less than significant. The IS/NOP indicated that water quality impacts associated with storm water would be addressed in the Hydrology/Water Quality section of EIR No. 466, although no discussion or analysis was conducted in EIR No. 466 specifically related to the construction and need for storm water facilities. (Webb, 2005, Appendix A, p. 49)

As such, impacts due to the relocation or construction of water, wastewater treatment, and stormwater drainage systems were determined to be less than significant. (Webb, 2005, p. IV-230)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 466, a system of water, sewer, and storm water drainage facilities were constructed within the MFBCSP area pursuant to CFD No 88-8 in the early 1990s. All water, wastewater, and drainage facilities needed to accommodate the Project are currently in place or would be installed on or within proximity to the Project site as part of site development, as described in detail in subsection 3.1.1.G. Impacts associated with the Project's water, sewer, and drainage facilities are inherent to the Project's construction phase and have been evaluated throughout this EIR Addendum accordingly. As demonstrated herein, the Project's construction-related impacts would be within the scope of analysis of EIR No. 466. There are no new or more severe impacts that would result from the Project's proposed water, sewer, and/or drainage infrastructure that have not already been evaluated herein.

As disclosed by EIR No. 466 and the WSA prepared for the MFBCSP (contained as Appendix F to EIR No. 466), buildout of the MFBCSP would result in a demand for 0.236 million gallons per day (mgd), or 264 acre feet per year (AF/yr), which EIR No. 466 noted represented only 2.4% of the capacity at the Perris Valley Water Filtration Plant. Based on the findings of the WSA, EIR No. 466 determined that this level of water demand was not considered significant, and concluded that buildout of the MFBCSP would not require significant upgrades to existing water treatment facilities. EIR No. 466 assumed that the MFBCSP

would be developed with up to 6,215,000 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall Floor Area Ratio (FAR) of approximately 0.51 (6,215,000 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). The Project Applicant proposes to develop the site with a total of 365,056 s.f. of high-cube transload short term warehouse uses on a 22.0-acre site, resulting in an overall FAR of 0.38 (365,056 s.f. ÷ 958,320 s.f. [22.0 acres] = 0.38). Thus, the Project would result in a substantial decrease in the amount of building area on site and associated demand for water as compared to what was evaluated and disclosed by EIR No. 466. Accordingly, adequate capacity exists at the Perris Valley Water Filtration Plant to serve the Project's projected demand and construction of additional water treatment facilities would not be required.

Consistent with the finding of EIR No. 466, wastewater generated by the proposed Project would be treated at the PVRWRF. According to information available from the EMWD, since certification of EIR No. 466 the PVRWRF was upgraded and has a current capacity of 22 million gallons per day (gpd). The PVRWRF receives typical daily flows of 13.8 million gpd. The ultimate planned capacity at the PVRWRF is 100 million gpd. (EMWD, 2016b) Although the capacity and daily flows at the PVRWRF have changed since 2005, such changes have resulted in an increase in overall capacity as compared to what was identified by EIR No. 466; thus, such changes would not result in any new or more severe environmental effects beyond what was evaluated and disclosed by EIR No. 466. Additionally, the Project's daily wastewater generation would represent a smaller percentage of the daily capacity at the PVRWRF as compared to what was assumed by EIR No. 466, due to the increased capacity at the PVRWRF as well as the reduction in building intensity proposed for the site as compared to what was assumed by EIR No. 466 (as discussed above). According to information available from the EMWD, industrial uses generate approximately 1,700 gpd/acre of wastewater. Thus, at buildout the Project would generate approximately 32,980 gpd of wastewater requiring treatment (19.4 acres × 1,700 gpd/acre = 32,980 gpd). (EMWD, 2006, Table 1) The Project's daily generation of wastewater represents 0.4% of the available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF still would be approximately 8.2 million gpd. Accordingly, adequate capacity exists at the PVRWRF to serve the Project's projected demand and construction of additional wastewater treatment facilities would not be required.

Based on the foregoing analysis, and consistent with the conclusions reached by EIR No. 466, the Project would not require or result in the construction of new water, wastewater treatment, or drainage facilities or expansion of existing facilities, the construction of which could result in significant environmental effects. Impacts associated with the construction of site improvements related to water, wastewater treatment, and storm water drainage have been evaluated throughout this EIR Addendum, which concludes that impacts would be less than significant or would be reduced to less-than-significant levels with implementation of mitigation measures or standards regulatory requirements. There are no components of the proposed Project's water, wastewater, or storm water drainage connections that would result in environmental effects not already addressed herein. Accordingly, impacts due to construction of water, waste water treatment, and stormwater drainage facilities would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

b) Would the proposed Project have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years?

EIR No. 466 Finding: The Water Supply Assessment (WSA) prepared for EIR No. 466 (see Appendix F to EIR No. 466), EMWD determined that the water demand for the MFBCSP is estimated to be 264.4 acre-feet per year (AF/yr) or 0.236 mgd at build-out. EIR No. 466 indicated that the total demand for MFBCSP as set forth in the water supply assessment was within the limits of projected demand in the then-current Urban Water Management Plan (UWMP) and EMWD indicated that the MFBCSP would be included in the update to the UWMP in 2005. Therefore, EIR No. 466 concluded that based on the water supply assessment prepared for the project by EMWD, the MFBCSP would have less-than-significant impacts to water supplies. (Webb, 2005, p. IV-233)

No Substantial Change from Previous Analysis: As disclosed by EIR No. 466 and the WSA prepared for the MFBCSP (contained as Appendix F to EIR No. 466), buildout of the MFBCSP would result in a demand for 0.236 million gallons per day (mgd), or 264 acre-feet per year (AF/yr), which EIR No. 466 noted represented only 2.4% of the capacity at the Perris Valley Water Filtration Plant. Based on the findings of the WSA, EIR No. 466 determined that this level of water demand was not considered significant, and concluded that buildout of the MFBCSP would not require significant upgrades to existing water treatment facilities. EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). The Project Applicant proposes to develop the 22.0 -acre Project site with a total of 365,056 s.f. of high-cube transload short term warehouse uses and a detention basin, resulting in an overall FAR of 0.38 (365,056 s.f. ÷ 958,320 s.f. [22.0 acres] = 0.38). Thus, the Project would result in a substantial decrease in the amount of building area on site and associated demand for water as compared to what was evaluated and disclosed by EIR No. 466

Moreover, since EIR No. 466 was certified in 2005, there have been a number of regulations and requirements implemented to reduce water demands associated with new developments. Specifically, Riverside County Ordinance No. 859 establishes provisions for water management practices and water waste prevention and creates a structure for planning, designing, installing, maintaining, and managing water-efficient landscapes in new and rehabilitated projects. Adopted to implement the requirements of the 2006 California Water Conservation in Landscaping Act and California Code of Regulations (CCR) Title 23, Division 2, Chapter 2.7, Ordinance No. 859 generally requires new development landscaping to not exceed a maximum water demand of 70% (or lower as may be required by State legislation). Additionally, future development on site would be subject to compliance with the 2019 California Green Building Standards Code (GBSC), which imposes a series of regulations to reduce water consumption both within the building and in landscaping areas outside of the building. Mandatory compliance with applicable regulations adopted since 2005 would ensure that the Project's water consumption would be less than was evaluated in EIR No. 466.

Furthermore, the Project site is located within the service area of the EMWD. The EMWD has prepared an Urban Water Management Plan (UWMP) dated June 2016, which provides an updated and detailed account of current and projected EMWD water supplies and demands under a variety of climactic

conditions, and demonstrates that the EMWD would be able to meet its long-term commitments to supply potable water to existing and planned developments. The supply and demand projections in the UWMP are based on buildout of the Riverside County General Plan and the general plans of cities within EMWD's service area (EMWD, 2016a, p. 4-1). As noted previously, the Project site is designated by the General Plan, MVAP, and MFBCSP for light industrial land uses. The proposed Project is fully consistent with the site's underlying General Plan and MFBCSP land use designations, and would result in less building area than was assumed by EIR No. 466. Thus, the Project is fully within the assumptions made by the UWMP, which concluded that EMWD would have adequate supplies to meet existing and projected demands from existing and planned resources during normal, dry, and multiple dry-year conditions.

Based on the foregoing, because the Project is consistent with the General Plan, MVAP, and MFBCSP, the Project would be within the demand projections of the EMWD's UWMP, which demonstrates the EMWD's ability to provide water service within its district during various climactic conditions; thus, the EMWD would have sufficient water supplies available to serve the project from existing entitlements and resources, and no new or expanded resources would be required to serve the proposed Project. Accordingly, impacts to water supply would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	***More Severe Impacts***	***New Ability to Substantially Reduce Significant Impact***	***No Substantial Change from Previous Analysis***
Would the project:				
41. Sewer a. Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a) Would the proposed Project require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?

EIR No. 466 Finding: EIR No. 466 disclosed that sewer lines were constructed on the MFBCSP site by Community Facilities District No. 88-8 in the early 1990's. EIR No. 466 noted some additional sewer lines would be constructed within and adjacent to the MFBCSP boundaries to provide sewer service throughout the MFBCSP areas. Additionally, EIR No. 466 indicated that wastewater from the MFBCSP site would be treated at EMWD's PVRWRF located in the City of Perris. The MFBCSP was estimated by EIR No. 466 to generate 0.5525 mgd of wastewater upon buildout. EIR No. 466 found that this amounted to 5.0% of the PVRWRF's capacity at the time, and only 0.55% of its planned capacity. EIR No. 466 found that although the total amount of wastewater generated by the MFBCSP would be well within the capacity of the PVRWRF by the time that development of the MFBCSP was projected to be completed, there was still the potential that prior to the expansion of the facility's capacity at the end of 2010 that EMWD would be required to reduce the wastewater diversions from elsewhere within the District to the PVRWRF. However, EIR No. 466 found that because EMWD's wastewater diversions are operational decisions, the amount that is diverted to the PVRWRF is variable. EIR No. 466 determined that there was sufficient capacity in EMWD's other wastewater treatment facilities to accommodate any additional wastewater flows sent to them whenever diversions from other parts of the District to the PVRWRF are reduced. Overall, EIR No. 466 found that the EMWD had sufficient capacity to treat all wastewater generated by the MFBCSP, both during interim phases and after full build out. Therefore, EIR No. 466 concluded that no significant impact upon EMWD's ability to treat wastewater would occur. EIR No. 466 further determined that because the expansion of the PVRWRF was already planned and scheduled by EMWD, in and of itself the wastewater generated by the MFBCSP would not require the construction of new or expanded wastewater treatment facilities, and impacts were disclosed as less than significant. (Webb, 2005, pp. IV-233 and IV-234)

No Substantial Change from Previous Analysis: The Project entails the buildout of a portion of MFBCSP Planning Areas 5 and 6 with up 365,056 s.f. of high-cube transload short-term warehouse uses and a detention basin. Land uses proposed by the Project Applicant are consistent with the MFBCSP and the land uses anticipated for the Project site by EIR No. 466. As discussed in subsection 3.1.1, the Project Applicant proposes to construct 8-inch sewer lines extending from the northwest corner of Building 19, which would extend easterly via a proposed off-site 12-inch public sewer within Nance Street (also known as America's Tire Drive) to an existing 12-inch sewer line located near the existing railroad tracks and I-215. The installation of sewer lines on and off site as proposed by the Project Applicant would result in physical impacts to the surface and subsurface of infrastructure alignments. However, the Project's proposed sewer plan is consistent with the MFBCSP Section III.5, *Conceptual Water and Sewer Plans*, which indicates that future buildings within the MFBCSP would connect to the existing sewer infrastructure constructed as part of CFD No. 88-8 in the early 1980s. Additionally, impacts related to the Project's proposed sewer connections are considered to be part of the Project's construction phase and are evaluated throughout this Addendum to EIR No. 466 accordingly. The construction of sewer lines as necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Addendum. As such, impacts would be less than significant.

Consistent with the finding of EIR No. 466, wastewater generated by the proposed Project would be treated at the PVRWRF. According to information available from the EMWD, the PVRWRF has a current capacity of 22 million gallons per day (gpd), and receives typical daily flows of 13.8 million gpd. The ultimate planned capacity at the PVRWRF is 100 million gpd. (EMWD, 2016b) Although the capacity and daily flows at the PVRWRF have changed since 2005, such changes have resulted in an increase in overall capacity as compared to what was identified by EIR No. 466; thus, such changes would not result in any new or more severe environmental effects beyond what was evaluated and disclosed by EIR No. 466. Additionally, the Project's daily wastewater generation would represent a smaller percentage of the daily capacity at the PVRWRF as compared to what was assumed by EIR No. 466, due to the increased capacity at the PVRWRF as well as the reduction in building intensity proposed for the site as compared to what was assumed by EIR No. 466 (as discussed above). According to information available from the EMWD, industrial uses generate approximately 1,700 gpd/acre of wastewater. Thus, at buildout the Project would generate approximately 32,980 gpd (19.4 acres × 1,700 gpd/acre = 32,980 gpd). (EMWD, 2006, Table 1) Because the Project would develop the same acreage as assumed for the Building site by EIR No. 466, and because the detention basin site would be permanently developed with detention/bio-retention uses, the Project would result in a reduced amount of wastewater generation as was assumed by EIR No. 466, based on EMWD's wastewater generation factor. The Project's daily generation of wastewater represents 0.4% of the current available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF still would be 8.2 million gpd. Accordingly, and consistent with the findings of EIR No. 466, adequate capacity exists at the PVRWRF still to serve the Project's projected demand in addition to the EMWD's existing commitments.

Based on the foregoing analysis and consistent with the findings of EIR No. 466, the Project would not require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

b) Would the proposed Project result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

EIR No. 466 Finding: EIR No. 466 disclosed that wastewater from the MFBCSP area would be treated at EMWD's PVRWRF located in the City of Perris. EIR No. 466 noted that according to EMWD, the MFBCSP was expected to generate 0.5525 mgd of wastewater. EIR No. 466 determined that the wastewater generated by the MFBCSP when added to the current daily amount of wastewater treated at the PVRWRF equaled approximately 8.2525 mgd, which would be well below the facility capacity at the time of 11 mgd and well below the ultimate facility capacity which is planned to be 100 mgd. Overall, EIR No. 466 found that EMWD had sufficient capacity to treat all wastewater generated by the MFBCSP, both during interim development phases and after full buildout. EIR No. 466 concluded that this amount of wastewater was not a considered significant demand on EMWD's then-existing commitments to treat wastewater, and that impacts would be less than significant. (Webb, 2005, pp. IV-233 and IV-234)

No Substantial Change from Previous Analysis: As indicated above under the discussion of Threshold a), wastewater generated by the proposed Project would be treated at the PVRWRF. According to information available from the EMWD, the PVRWRF has a current capacity of 22 million gallons per day (gpd), and receives typical daily flows of 13.8 million gpd. The ultimate planned capacity at the PVRWRF is 100 million gpd. (EMWD, 2016b) Although the capacity and daily flows at the PVRWRF have changed since 2005, such changes have resulted in an increase in overall capacity as compared to what was identified by EIR No. 466; thus, such changes would not result in any new or more severe environmental effects beyond what was evaluated and disclosed by EIR No. 466. Additionally, the Project's daily wastewater generation would represent a smaller percentage of the daily capacity at the PVRWRF as compared to what was assumed by EIR No. 466, due to the increased capacity at the PVRWRF as well as the reduction in building intensity proposed for the site as compared to what was assumed by EIR No. 466 (as discussed above). According to information available from the EMWD, industrial uses generate approximately 1,700 gpd/acre of wastewater. Thus, at buildout the Project would generate approximately 32,980 gpd (19.4 acres × 1,700 gpd/acre = 32,980 gpd). (EMWD, 2006, Table 1) The Project's daily generation of wastewater represents 0.4% of the available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF still would be approximately 8.2 million gpd. Accordingly, adequate capacity exists at the PVRWRF to serve the Project's projected demand in addition to the EMWD's existing commitments and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
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?	☐	☐	☐	☒
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)?	☐	☐	☐	☒

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

EIR No. 466 Finding: EIR No. 466 found that given the limited contribution of construction-related solid waste anticipated to be generated by the MFBCSP over its estimated five-year construction period (approximately 0.033 to 0.039 percent of the annual landfill capacity), development of the MFBCSP would not substantially contribute to the exceedance of the permitted capacity of the designated landfills. Additionally, EIR No. 466 noted that considering the MFBCSP's participation in the source reduction programs required by the County, the solid waste stream generated by construction of the MFBCSP would be reduced over time. As such, EIR No. 466 concluded that impacts would be less than significant. (Webb, 2005, pp. IV-234 and IV-235)

With respect to operational-related landfill impacts, EIR No. 466 found that the majority of the waste generated (35-40% for warehousing and retail operations) was expected to be paper products that can be recycled. Additionally, EIR No. 466 noted that the California Integrated Waste Management Board (CIWMB) indicates that 51 percent of the overall waste stream for unincorporated portions of Riverside County was diverted away from landfills. Therefore, EIR No. 466 found that the MFBCSP's anticipated solid waste disposal totals would comprise approximately 49 percent of the total solid waste that would be generated by the MFBCSP. EIR No. 466 further indicated that the remaining 51 percent of the solid waste (approximately 12,608.5 to 16,764.4 tons per year) generated by the MFBCSP would consist of recycled material and green waste. EIR No. 466 determined that given the limited contribution of solid waste anticipated to be generated by the MFBCSP (approximately 0.195 to 0.259 percent of the annual landfill capacity), development of the MFBCSP would not substantially contribute to the exceedance of the permitted capacity of the designated landfills. Also, EIR No. 466 indicated that considering the MFBCSP's mandatory participation in the source reduction programs required by the County, the solid waste stream generated by the MFBCSP may be reduced over time. EIR No. 466 concluded that impacts to landfills would be below the level of significance. EIR No. 466 also determined that compliance with the Riverside County Integrated Waste Management Plan (CIWMP) would further reduce impacts to landfills. (Webb, 2005, pp. IV-236 and IV-237)

No Substantial Change from Previous Analysis: The MFBCSP allows for development with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). The Project Applicant proposes to develop the 22.0-acre Project site with a total of 365,056 s.f. of warehouse uses and a detention basin, resulting in an overall FAR of 0.37 (356,056 s.f. ÷ 958,320 s.f. [22.0 acres] = 0.37). According to EIR No. 521, which was prepared for the County's 2015 General Plan Update, industrial uses generate approximately 10.8 tons of solid waste per year for each 1,000 s.f. of building area. Thus, because the Project Applicant proposes less building area than assumed by EIR No. 466, the Project would generate less solid waste as compared to the project evaluated by EIR No. 466. Based on the square footage of the proposed building, the Project would generate approximately 3,845 tons per year (tpy) of solid waste (356,056 s.f. × 10.8 tons/1,000 s.f. = 3,845 tpy), or approximately 10.5 tons per day (tpd). (Riverside County, 2015, Table 4.17-N)

Solid waste generated by the Project ultimately would be disposed of at the El Sobrante Landfill, Lamb Canyon Landfill, and/or Badlands Landfill. Table 5-25, *Permitted and Remaining Capacity of Project-Related Landfills*, depicts the maximum daily capacity and total remaining capacity for these landfills. As shown, the 10.5 tpd that would be generated by the Project would represent 0.07% of the daily capacity of the El Sobrante Landfill, 0.21% of the daily capacity at the Lamb Canyon Landfill, and 0.22% of the daily capacity at the Badlands Landfill. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities for the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill, it is anticipated that these regional facilities would have sufficient daily capacity to accept solid waste generated by the Project. As such, the Project's impacts due to solid waste would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Table 5-25 Permitted and Remaining Capacity of Project-Related Landfills

Landfill	Maximum Daily Capacity (Tons/Day)	Permitted Capacity (Cubic Yards)	Remaining Capacity (Cubic Yards)
El Sobrante	16,054	209,910,000	143,977,170[1]
Lamb Canyon	5,000	38,935,653	19,242,950[2]
Badlands	4,800	34,400,000	15,748,799[3]
Totals:	**25,854**	**258,265,653**	**180,521,749**

[1]Remaining capacity as of April 1, 2018, which is the most recent information reported by CalRecycle.
[2]Remaining capacity as of January 8, 2015, which is the most recent information reported by CalRecycle.
[3]Remaining capacity as of January 1, 2015, which is the most recent information reported by CalRecycle.
(CalRecycle, 2019)

c) Does the proposed Project comply with federal, State, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

EIR No. 466 Finding: EIR No. 466 did not identify any impacts due to a conflict with federal, state, and local statutes and regulations related to solid wastes including the CIWMP.

No Substantial Change from Previous Analysis: As with the project evaluated in EIR No. 466, the Project would be required to comply with County waste reduction programs pursuant to the State's Integrated Waste Management Act (IWMA) and the Riverside County CIWMP. Project-generated solid waste would be conveyed to the El Sobrante Landfill, Lamb Canyon Landfill, and/or Badlands Landfill. These landfills are required to comply with federal, State, and local statutes and regulations related to solid waste. Mandatory compliance with federal, State, and local statues also would reduce the amount of solid waste generated by the proposed Project and diverted to landfills, which in turn will aid in the extension of the life of the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill.

In order to assist the County of Riverside in achieving the mandated goals of the IWMA, the Project Applicant would be required to work with future refuse haulers to develop and implement feasible waste

reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse Act of 1991 (Cal Pub Res. Code § 42911), which also was in effect when EIR No. 466 was certified, the Project would provide adequate areas for collecting and loading of recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. Additionally, the Riverside County Department of Waste Resources (DWR) requires development projects to prepare a Waste Recycling Plan (WRP) that identifies the materials (i.e., concrete, asphalt, wood, etc.) that would be generated by construction and development; the projected amounts; the measures/methods that would be taken to recycle, reuse, and/or reduce the amount of materials; the facilities and/or haulers that would be utilized; and the amount of solid waste generated by the Project. Mandatory compliance with the WRP would aid in the extension of the life of affected disposal sites. As such, the Project would comply with the mandates of applicable solid waste statues and regulations.

Based on the foregoing analysis, the Project would comply with federal, State, and local statutes and regulations related to solid waste, including the CIWMP, and would not result in any related impacts. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
43. Utilities *Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?*				
a. Electricity?	☐	☐	☐	☒
b. Natural gas?	☐	☐	☐	☒
c. Communications systems?	☐	☐	☐	☒
d. Street lighting?	☐	☐	☐	☒
e. Maintenance of public facilities, including roads?	☐	☐	☐	☒
f. Other governmental services?	☐	☐	☐	☒

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

1) Electricity

2) Natural Gas?
3) Communication Systems?
4) Street Lighting?
5) Maintenance of Public Facilities?
6) Other Governmental Services?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 made the following findings with respect to Utilities and Service Systems:

- Electricity. The IS/NOP indicated that the MFBCSP would use existing electricity service provided by Southern California Edison. The IS/NOP noted that extensions would have to be made to the proposed structures within the MFBCSP. Since service already existed for the MFBCSP site, the IS/NOP concluded that the provision of extending electricity service to the MFBCSP site would be considered a less-than-significant impact and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)

- Natural Gas. The IS/NOP noted that the MFBCSP would use existing natural gas service provided by Southern California Gas Company, and that extensions would have to be made to the proposed MFBCSP structures. Because service existed within the MFBCSP site, the IS/NOP concluded that extending natural gas service to individual developments be considered a less-than-significant impact. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)

- Communication Systems. The IS/NOP noted that the MFBCSP would use existing communications service provided by Pacific Bell. The IS/NOP indicated that extensions would have to be made to the individual structures within the MFBCSP. However, since service existed within the project area, the IS/NOP concluded that extending communications service to developments within the MFBCSP would be considered a less-than-significant impact. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)

- Street Lighting. The IS/NOP indicated that the MFBCSP would require new street lighting along the site's frontage and along internal streets. However, the IS/NOP noted that the amount of new street lighting construction needed would be considered environmentally insignificant. Therefore, the IS/NOP concluded that street lighting construction for the MFBCSP would be a less-than-significant impact and therefore this issue was not evaluated in EIR No. 466. The IS/NOP did, however, indicate that light and glare issues and potential impacts upon the Mt. Palomar Observatory resulting from the street lights would be addressed in the Aesthetics section of EIR No. 466 (as discussed above in subsection 5.1.1). (Webb, 2005, Appendix A, p. 49)

- Maintenance of Public Facilities. Although the IS/NOP indicated that impacts resulting in the need for increased road maintenance from increased traffic would be potentially significant and would be evaluated in EIR No. 466 under the analysis of transportation and traffic, the introductory paragraph in the Transportation/Traffic section of EIR No. 466 erroneously indicated that the IS/NOP determined that impacts associated with maintenance of roads would be less than

significant. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 49 and 50; Webb, 2005, p. IV-177)

No Substantial Change from Previous Analysis: Consistent with the project evaluated in EIR No. 466 and its associated IS/NOP, implementation of the proposed Project would require the construction of numerous facilities as necessary to provide services to the site, including electrical facilities, natural gas lines, communication systems (telephone/cable), and street lighting. Consistent with the conditions that existed when EIR No. 466 was certified, all facilities needed to serve the Project are available in the immediate area, and the Project would implement improvements on site and within roadways abutting the Project site that would connect to existing facilities available within or adjacent to the Project site. Although the telecommunication provider in the local area is now Time Warner Cable, the Project would be served by the same telecommunications facilities as was assumed by EIR No. 466; thus, the change in service provider does not constitute new information of substantial importance, as no increased physical impacts to the environment would occur beyond what was assumed by EIR No. 466. Impacts associated with the construction of facilities needed to serve the proposed Project are the same as was evaluated by EIR No. 466, and such improvements are inherent to the Project's construction phase and have been evaluated throughout this EIR Addendum accordingly. As concluded herein, the Project's construction-related impacts would be less than significant or would be mitigated to less-than-significant levels with standard regulatory compliance and implementation of the mitigation measures identified by EIR No. 466. There are no components of the proposed Project or its demand for utility services that could result in significant environmental effects not otherwise addressed herein. In addition, although the Project would generate traffic that would result in the need for increased roadway maintenance in the local area, it is expected that any such increase in road maintenance costs would be off-set by property taxes generated by the Project. As such, the increased road maintenance would not affect the County's ability to fund existing programs established to protect the environment. Additionally, there would be no discernable environmental impacts associated with such increased need for maintenance. Accordingly, impacts due to the construction and expansion of utilities as needed to serve the Project and increased roadway maintenance would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address impacts to utilities and service systems. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. Mitigation Measure MM Utilities 1 has been revised to reflect the change in name from the "Waste Management Department" to the "Department of Waste Resources."

MM Utilities 1: The applicant shall submit a Recyclables Collection and Loading Area plot plan to the Riverside County ~~Waste Management~~ Department of Waste Resources (DWR) for each implementing development. The plans are required to conform to the ~~Waste Management Department's~~DWR's Design Guidelines for Recyclables Collection and Loading Areas.

Prior to final building inspection, the applicant is required to construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County ~~Waste Management Department~~DWR, and verified by the Riverside County Building and Safety Department through site inspection.

MM Utilities 2: In addition to solid waste dumpsters, the project development will include recycling containers for aluminum cans, glass, plastics, paper and cardboard.

MM Utilities 3: The project development will recycle construction and demolition (C&D) waste generated during construction activities.

MM Utilities 4: The property owner shall require landscaping contractors to practice grass recycling and/or grass composting to reduce the amounts of grass material in the waste stream.

MM Utilities 5: The property owner shall require landscaping contractors to use mulch and/or compost for the development and maintenance of project site landscaped areas.

5.1.21 Wildfire

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
44. 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:*				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
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?	☐	☐	☐	☒
e. Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

a) Would the proposed Project substantially impair an adopted emergency response plan or an emergency evacuation plan?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP would not impair the implementation of, or physically interfere with, an emergency response plan and/or emergency evacuation plan. The IS/NOP noted that the MFBCSP would include adequate access for emergency response vehicles and personnel, as developed in consultation with County Fire personnel, and that the MFBCSP site is bounded on the north and south by freeway on-ramps. The IS/NOP concluded that no impacts would occur, and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 24)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project would include adequate access for emergency response vehicles and personnel. Additionally, the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Furthermore, the Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

b) Due to slope, prevailing winds, and other factors, would the proposed Project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

EIR No. 466 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in detail in EIR No. 466, EIR No. 466 nonetheless contained enough information about the MFBCSP's potential impacts associated with wildfires that that with the exercise of reasonable diligence, information about the MFBCSP's potential effect on wildfire risks and associated pollutants was readily available to the public.

No Substantial Change from Previous Analysis: The Project site is located within a developed portion of Riverside County. Land uses surrounding the Project site include industrial development to the east, and vacant, undeveloped parcels that are routinely subject to discing for fire abatement purposes to the north, west, and south (Google Earth, 2018). Additionally, the Project area is not designated by Riverside County as a high fire hazard zone. The nearest area subject to wildland fire hazards occurs approximately 1.2 miles south of the Project site and south of Cajalco Road. (Riverside County, 2018, Figure 12) Additionally, the areas surrounding the Project site do not contain any steep slopes, and manufactured slopes proposed by the Project Applicant would be landscaped and irrigated, thereby precluding the potential for wildfire hazards. As such, the Project does not include any components that could exacerbate wildfire risks, and the Project would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

c) Would the proposed Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

EIR No. 466 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in EIR No. 466, EIR No. 466 indicated that the MFBCSP would not involve infrastructure that could exacerbate fire risks or infrastructure that could result in temporary or ongoing impacts to the environment, including fuel breaks.

No Substantial Change from Previous Analysis: The Project site is not identified by Riverside County as being susceptible to wildfires. The nearest area subject to wildland fire hazards occurs approximately 1.2 miles south of the Project site and south of Cajalco Road. (Riverside County, 2018, Figure 12) As such, the Project would not require fuel breaks or emergency water sources that could have temporary or ongoing impacts to the environment. Construction of the proposed fire lanes and fire hydrants are inherent to the Project's construction phase, and there are no impacts to the environment that would specifically result from the construction of such facilities. All utility connections required of the Project are available in the immediate area, and there are no components of the Project's utility connections that could result in or exacerbate fire hazards. As such, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

d) Would the proposed Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

EIR No. 466 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in EIR No. 466, EIR No. 466 nonetheless contained enough information about potential flooding and

landslide risks that with the exercise of reasonable diligence, information about the MFBCSP's potential risks associated with wildfire hazards, including downslope or downstream flooding or landslides, post-fire slope instability, or drainage changes was readily available to the public. Specifically, EIR No. 466 Section IV, Public Services, disclosed that the MFBCSP was not within an area susceptible to wildfire hazards, thereby indicating that buildout of the MFBCSP area also would not result in fire-related hazards, such as fire-related downstream flooding, landslides, slope instability, or drainage changes (Webb, 2005, p. IV-174). Additionally, EIR No. 466 Section IV, Hydrology and Water Quality, disclosed that the MFBCSP area is not subject to flood hazards, and also included a discussion demonstrating that runoff from the MFBCSP site would be controlled by existing and planned drainage facilities in order to preclude substantial on- and off-site soil erosion, downstream flooding, and downstream landslides (Webb, 2005, pp. IV-139 through IV-151). Moreover, and consistent with existing conditions, the MFBCSP area does not contain and is not surrounded by areas of steep slopes that could be subject to landslides as a result of fire activity (Webb, 2005, p. IV-27). As such, the information provided in EIR No. 466 was sufficient to demonstrate that the MFBCSP would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

No Substantial Change from Previous Analysis: The Project site is not identified by the County as being susceptible to wildfires. The nearest area subject to wildland fire hazards occurs approximately 1.2 miles south of the Project site. (Riverside County, 2018, Figure 12) Additionally, the Project site occurs in a portion of Riverside County that does not contain prominent hillforms or other topographic features that could subject the Project site or surrounding areas to risks associated with flooding or landslides caused by wildfires. There are no components of the Project that could contribute to or cause significant risks to people or structures as a result of fire-related flooding or landslides resulting from runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

e) Would the proposed Project expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that the MFBCSP site was not located within a County-designated hazardous fire area. The IS/NOP disclosed that the MFBCSP site was bounded on the east by Interstate 215 freeway, residential development to the south and west, and the MARB Wastewater Treatment Plant and the Riverside National Cemetery to the north. The IS/NOP noted that in the event of a fire, these properties do not present a significant wildland fire threat to the MFBCSP site; therefore, the IS/NOP concluded that risks associated with hazardous fire areas would be less than significant and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 25 and 26)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site is not identified as being susceptible to wildfires. The nearest area subject to wildland fire hazards occurs approximately 1.2 miles south of the Project site and south of Cajalco Road. (Riverside County, 2018, Figure 12) Additionally, the Project site is located adjacent to land uses that do not pose a high fire risk, including industrial development to the east, and vacant,

undeveloped parcels that are routinely subject to discing for fire abatement purposes to the north, west, and south (Google Earth, 2018). As such, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.22 Mandatory Findings of Significance

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
45. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	☐	☐	☐	☒

EIR No. 466 Finding: EIR No. 466 evaluated potential impacts to biological resources, historical resources, and prehistorical resources within subsections IV.B.4 (Biological Resources) and IV.B.5 (Cultural Resources). As summarized under the analysis of biological resources in subsection 5.1.4 of this EIR Addendum, impacts to sensitive plant and animal species, including the paniculate tarplant, Stephens' kangaroo rat, burrowing owl, and other sensitive species were determined by EIR No. 466 to be less than significant with the implementation of mitigation measures included in EIR No. 466. Thus, with mitigation, EIR No. 466 concluded that buildout of the MFBCSP would not 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal species. Additionally, and as summarized in subsection 5.1.5 of this EIR Addendum, EIR No. 466 concluded that buildout of the MFBCSP would not adversely affect any historical resources as defined in Section 15064.5 of the California Code of Regulations, and concluded that implementation of the MFBCSP would not result in significant impacts to any previously-identified prehistoric resources. Additionally, while EIR No. 466 identified a potentially significant impact associated with the site's potential to contain previously-undiscovered subsurface archaeological resources, EIR No. 466 included Mitigation Measures MM Cultural 1 through MM Cultural 3, which EIR No. 466 concluded would reduce potential impacts to archaeological resources to less-than-significant levels. Thus, with

mitigation, EIR No. 466 concluded that implementation of the MFBCSP would not eliminate important examples of the major periods of California history or prehistory. (Webb, 2005, Subsections IV.B.4 and IV.B.5)

No Substantial Change from Previous Analysis: As indicated throughout the analysis in this EIR Addendum, assuming incorporation of the mitigation measures specified in EIR No. 466 (as modified/supplemented herein), implementation of the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
46. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	☐	☐	☐	☒

EIR No. 466 Finding: EIR No. 466 included an analysis of potential cumulatively-considerable impacts throughout subsections IV.B (Environmental Impact Analysis) and IV.E.1 (Cumulative Impact Analysis). A summary of the impacts identified by EIR No. 466, including cumulatively-considerable impacts, is provided throughout Subsection 5.1 of this EIR Addendum. As indicated by EIR No. 466 and summarized herein, EIR No. 466 determined that cumulatively-considerable impacts would be less than significant, with exception of cumulatively-considerable impacts to air quality (due to emissions of ROG, NO_X, CO, and PM_{10}), noise (traffic-related noise impacts), and traffic (level of service delays), which EIR No. 466 disclosed would be significant and unavoidable even with the implementation of mitigation measures. (Webb, 2005, pp. IV-277 through IV-293)

No Substantial Change from Previous Analysis: Cumulative effects that would result from implementation of the Project have been evaluated throughout this EIR Addendum, which concludes that such impacts would not occur, would be less than significant, or would be reduced to the maximum feasible extent with implementation of the mitigation measures specified by EIR No. 466 (as modified/ supplemented herein). Additionally, this EIR Addendum concludes that the Project as proposed would not result in any new or more severe cumulative effects beyond what was already evaluated and disclosed

by EIR No. 466. All applicable mitigation measures identified as part of EIR No. 466 and that were imposed to address cumulatively-considerable effects would continue to apply to the proposed Project as revised, except as modified or supplemented by this Addendum to EIR No. 466. The analysis throughout this EIR Addendum demonstrates that all Project impacts would be less than significant, or would be reduced in comparison to the analysis and conclusions of EIR No. 466. Additionally, the analysis herein demonstrates that physical impacts associated with the Project (e.g., biological resources, cultural resources, geology/soils, etc.) would not substantially change or increase compared to the analysis presented in EIR No. 466. Therefore, because the Project would have similar or reduced cumulative impacts to the environment as compared to what was evaluated and disclosed in EIR No. 466, the Project would not result in any new or increased impacts to the environment beyond what was evaluated, disclosed, and mitigated for by EIR No. 466. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
47. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

EIR No. 466 Finding: EIR No. 466 included an analysis of potential adverse effects on human beings under subsections IV.B.2 (Air Quality), IV.B.3 (Airports), and IV.B.7 (Noise), while the Initial Study prepared for EIR No. 466 included an evaluation of potential adverse effects on human beings in subsections V.10 through V.15 (Geology and Soils) and V.20 (Hazards and Hazardous Materials). As summarized in Subsection 5.1 of this EIR Addendum, EIR No. 466 and its associated Initial Study concluded that impacts to human beings as a result of airports, geology and soils, and hazards and hazardous materials would be less than significant with the implementation of mitigation measures. EIR No. 466 concluded that impacts associated with air quality emissions would be significant and unavoidable, and concluded that traffic-related noise impacts would be cumulatively considerable and unavoidable.

No Substantial Change from Previous Analysis: The Project's potential to result in substantial adverse effects on human beings has been evaluated throughout this EIR Addendum (e.g., Air Quality, Geology/Soils, Noise, etc.). Where potentially significant impacts are identified, mitigation measures from EIR No. 466 have been imposed, as modified or supplemented by this EIR Addendum to EIR No. 466, to reduce these adverse effects to the maximum feasible extent. There are no components of the proposed Project that could result in substantial adverse effects on human beings that are not already evaluated and disclosed throughout this EIR Addendum and/or by EIR No. 466. Accordingly, no additional impacts would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.2 EARLIER ANALYSES

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

Earlier Analyses Used, if any:

- General Plan Amendment No. 960, Draft EIR No. 521 (SCH No. 2009041065), dated February 2015.
- Majestic Freeway Business Center Specific Plan (Specific Plan No. 341) and EIR No. 466 (SCH No. 2004051085), dated August 23, 2005.

Location: County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92505
http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx

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7.0 Mitigation Monitoring and Reporting Program

Impact Category	EIR No. 466 Impact (Per the EIR No. 466 MMP)	Plot Plan No. 180032 Finding	EIR No. 466 Mitigation Measure	EIR No. 466 Mitigation Implementation Timing	Responsible Party for Mitigation	Applicability of EIR No. 466 Mitigation to Plot Plan No. 180032	Conditions of Approval (COA), Regulatory Requirements (RR), and Project Design Features (PDF) Applicable to Plot Plan No. 180032	EIR No. 466 Level Of Significance After Mitigation
5.1.1: Aesthetics	Due to the project's design, and through compliance with standard regulatory requirements, the proposed project's potential impacts will be below the level of significance.	Because the Project would be fully consistent with the MFBCSP, impacts to aesthetics would be less than significant.	No mitigation is required.	N/A	N/A	Not Applicable	**RR**: The Project shall be designed to comply with Riverside County Ordinance Nos. 655 and 915.	Less than significant
5.1.2: Agriculture and Forest Resources	Impacts to agriculture and forest resources were determined by the IS/NOP for EIR No. 466 to be less than significant.	The Project would not result in any direct or indirect impacts to agricultural or forest resources.	No mitigation is required.	N/A	N/A	Not Applicable	Not applicable.	Less than significant
5.1.3: Air Quality (Construction-Related Emissions)	The project will exceed the SCAQMD recommended daily thresholds for VOC and NO_X in all years for all development scenarios, and CO in all years under the light industrial only and warehouse/ distribution only scenarios, but exceeded only in Years 2, 6, and 7 of the light industrial plus commercial and warehouse/ distribution plus commercial scenarios. However, emissions of SO_2 and PM_{10} for all scenarios for all years will be below the SCAQMD thresholds.	Project construction characteristics would be similar to what was evaluated by EIR No. 466. Additionally, due to more stringent regulations and advancements in technology since 2005, it is likely that Project-related construction activities would result in reduced emissions in comparison to what was evaluated by EIR No. 466. Additionally, it is highly unlikely that Project construction activities would exceed the SCAQMD thresholds for CO.	**MM Air 1**: During construction, mobile construction equipment will be properly maintained ~~at an offsite location~~, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.	Review and approval of monthly inspection reports of grading operations.	Building and Safety Department.	Applicable.	**RR**: CARB's Large Spark-Ignition (LSI) Rule shall apply, which requires in-use fleets to achieve specific hydrocarbon (HC) + NO_X fleet average emission level (FAEL) standards that become more stringent over time. Operators are required to label, maintain records, and report each piece of equipment subject to FAEL. The lowest FAEL for large and medium fleets with 25 horsepower or more (greater than 19 kilowatts for 2005 and later model year engines) was to be achieved in 2013. Beginning June 30, 2017, and until June 30, 2023, operators must maintain records, report, and label each piece of equipment subject to a FAEL standard.	Significant direct and cumulative impacts.
			MM Air 2: Legible, durable, weather-proof signs shall be placed at all passenger vehicle parking areas prohibiting ~~Prohibit~~ all vehicles from idling in excess of thirty minutes~~, both~~ on-site ~~and off-site~~. Prior to the issuance of an occupancy permit, the County of Riverside shall conduct a site inspection to ensure that	Review and approval of monthly inspection reports of grading operations.	Building and Safety Department.	Applicable.	**RR**: CARB's In-Use Off-Road Diesel Rule shall apply, which Reduces NO_X and PM emissions by imposing limits on idling, requiring reporting, restricting addition older vehicles, and requiring the retirement/replacement/ repowering of older engines by fleet size category (small, medium, and large). Performance Requirements to meet fleet averages or comply with BACT are	Significant direct and cumulative impacts.

IMPACT CATEGORY	EIR NO. 466 IMPACT (PER THE EIR NO. 466 MMP)	PLOT PLAN NO. 180032 FINDING	EIR NO. 466 MITIGATION MEASURE	EIR NO. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR NO. 466 MITIGATION TO PLOT PLAN NO. 180032	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180032	EIR NO. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			the signs are in place.				2014 for Large Fleets, 2017 for medium fleets, and 2019 for smaller fleets.	
5.1.3: Air Quality (Operational-Related Emissions)	Daily operations of the project will exceed the daily thresholds set by SCAQMD for all the criteria pollutants except SO_2.	The Project would result in substantially less traffic than was evaluated in EIR No. 466, and thus the Project's impacts due to mobile source air quality emissions would be reduced in comparison to what was disclosed by EIR No. 466. Additionally, due to more stringent regulations and advancements in technology since 2005, air quality emissions associated with Project traffic would be less than was assumed in EIR No. 466. Furthermore, the Project would not result in or contribute to a CO "hot spot."	**MM Air 3**: To comply with the California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling," legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the County of Riverside shall conduct a site inspection to ensure that the signs are in place. ~~Prohibit all~~	Set forth as Condition of Approval on all development prior to implementing development application approval.	Planning Department.	Applicable.	**RR**: CARB's Diesel-Fueled Commercial Motor Vehicle Idling Regulation shall apply, which requires heavy-duty diesel truck operators (GVWR>10,000 lbs.) to turn off engines after 5 minutes of idling. 2008 and newer MY engines with GVWR>14,000 lbs are required to be equipped with 5-minute automatic engine shutdown system.	Significant direct and cumulative impacts.

Impact Category	EIR No. 466 Impact (Per the EIR No. 466 MMP)	Plot Plan No. 180032 Finding	EIR No. 466 Mitigation Measure	EIR No. 466 Mitigation Implementation Timing	Responsible Party for Mitigation	Applicability of EIR No. 466 Mitigation to Plot Plan No. 180032	Conditions of Approval (COA), Regulatory Requirements (RR), and Project Design Features (PDF) Applicable to Plot Plan No. 180032	EIR No. 466 Level Of Significance After Mitigation
			~~diesel trucks from idling in excess of ten minutes, both on-site and offsite.~~					
			MM Air 4: Wherever practicable, main truck entries will not be located near existing residences.	Implementing development design reviewed for compliance.	Planning Department.	Applicable.	**PDF**: The Project does not propose any truck access from residential streets.	Significant direct and cumulative impacts.
			MM Air 5: Signage will be installed directing heavy-duty trucks to identified truck routes that avoid residential areas within vicinity of the Project site.	Set forth as Condition of Approval on all development prior to implementing development application approval.	Planning Department.	Applicable.	The Project site is not located adjacent to residential uses, and truck traffic generated by the Project would utilize Harvill Avenue and Old Oleander Avenue to access I-215. As such, Mitigation Measure MM Air 5 is not applicable to the proposed Project.	Significant direct and cumulative impacts.
			MM Air 6: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls <u>that accommodate TRUs</u> in order to allow TRUs with electric standby capabilities to use them.	Set forth as Condition of Approval on all development prior to implementing development application approval.	Planning Department.	Applicable.	**PDF**: The Project does not propose refrigerated space, and thus would not attract any TRUs.	Significant direct and cumulative impacts.
			MM Air 7: As part of lease agreements, the proposed Project owner shall educate drivers/tenants on alternative clean fuels.	Set forth as Condition of Approval on all development prior to implementing development application approval.	Planning Department.	Applicable.	None.	Significant direct and cumulative impacts.
			MM Air 8: Provide preferential parking spaces for carpools and vanpools. Those parking spaces dedicated for vanpool access shall have a minimum 7'2" vertical clearance.	Set forth as Condition of Approval on all development prior to implementing development application approval.	Planning Department.	Applicable.	**RR**: The 2019 Cal Green Code § 5.106.5.2 requires that new projects or additions or alterations that add 10 vehicles or more vehicular parking spaces provide designated parking for any combination of low-emitting fuel-efficient and carpool/van pool vehicles.	Significant direct and cumulative impacts.
			MM Air 9: Local transit agencies shall be contacted to determine the feasibility of bus routing in	Local transit agency to be contacted during	Planning Department.	Applicable.	None.	Significant direct and cumulative

Impact Category	EIR No. 466 Impact (Per the EIR No. 466 MMP)	Plot Plan No. 180032 Finding	EIR No. 466 Mitigation Measure	EIR No. 466 Mitigation Implementation Timing	Responsible Party for Mitigation	Applicability of EIR No. 466 Mitigation to Plot Plan No. 180032	Conditions of Approval (COA), Regulatory Requirements (RR), and Project Design Features (PDF) Applicable to Plot Plan No. 180032	EIR No. 466 Level Of Significance After Mitigation
			the project area that can accommodate bus stops at the project access points. The project or the transit agency shall provide bus stop signage at the agreed upon bus stop locations.	implementing development application review.				impacts.
			MM Air 10: Prior to grading permit and building permit issuance, the County of Riverside shall verify that the following applicable notes are included on the grading plans and building plans. Project contractors shall be required to ensure compliance with these notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors. a) All Heavy-Heavy Duty Haul Trucks (HHD) accessing the Project site during construction shall use year 2010 or newer engines to the extent such HHD are commercially available. b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB Tier 3 Certified or better. c) Construction contractors shall notify their workers about Riverside County's Rideshare Program. d) Construction activities shall be	Although not specified by EIR No. 466, Mitigation Measure MM Air 10 shall be implemented prior to grading permit issuance and throughout the duration of construction activities.	Planning Department.	Applicable.	None.	Significant direct and cumulative impacts.

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			suspended during Stage 2 Smog Alerts issued by the South Coast Air Quality Management District (SCAQMD). e) Construction activities shall comply with South Coast Air Quality Management District (SCAQMD) Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and equipment travel on unpaved roads. f) Architectural coating work shall comply with SCAQMD Rule 1113, "Architectural Coatings." Rule 1113 places limits on grams of VOC per liter of coating material and colorants (paint). g) Street sweepers shall be certified by the SCAQMD as meeting SCAQMD Rule 1186.1 "Less Polluting Street Sweepers" sweeper certification procedures.					
			MM Air 11: The minimum number of automobile electric vehicle (EV) charging stations required by the California Code of Regulations Title 24 shall be provided. In addition, and to facilitate the possible future installation of infrastructure that	Although not specified by EIR No. 466, Mitigation Measure MM Air 11 shall be implemented prior to issuance of building permits	Planning Department.	Applicable.	None.	Significant direct and cumulative impacts.

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			would charge the batteries that power the motors of electric-powered trucks. Conduit shall be installed from this designated area where the panel would be located to the on-site location where the charging facilities would be located where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks. 2) At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel and charging units shall be installed, and the electrical wiring connections shall be made from the electrical panel to the charging units. If the tenant is not served by electric trucks, this requirement shall not apply.	and prior to final building inspection.				
			MM Air 12: All owner users and future tenants shall participate in Riverside County's Rideshare Program. The purpose of this program is to encourage 2+ person occupancy vehicle trips and encourage other alternative modes of transportation. Carpooling opportunities and public transportation information shall be advertised to employees of the building tenant. Developer and all successors shall include the provisions of this obligation in all leases of the Project so that all tenants shall fulfill the terms and conditions of this County condition of approval.	Although not specified by EIR No. 466, Mitigation Measure MM Air 12 shall occur throughout the life of the proposed building.	Planning Department.	Applicable.	None.	Significant direct and cumulative impacts.

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			MM Air 13: Developer and all successors shall include information in building sale and lease agreements that inform owner users and tenants about (1) the air quality benefits associated with water-based or low volatile organic compounds (VOC) cleaning products, and (2) the benefits of becoming SmartWay Shippers and SmartWay Carriers, which is federal EPA program that advances supply chain sustainability.	Although not specified by EIR No. 466, Mitigation Measure MM Air 13 shall occur as part of all future building sale and lease agreements.	Planning Department.	Applicable.	None.	Significant direct and cumulative impacts.
			MM Air 14: All construction and operational activities associated with the proposed Project shall comply with Riverside County Board of Supervisors Policy F-3, "'Good Neighbor' Policy for Logistics and Warehouse/ Distribution Uses."	Although not specified by EIR No. 466, Mitigation Measure MM Air 14 shall occur during construction and long-term operational activities	Planning Department.	Applicable.	None.	Significant direct and cumulative impacts.
5.1.3: Air Quality (Health Risks)	In the warehouse/ distribution only, and the warehouse/distribution plus commercial scenarios, the cancer risk threshold of ten excess cancer cases per million set by SCAQMD is exceeded and thereby considered significant. This threshold is not exceeded in the light industrial only and the light industrial plus commercial scenarios and therefore the impacts of these two scenarios are less than significant.	The analysis provided in the Project's Health Risk Assessment (EIR Addendum *Technical Appendix A*) demonstrates that the Project would not exceed the SCAQMD thresholds of significance for cancer or non-cancer health risks.	Implementation of the above-listed MM Air 3 through MM Air 6 will reduce potential impacts due to diesel exhaust, however, this impact will not be reduced to below the level of significance and a Statement of Overriding Consideration would be required prior to project approval.	Not applicable.	No applicable.	--	None; Project impacts due to cancer and non-cancer health risks would be less than significant.	Significant direct and cumulative effects

IMPACT CATEGORY	EIR NO. 466 IMPACT (PER THE EIR NO. 466 MMP)	PLOT PLAN NO. 180032 FINDING	EIR NO. 466 MITIGATION MEASURE	EIR NO. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR NO. 466 MITIGATION TO PLOT PLAN NO. 180032	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180032	EIR NO. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.4: Biological Resources (Nesting Birds)	Sensitive bird species that were directly observed on site, or those that have a moderate or high potential to occur on-site are protected under the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. If prior to project construction any of these species establishes an active nest on the project site loss of that nest during construction could result in a conflict with these regulations.	Consistent with the finding of EIR No. 466, the Project has the potential to result in impacts to nesting birds during construction.	**MM Bio 1**: In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code site-preparation activities (removal of trees and vegetation) shall be avoided, to the greatest extent possible, during the nesting season (February 1 to ~~August 31~~September 15) of potentially occurring native and migratory bird species. If site-preparation activities are to occur during the nesting/breeding season (February 1 through ~~July 31~~September 15), a pre-activity field survey shall be conducted by a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or the California Fish and Game Code are present in the construction zone or within a buffer of 500 feet. If active nests are not located within the project area and appropriate buffer, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within 500 feet of an active listed species or raptor nest, 300 feet of another sensitive or protected (under MBTA or California Fish and Game Code) bird's nest (non-listed), or within	Construction Start. Prior to issuance of grading permit.	Project construction manager(s). Planning Department.	Applicable.	None; Mitigation Measure MM Bio 1 (as revised) shall apply.	Less than Significant

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			100 feet of sensitive or protected songbird nests until the end of the nesting/breeding season; unless a qualified biologist conducts a subsequent field survey and determines that these restrictions are no longer required for protection of nesting/breeding activities at previously identified active nests and authorizes grading and heavy equipment activity to proceed.					
5.1.4: Biological Resources (Burrowing Owl)	Due to the migratory nature of the burrowing owl, it is the possible that burrowing owls could occupy the site prior to commencement of project grading and construction. Because it will be a number of months before construction begins and because construction is phased, owls could colonize a portion of the site in the intervening months or years and would then be adversely impacted by the proposed project construction.	Because the Project site contains suitable habitat for the burrowing owl, a pre-construction burrowing owl survey is required by the Migratory Bird Treaty Act (MBTA) and Fish and Game Code to avoid harming burrowing owls if any were to be present immediately prior to construction.	**MM Bio 2**: Prior to issuance of grading permits, the Project Applicant shall prepare, and the County of Riverside and California Department of Fish and Wildlife (CDFW) shall review and approve, a burrowing owl relocation plan. As a condition of grading permit issuance, and in accordance with the approved burrowing owl relocation plan, a~~A~~ pre-construction survey for resident burrowing owls will be conducted by a qualified biologist 30 days prior to commencement of grading and construction activities. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the requirements of the MSHCP. If active nests are located, they shall be avoided and outside of the breeding season the owls	Prior to grading permit.	Planning Department.	Applicable.	None; Mitigation Measure MM Bio 2 shall apply.	Less than significant.

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			may be passively relocated. To adequately avoid active nests during the breeding season (February 1 through August 31), no grading or heavy equipment activity shall take place within 250 feet of an active nest. If burrowing owls occupy the site and cannot be avoided, passive relocation shall be used to exclude owls from their burrows, as required by the Riverside County Environmental Programs Department. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors should be left in place 48 hours to ensure owls have left the burrow. The project area should be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe should be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.					

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5.1.4: Biological Resources (Sensitive Habitats and Jurisdictional Waters)	EIR No. 466 acknowledged the potential for impacts to non-wetland jurisdictional waters, including riparian habitats.	The proposed Project would permanently impact 0.07-acre RWQCB jurisdictional areas and the 0.12 acre of CDFW jurisdictional waters on site (651 linear feet), none of which consists of vegetated riparian habitat and all of which consists of non-riparian, concrete-lined roadside ditch. A total of 20 linear feet.	No mitigation is required.	N/A	N/A	N/A	**COA:** Prior to issuance of grading permits, the Project Applicant shall obtain the appropriate permits from the regulatory agencies, including a CDFW Section 1602 Streambed Alteration Agreement and notification to the CDFW and Regional Board in accordance with the Waste Discharge Requirements under Section 13260 of the CWC (the Porter-Cologne Water Quality Control Act). As part of the permitting process, it is expected that the regulatory agencies will require compensatory mitigation for permanent impacts to 0.07-acre of Regional Board jurisdiction, none of which consist of jurisdictional wetlands, and approximately 0.12 acre of CDFW jurisdiction, none of which consists of vegetated riparian habitat and all of which consists of non-riparian, earthen ditch, at a minimum 1:1 mitigation-to-impact ratio through the purchase of rehabilitation, re-establishment, and/or establishment mitigation credits at the Riverpark Mitigation Bank. In the event that compensatory mitigation credits are not available from the Riverpark Mitigation Bank at the time of proposed work commencement, the Project Applicant shall enter into an agreement to purchase rehabilitation credits from the Santa Ana River Watershed In-Lieu Fee Program (SARW-ILFP) at a 2:1 mitigation-to-impact ratio. The compensatory mitigation shall consist of the rehabilitation of riparian habitat within the Santa Ana River Watershed.	Less than Significant
5.1.5: Cultural Resources (Historical and Archaeological Resources)	Historic, and/or archaeological resources	Due to past disturbance on site, any historical or	**MM Cultural 1**: If buried materials of potential historical,	During construction.	Project construction	Applicable.	None; Mitigation Measure MM Cultural 1 (as revised to reflect current	Less than significant.

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	may be accidentally discovered during grading and construction activities on the project site.	archaeological resources that may have been present on the site have since been destroyed or removed from the site. Notwithstanding, there is a remote chance that historical or archaeological resources may be uncovered during Project grading activities.	cultural or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed project, all ~~work~~ ground disturbance within 100 feet of the discovered cultural resources ~~in that area should~~ shall be halted or diverted. The Project Applicant shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the Project Applicant, the Project ~~until a qualified~~ Archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss ~~can evaluate~~ the ~~nature and~~ significance of the finds. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resources. Resource evaluations shall be limited to non-destructive analysis. Further ground-disturbing activities shall not resume within the area of the discovery until the appropriate treatment has been accomplished. ~~f the find is determined to be an historical or unique archaeological resource,~~		manager(s), County Archaeologist, Project Archaeologist, and Native American Tribal Representative.		County requirements) shall apply.	

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			~~as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines), avoidance or other appropriate measures shall be implemented~~.					
			MM Cultural 2: In the event of the accidental discovery or recognition of any human remains during excavation/construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been contacted and any required investigation or required Native American consultation has been completed. The developer/permit holder or any successor of interest shall comply with State Health and Safety Code Section 7050.5.	During construction.	Project construction manager(s).	Applicable.	**COA:** If human remains are found on this site, the developer/permit holder or any successor of interest shall comply with State Health and Safety Code Section 7050.5. In addition, Mitigation Measure MM Cultural 2 shall apply.	Less than significant.
			MM Cultural 3: A qualified archeologist and a tribal monitor from the Pechanga Tribe shall be present during all grading activities in that portion of the Project site located east of Harvill Avenue and north of Markham Street (i.e., Planning Area 6 and Planning Area 7) involving the initial ground disturbance and excavation of this portion of the project site.		.	.	None; Mitigation Measure MM Cultural 3 shall apply to all grading activities within the Building 19 site. Mitigation Measure MM Cultural 3 shall not apply to the proposed detention basin site, which is located within MFBCSP Planning Area 5.	Less than significant.
5.1.6: Energy	Impacts to energy were determined by the IS/NOP for EIR No. 466 to be less than significant.	With mandatory compliance with Title 24 Building Energy Efficiency Standards, Project impacts due to energy	No mitigation is required.	N/A	N/A	N/A	None.	Less than significant.

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		would be less than significant.						
5.1.7: Geology and Soils	Impacts to geology and soils were determined by the IS/NOP for EIR No. 466 to be less than significant.	With mandatory compliance with the CBC, Project-specific geotechnical study, and future soils reports required as part of future grading permit applications, Project impacts due to geology and soils would be less than significant.	No mitigation is required.	N/A	N/A	N/A	None.	Less than significant.
5.1.8: Greenhouse Gas Emissions	The issue of Greenhouse Gas (GHG) emissions was not evaluated in EIR No. 466.	The Project Applicant would be required to demonstrate as part of future building permit applications that the Project will achieve a minimum of 100 points per the Riverside County Climate Action Plan (CAP) and will implement CAP Measure R2-CE1.	EIR No. 466 did not identify any measures to address GHGs; however, Mitigation Measures MM Air 1, MM Air 2, MM Air 3, MM Air 8, and MM Air 9 would apply and would serve to reduce the Project's GHG emissions.	As specified for MM Air 2, MM Air 3, MM Air 8, and MM Air 9	As specified for MM Air 2, MM Air 3, MM Air 8, and MM Air 9	As specified for MM Air 2, MM Air 3, MM Air 8, and MM Air 9	**COA**: Prior to building permit issuance, the Project Applicant shall demonstrate that appropriate building construction measures shall apply to achieve a minimum of 100 points per Appendix D to the 2019 Riverside County Climate Action Plan (CAP) Update. The conceptual measures anticipated for the Project are listed in the Project's Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities (EIR Addendum Technical Appendix D). The conceptual measures may be replaced with other measures as listed in Technical Appendix D, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points per Appendix D to the Riverside County Climate Action Plan Update. **COA:** Prior to issuance of building permits, and in accordance with measure R2-CE1 of the County's Climate Action Plan Update, the proposed Project shall be required to offset its energy demand by 20 percent of the energy demand. This is	Less than significant.

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							anticipated to be accommodated through solar panels mounted on the building rooftops. The energy demand shall be determined at the initial building permit stage if the tenant/particular use is known at that time. If the tenant or particular use is not known at that time, this condition should be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as tenants may change. Utilizing the energy demand calculated, the appropriate amount of solar panels shall be included with the related building permits to ensure their installation and operation. As it relates to the initial building permit, the roof shall be designed to accommodate rooftop mounted solar panels.	
5.1.9: Hazards and Hazardous Materials (Hazardous Materials, evacuation plans, and fire hazards)	Impacts due to hazards and hazardous materials were determined by the IS/NOP for EIR No. 466 to be less than significant (with exception of airports, as discussed below).	The Project would not result in significant impacts due to the transportation, use, or storage of hazardous materials, and the Project site is not identified as having any Recognized Environmental Concerns (RECs). Additionally, the Project site does not serve as an evacuation route and is not located within or adjacent to a high fire hazard zone.	No mitigation is required.	N/A	N/A	N/A	None.	Less than significant
5.1.9: Hazards and Hazardous Materials (Airports)	Due to the project site's proximity to March Air Reserve Base, the project site is subject to potential noise impacts due to high single-event noise levels from airplanes flying over	On January 10, 2019, the ALUC found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain	**MM Airport 1**:All street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.	Review of electrical plan, prior to the issuance of building permits. Review of street improvement plans	Department of Building and Safety	Applicable.	**COA**: Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. **COA:** The following uses/activities are	Less than significant.

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	the project site. However, industrial, warehouse and distribution, and commercial/ retail land uses are not considered to be sensitive receivers and the impacts from these single-event noise levels are below the level of significance. The project site is subject to Part 77 height limitations and use restrictions that have been incorporated into the proposed project. Outdoor lighting could adversely affect pilots utilizing March Air Reserve Base at night.	conditions. These conditions would be imposed on the proposed Project by Riverside County as Conditions of Approval (COAs). With mandatory compliance with the ALUC COAs, which would be imposed by Riverside County as COAs for the proposed Project, the Project would not result in a safety hazards for people working in the Project area, and a less-than-significant impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact analyzed in EIR No. 466.		prior to issuance of building permits.	Transportation Department		not included in the proposed Project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan: (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator; (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport; (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area; and (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation **COA**: The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.	

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							COA: The following uses/activities are not included in the proposed Project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review: restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters. **COA:** The following notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice: *"This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. See Business and Professions Code Section 11010(b)(13)(A)."* **COA**: • The proposed detention basin shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm	

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							event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. **COA**: March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc. **COA**: Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL. **COA**: This Project has been evaluated for 347,672 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office, and manufacturing use will require an amended review by the Airport Land Use Commission. **COA**: The Project does not propose rooftop solar panels at this time. However, if the Project were to propose solar rooftop panels in the	

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							future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base. **COA**: The Federal Aviation Administration has conducted an aeronautical study of the proposed Project (Aeronautical Study No. 2018-AWP-17881-0E) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7 460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project. **COA**: The proposed buildings shall not exceed a height of 50 feet above ground level and a maximum elevation at top point of 1,600 feet above mean sea level. **COA**: The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission. **COA**: Temporary construction	

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							equipment used during actual construction of the structure(s) shall not exceed 50 feet in height and a maximum elevation of 1,600 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process. **COA**: Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part 11), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the Project is abandoned or a decision is made not to construct the applicable structures(s).	
5.1.10: Hydrology and Water Quality (Construction Water Quality)	Construction-related impacts to water quality would be potentially significant prior to mitigation.	Mandatory compliance with the NPDES, including the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), would ensure that impacts to water quality would be less than significant.	**MM Hydro 1**: In order to mitigate impacts related to water quality resulting from construction of the Majestic Freeway Business Center, the project proponent or their developer shall obtain coverage under the appropriate NPDES Construction Permit for Activities in the San Jacinto watershed through the Santa Ana Regional Water Quality Control Board prior to obtaining the grading permit. Each development within the project area will warrant its own coverage under the Construction Permit, unless otherwise determined by the Santa Ana Regional Water Quality Control Board.	Prior to the issuance of grading permits.	Department of Building and Safety	Applicable.	None; Mitigation Measure MM Hydro 1 shall apply.	Less than significant.

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5.1.10: Hydrology and Water Quality (Operational Water Quality)	Operational-related impacts to water quality would be potentially significant prior to mitigation.	With implementation of the Project's drainage plan as proposed, including the proposed detention/water quality basins, and with mandatory compliance with the Project's Water Quality Management Plan (WQMP), operational impacts to water quality would be less than significant.	**MM Hydro 2**: In order to mitigate impacts related to pollutant loading to receiving waters and/or increased erosion/siltation resulting from Specific Plan implementation, individual project proponents shall develop and implement a Water Quality Management Plan (WQMP). The WQMP will contain measures that will effectively treat all pollutants of concern and hydrologic conditions of concern, consistent with the County's approved WQMP developed in compliance with their MS4 permit.	Draft WQMP to be submitted prior to approval of each implementing development application. Final WQMP to be submitted prior to issuance of grading permits.	Department of Building and Safety	Applicable.	**PDF**: A Project-specific Preliminary WQMP was prepared for Plot Plan No. 180032. Additionally, Mitigation Measure MM Hydro 2 shall apply.	Less than significant.
5.1.10: Hydrology and Water Quality (Operational Water Quality)	Pollutants such as oil and grease, heavy metals, sediment, fertilizers and pesticides can be expected to be present in surface water runoff once project development occurs.	With implementation of the Project's drainage plan as proposed, including the proposed detention/water quality basin, and with mandatory compliance with the Project's Water Quality Management Plan (WQMP), operational impacts to water quality would be less than significant.	**MM Hydro 3**: To mitigate impacts related to water quality following development, individual project proponents will determine if coverage under the State's General Permit for Industrial Activities is necessary. This permit requires implementation of a SWPPP for certain types of industrial activities. The future building occupants of the structures proposed in this document may warrant coverage under the General Permit for Industrial Activities. Therefore, prior to issuance of the certificate of occupancy, building occupants shall determine whether or not coverage under the Industrial permit is warranted for their operations.	Prior to the issuance of grading permits. Prior to October 1 of each year following issuance of occupancy permits.	Department of Building and Safety. Regional Water Quality Control Board	Applicable.	None; Mitigation Measure MM Hydro 3 shall apply.	Less than significant.
5.1.10: Hydrology and Water Quality (Storm Drain Capacity)	Impacts due to increased runoff that has the potential to exceed the capacity of	Due to drainage infrastructure constructed as part of the	**MM Hydro 4**: To mitigate impacts related to exceedance of capacity of storm drain facilities,	Prior to the approval of implementing	Flood Control District	Applicable.	**PDF**: A Project-specific hydrology study was prepared for the Project and reviewed by the Riverside County	Less than significant.

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	downstream drainage facilities would be potentially significant prior to mitigation.	"Oakwood Business Park" (CFD 88-8) and with implementation of the Project's proposed drainage plan, including the proposed detention/bio-retention basin, impacts would be less than significant.	individual project proponents will be conditioned to construct a "fair share" of on-site storm drain infrastructure or to demonstrate that existing on-site facilities can effectively accommodate storm flows for the 100-year event.	development applications.			Flood Control and Water Conservation District (RCFCWCD), which demonstrates that Plot Plan No. 180032 would not exceed the capacity of existing or planned storm drains with installation of the proposed detention/water quality basins.	
5.1.11: Land Use and Planning	The IS/NOP prepared for EIR No. 466 determined that impacts to land use and planning would be less than significant.	The Project would not result in any direct or indirect impacts to land use and planning.	No mitigation is required.	N/A	N/A	N/A	Not applicable.	Less than significant.
5.1.12: Mineral Resources	The IS/NOP prepared for EIR No. 466 determined that impacts to mineral resources would be less than significant.	The Project would not result in any direct or indirect impacts to mineral resources.	No mitigation is required.	N/A	N/A	N/A	Not applicable.	No impact.
5.1.13: Noise	The increased traffic on roadways surrounding the project site will contribute to an overall increase in ambient noise levels in excess of 3dB (the increase in dB that is audible to the human ear) which is considered significant	Project traffic-related noise impacts would be less than significant with implementation of the proposed Project.	No mitigation measures are proposed to reduce or eliminate this impact and a Statement of Overriding Consideration would be required prior to project approval.	N/A	N/A	N/A	Traffic-related noise impacts associated with Plot Plan No. 180032 would be less than significant requiring no mitigation.	Significant direct and cumulative effects
	Construction of the project will result in a temporary significant increase in noise levels. Noise generated from the use of trucks, graders, bulldozers, concrete mixers, portable	Construction-related noise was determined to be less than 80 dBA and thus were concluded to be less than significant. With respect to	**MM Noise 1**: To reduce construction-related noise, site preparation, grading and construction activities within one-quarter mile of occupied residences shall be limited to those hours as set forth in	During project construction.	Building and Safety Department.	Applicable.	None; Mitigation Measure MM Noise 1 shall apply.	Less than significant.

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	generators, etc. can increase ambient noise levels to 75 to 105 dBA. Residents located to the west of the project site may be affected by construction noise. Construction and operation of the proposed project may result in increased noise levels that exceed Riverside County General Plan (RCIP) standards related to operational activities and Riverside County Ordinance No. 457 standards relative to construction noise.	operational noise, noise levels affecting nearby sensitive receptors was determined to be less than significant during both daytime and nighttime operations.	Section 1.G.1 of Riverside County Ordinance No. 457.					
			MM Noise 2: All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.	During project construction.	Building and Safety Department.	Applicable.	None; Mitigation Measure MM Noise 2 shall apply.	Less than significant.
			MM Noise 3: Construction staging areas shall not be located close to any occupied residence.	During project construction.	Building and Safety Department.	Applicable.	None; Mitigation Measure MM Noise 3 shall apply.	Less than significant.
			MM Noise 4: No combustion powered equipment, such as pumps or generators, shall be allowed to operate within 500 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.	During project construction.	Building and Safety Department.	Applicable, unless it can be demonstrated noise impacts would be less than significant.	None; Mitigation Measure MM Noise 4 shall apply.	Less than significant.
			MM Noise 5: The following sound barriers shall be constructed along the project's perimeter at the locations and the heights indicated. • An 8-foot high separation wall between project parcels adjacent to any existing residential uses, if daytime trucking activity occurs within 200 feet of the property line. • A 12-foot perimeter barrier shall be required if nighttime (10:00 p.m. to 7:00 a.m.) loading dock materials handling activities are conducted within 300 feet of any residence. If nighttime trucking activities are conducted simultaneously with the operation of the loading dock, the 12-foot high	NOT APPLICABLE TO PP No. 180032			**PDF**: In accordance with Mitigation Measure MM Noise 5, a Project-specific Noise Impact Analysis was prepared, which demonstrates that the Project would not expose nearby residential receptors to noise levels exceeding the County's daytime (55 dBA CNEL) or nighttime (45 dBA CNEL) noise level limit. As such, Mitigation Measure MM Noise 5 shall no longer apply to Plot Plan No. 180032.	Less than significant.

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			barrier shall be required if such combination activities occur within 600 feet of an existing home. These wall heights can be reduced by performing a subsequent acoustical analysis after the final grading plan is complete.					
			MM Noise 6: No nighttime loading/unloading shall occur within 100 feet of any residence. No combined trucking movements and unloading/loading shall occur within 200 feet of any residence from 10:00 p.m. to 7:00 a.m.	NOT APPLICABLE TO PP No. 180032			**PDF**: In accordance with Mitigation Measure MM Noise 5, a Project-specific Noise Impact Analysis was prepared, which demonstrates that the Project would not expose nearby residential receptors to operational noise levels exceeding the County's daytime (55 dBA Leq) or nighttime (45 dBA Leq) noise level limits. Moreover, truck docking areas proposed as part of the Project would be located more than 200 feet from any residence. As such, Mitigation Measure MM Noise 6 shall not apply to the proposed Project.	Less than significant.
5.1.14: Paleontological Resources	Impacts to paleontological resources were determined by the IS/NOP for EIR No. 466 to be less than significant.	Due to past disturbances on site, any possible paleontological resources that may have existed on the Project site would have been removed or destroyed as part of past grading on site. Notwithstanding, the Project would be subject to the County's standard conditions of approval for projects located in areas with "High" paleontological sensitivity.	No mitigation is required.	N/A	N/A	N/A	**COA**: Prior to the issuance of grading permits, the Project Applicant shall retain a qualified paleontologist approved by the County to create and implement a Project-specific plan for monitoring site grading/earthmoving activities (Project paleontologist). The Project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the	Less than significant.

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							County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows: 1. Description of the proposed site and planned grading operations. 2. Description of the level of monitoring required for all earth-moving activities in the Project area. 3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring. 4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens. 5. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery. 6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays. 7. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. 8. Procedures and protocol for collecting and processing of samples and specimens. 9. Fossil identification and curation procedures to be employed.	

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							10. Identification of the permanent repository to receive any recovered fossil material. (Pursuant the County "SABER Policy," paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet.) A written agreement between the property owner/developer and the repository must be in place prior to site grading. 11. All pertinent exhibits, maps and references. 12. Procedures for reporting of findings. 13. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution. All reports shall be signed by the Project paleontologist and all other professionals responsible for the report's content (e.g. Project Geologist), as appropriate. One original signed copy of the report(s) shall be	

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							submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the Project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the Project Applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a Project paleontologist for the in-grading implementation of the PRIMP.	
5.1.15: Population and Housing	Impacts to population and housing were determined by the IS/NOP for EIR No. 466 to be less than significant.	The proposed Project would not displace substantial numbers of people or housing; would not create a substantial demand for additional housing; would not adversely affect a County Redevelopment Project Area; would not exceed regional or local population projections; and would not induce substantial population growth. Impacts to population and housing would be less than significant.	No mitigation is required.	N/A	N/A	N/A	Not applicable.	Less than significant
5.1.16: Public Services	The construction of the project could necessitate the provision of new, expanded, or physically-altered sheriff and fire services and the need for new fire facilities, which may have a significant impact on the environment, in order to maintain acceptable service ratios,	Consistent with the findings of EIR No. 466, although the Project has the potential to result in impacts to fire protection services, police protection services, schools, libraries, and health services, impacts would be less than significant with mandatory payment	No mitigation is required.	N/A	N/A	N/A	**RR**: The Project Applicant shall pay appropriate fees pursuant to Riverside County Ordinance No. 659 prior to occupancy permits. **RR**: The Project Applicant shall pay appropriate fees to the Val Verde Unified School District pursuant to Senate Bill 50 and the school impact fees adopted at the time of occupancy permits.	Less than significant

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	response times, or other performance objectives. Since the precise location of the fire station has not been determined, an evaluation of the potential environmental impacts related to fire station construction would be too speculative and therefore the potential physical and environmental impacts of the new fire station were not evaluated by EIR No. 466. Nevertheless, the potential impacts resulting from the construction of this fire station will be determined through a separate environmental review pursuant to the provisions of the California Environmental Quality Act once a site has been chosen. The project proponent will be required to pay fair share fees pursuant to Riverside County Ordinance No. 659.6 which mitigate the costs associated with the project's impact on public services (including fire and sheriff services) relative to the project's size and expected demand on said services. Payment of these fees will reduce the project's impact on public services to below the level	of DIF fees and SB 18 fees.						

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	of significance.							
5.1.17: Recreation	Impacts to recreation were determined by the IS/NOP for EIR No. 466 to be less than significant.	Aside from proposed 8-foot wide community trails along Seaton Avenue and Harvill Avenue, no recreational facilities are proposed by or required for the proposed Project. Impacts associated with trail construction are evaluated throughout the EIR Addendum which concludes impacts would be less than significant or would be reduced to less-than-significant levels with the incorporation of mitigation measures from EIR No. 466 or applicable regulatory requirements.	No mitigation is required.	N/A	N/A	N/A	None.	Less than significant
5.1.18: Transportation	The proposed project will cause Level of Service (LOS) thresholds on area roadways to be exceeded.	The proposed Project would result in less-than-significant impacts to study area facilities.	**MM Trans 1**: Construct full width improvements of Harvill Avenue at its ultimate cross-section as a major highway (118' right-of-way) through the project.	Road improvement plans for each implementing development project to be submitted prior to the issuance of that project's grading permits. Road improvements for each implementing development project to be completed prior to the issuance of a certificate of occupancy for that project.	Transportation Department Transportation Department	Applicable.	**PDF**: The Project Applicant proposes to dedicate an additional 9 feet along the Project's frontage with Harvill Avenue, although this roadway already is fully improved along the site's frontage, with exception of the proposed community trail. Thus, the Project would implement its portion of Mitigation Measure MM Trans 1.	Less than significant.

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			MM Trans 2: Construct partial width improvements of southerly side of Nandina Avenue at its ultimate cross-section as a secondary highway (100' right-of-way) fronting the project boundary line.	NOT APPLICABLE TO PP No. 180032			The Project site does not front along Nandina Avenue, which is located approximately 0.7 mile north of the Project site. Thus, Mitigation Measure MM Trans 2 is not applicable to the proposed Project.	Less than significant.
			MM Trans 3: Construct partial width improvements of Oleander Avenue at its ultimate cross-section as an urban arterial (152' right-of-way) fronting the project boundary line.	NOT APPLICABLE TO PP No. 180032			The Project site does not front along Oleander Avenue (now named Harley Knox Boulevard), which is located approximately 0.5 mile north of the Project site. Thus, Mitigation Measure MM Trans 3 is not applicable to the proposed Project.	Less than significant.
			MM Trans 4: Construct partial width improvements of Old Oleander Avenue at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.	NOT APPLICABLE TO PP No. 180032			The Project site does not front along Old Oleander Avenue, which is located approximately 0.25 mile north of the Project site. Thus, Mitigation Measure MM Trans 4 is not applicable to the proposed Project.	Less than significant.
			MM Trans 5: Construct full width improvements of Markham Street at its ultimate cross-section as a secondary highway (100' right-of-way) through the project.	NOT APPLICABLE TO PP No. 180032			These improvements have been constructed. Thus, Mitigation Measure MM Trans 5 is not applicable to the proposed Project.	Less than significant.
			MM Trans 6: Construct partial width improvements of Martin Street at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.	NOT APPLICABLE TO PP No. 180032			The Project site does not front along Martin Street, which is located approximately 0.5 mile south of the Project site. These improvements have been partially constructed, while the remaining portions would be improved in conjunction with buildout of MFBCSP Planning Area 3. Thus, Mitigation Measure MM Trans 6 is not applicable to the proposed Project.	Less than significant.
			MM Trans 7: Construct partial width improvements of easterly side of Seaton Avenue at its ultimate cross-section as a secondary highway (100' right-	Road improvement plans for each implementing development project to be	Transportation Department	Applicable.	Seaton Avenue along the detention basin site's frontage already is improved along the frontage to provide 28-feet of drive aisles. The Project only would result in the	Less than significant.

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			of-way) fronting the project boundary line.	submitted prior to the issuance of that project's grading permits. Road improvements for each implementing development project to be completed prior to the issuance of a certificate of occupancy for that project.	Transportation Department		construction of an 8-foot wide community trail along this segment of Seaton Avenue.	
			MM Trans 8: Construct partial width improvements of northerly side of Cajalco Expressway at its ultimate cross-section as an Expressway (184' right-of-way) fronting the project boundary line.	NOT APPLICABLE TO PP No. 180032			The Project site does not front along Cajalco Expressway, which is located approximately 0.8 mile south of the Project site. Improvements to Cajalco Expressway would occur in conjunction with buildout of MFBCSP Planning Area 2. Thus, Mitigation Measure MM Trans 8 is not applicable to the proposed Project.	Less than significant.
			MM Trans 9: Install Traffic Signal at intersection of Harvill Avenue and Oleander Avenue using the following geometrics: Northbound: One free right turn lane. One shared through and left turn lane. One left turn lane. Southbound: One shared through and right turn lane. One left turn lane. Eastbound: One shared through and right turn lane. Two through lanes. One left turn lane Westbound: One shared through and right turn lane. Two	NOT APPLICABLE TO PP No. 180032			The required improvements to the intersection of Harvill Avenue and Oleander Avenue (Harley Knox Boulevard) have been constructed, and the Project would not result in any impacts to this intersection. Accordingly, Mitigation Measure MM Trans 9 is not applicable to the proposed Project.	Less than significant.

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			through lanes. Two left turn lanes.					
			MM Trans 10: Install Traffic Signal at intersection of Harvill Avenue and Markham Street using the following geometrics: Northbound: One right turn lane. Two through lanes. One left turn lane. Southbound: One right turn lane. Two through lanes. One left turn lane. Eastbound: One right turn lane. Two through lanes. One left turn lane. Westbound: One right turn lane. Two through lanes. One left turn lane.	Prior to issuance of certificate of occupancy.	Transportation Department	Applicable	Improvements required by this mitigation measure are anticipated to be implemented in conjunction with Plot Plan Nos. 180038 and/or 190003. In the event that construction does not occur, then the following condition of approval shall apply: **COA:** Prior to final building inspection, in the event that the intersection of Harvill Avenue and Markham Street is not improved in accordance with EIR No. 466 Mitigation Measure MM Trans 10, then the Project Applicant shall make a fair-share contribution towards the cost of improving this intersection. The Project's fair share amount is 12.3%.	Less than significant.
			MM Trans 11: Install Traffic Signal at intersection of Harvill Avenue and Martin Street using the following geometrics: Northbound: One shared through and right turn lane. One through lane. One left turn lane. Southbound: One shared through and right turn lane. One through lane. One left turn lane. Eastbound: One right turn lane. One shared left turn and through lane. Westbound: One shared left, through, and right turn lane	NOT APPLICABLE TO PP No. 180032			With exception of the traffic signal, the improvements required by Mitigation Measure MM Trans 11 have been completed. Because this intersection is no longer planned to have an eastern leg, a traffic signal is no longer necessary. Thus, the remaining portions of Mitigation Measure MM Trans 11 are not applicable to the proposed Project.	Less than significant.
			MM Trans 12: Install Traffic Signal at intersection of Seaton Avenue and Cajalco Expressway	Prior to issuance of certificate of occupancy.	Transportation Department	Applicable.	Improvements required by this mitigation measure are anticipated to be implemented in conjunction with	Less than significant.

Impact Category	EIR No. 466 Impact (Per the EIR No. 466 MMP)	Plot Plan No. 180032 Finding	EIR No. 466 Mitigation Measure	EIR No. 466 Mitigation Implementation Timing	Responsible Party for Mitigation	Applicability of EIR No. 466 Mitigation to Plot Plan No. 180032	Conditions of Approval (COA), Regulatory Requirements (RR), and Project Design Features (PDF) Applicable to Plot Plan No. 180032	EIR No. 466 Level Of Significance After Mitigation
			using the following geometrics: Northbound: One left turn lane. Two through lanes. One right turn lane. Southbound: One left turn lane. Two through lanes. One right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane.				Plot Plan No. 180028. In the event that construction does not occur, then the following condition of approval shall apply: **COA:** Prior to final building inspection, in the event that the intersection of Seaton Avenue and Cajalco Expressway is not improved in accordance with EIR No. 466 Mitigation Measure MM Trans 12, then the Project Applicant shall make a fair-share contribution towards the cost of improving this intersection. The Project's fair share amount is 4.6%.	
			MM Trans 13: Install Traffic Signal at intersection of Harvill Avenue and Cajalco Expressway using the following geometrics: Northbound: One left turn lane. Two through lanes. One free right turn lane. Southbound: Two left turn lanes. Two through lanes. One right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane.	Prior to issuance of certificate of occupancy.	Transportation Department	Applicable.	Improvements required by this mitigation measure are anticipated to be implemented in conjunction with Plot Plan No. 180028. In the event that construction does not occur, then the following condition of approval shall apply: **COA:** Prior to final building inspection, in the event that the intersection of Harvill Avenue and Cajalco Expressway is not improved in accordance with EIR No. 466 Mitigation Measure MM Trans 12, then the Project Applicant shall make a fair-share contribution towards the cost of improving this intersection. The Project's fair share amount is 6.8%.	Less than significant.
			N/A	N/A	N/A	--	The following regulatory requirements/ conditions of approval related the transportation and traffic shall apply to the proposed Project, and would address the Project's cumulatively-considerable impacts to traffic: **RR**: The Project Applicant shall contribute Development Impact Fees (DIF) pursuant to Riverside County Ordinance No. 659.	N/A

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							RR: The Project Applicant shall contribute fees towards the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program pursuant to Riverside County Ordinance No. 824.	
	According to the RCIP Circulation Element there are plans to construct a Class I Bike trail along the ultimate buildout of Cajalco Expressway. However, because there are no details on exactly where the trail will be located, it cannot be determined at this time if the project proponent will be required to construct the bike trail.	Aside from the proposed 8-foot wide community trails along Seaton Avenue and Harvill Avenue, there are no public transit, bikeways, or pedestrian facilities planned in the Project area, and the Project would not decrease the performance of any facilities promoting transit, bikeways, or pedestrian facilities.	No mitigation is required.	N/A	N/A	N/A	Aside from the proposed 8-foot wide community trails, roadways abutting the Project site are not planned for development with bole trails.	Less than significant.
5.1.19: Tribal Cultural Resources	EIR No. 466 did not specifically evaluate impacts to Tribal Cultural Resources, although impacts to Cultural Resources as disclosed by EIR No. 466 are addressed above.	Due to past disturbance on site, any tribal cultural resources that may have been present on the site have since been destroyed or removed from the site. Notwithstanding, there is a remote chance that historical or archaeological resources may be uncovered during Project grading activities.	N/A	As specified for Mitigation Measures MM Cultural 1 and MM Cultural 2	As specified for Mitigation Measures MM Cultural 1 and MM Cultural 2	--	Mitigation Measures MM Cultural 1 and MM Cultural 2 shall apply (as presented above).	N/A
5.1.20: Utilities and Service Systems	The proposed project is expected to consume 0.236 million gallons of water per day (mgd) which is 2.4% of Perris Water Filtration plant and not considered significant.	Aside from minor connections to existing facilities in surrounding roadways, the Project would not require extensive off-site improvements for water service. Additionally, the	No mitigation is required.	N/A	N/A	N/A	None.	Less than significant

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		Project would result in a substantial decrease in the amount of building area on site and associated demand for water as compared to what was evaluated and disclosed by EIR No. 466. Moreover, mandatory compliance with applicable regulations adopted since 2005 would ensure that the Project's water consumption would be less than was evaluated in EIR No. 466. Furthermore, the Project is fully within the assumptions made by the UWMP, which concluded that EMWD would have adequate supplies to meet existing and projected demands from existing and planned resources during normal, dry, and multiple dry-year conditions.						
	The proposed project is expected to generate 0.5525 mgd of wastewater. The project will contribute 5.0% of Eastern Municipal Water District's Perris Valley Regional Water Reclamation Facility (PVRWRF) daily capacity and 0.55% of its planned capacity. The proposed project will not necessitate the construction or expansion of sewage	Aside from minor connections to existing facilities in surrounding roadways, the Project would not require extensive off-site improvements for sewer service. Adequate capacity exists at the PVRWRF to serve the Project's projected demand in addition to the EMWD's existing	No mitigation is required.	N/A	N/A	N/A	None.	Less than significant

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	treatment facilities in and of itself. Therefore, the project's impact is considered less than significant.	commitments.						
	Wastewater from the proposed project will not exceed the sewage capacity of Eastern Municipal Water District current sewer facilities considering other projected demands and commitments. When the project's 0.5525 mgd is added to existing demand, the total will be 8.2525 mgd of the plant's current capacity of 11 mgd (which will be expanded to 22 mgd at the end of 2010). Although the total amount of wastewater generated by the proposed project will be well within the capacity of the PVRWRF by the time that development of the proposed project is completed; there is the potential that prior to the expansion of the facility's capacity at the end of 2010 that EMWD will be required to reduce the wastewater diversions from elsewhere within the District to the PVRWRF. However, because EMWD's wastewater diversions are operational decisions, the amount that is diverted to the PVRWRF is variable. There is sufficient capacity in EMWD's other	According to information available from the EMWD, the PVRWRF has a current capacity of 22 million gallons per day (gpd), and receives typical daily flows of 13.8 million gpd. The ultimate planned capacity at the PVRWRF is 100 million gpd. At buildout the Project would generate approximately 32,980 gpd of wastewater (19.4 acres × 1,700 gpd/acre = 32,980 gpd). The Project's daily generation of wastewater represents 0.4% of the available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF would be 8.2 million gpd. Accordingly, adequate capacity exists at the PVRWRF to serve the Project's projected demand in addition to the EMWD's existing commitments.	No mitigation is required.	N/A	N/A	N/A	None.	Less than significant

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	wastewater treatment facilities to accommodate any additional wastewater flows sent to them whenever diversions from other parts of the District to the PVRWRF are reduced. Overall, EMWD has sufficient capacity to treat all wastewater generated by the proposed project, both during project phasing and after project build out. Therefore, no significant impact upon EMWD's ability to treat wastewater will occur.							
	Construct-related solid waste is estimated to constitute approximately 0.033-0.039% of annual capacity of county landfills and is therefore not considered significant. Operational-generated solid waste is expected to constitute approximately 0.195-0.259% of annual county landfill capacity. Therefore, impacts related to landfill capacity are considered less than significant. However, the mitigation measures listed will further reduce the project's impact on county solid waste facilities.	The 12.5 tpd that would be generated by the Project would represent 0.08% of the daily capacity of the El Sobrante Landfill, 0.25% of the daily capacity at the Lamb Canyon Landfill, and 0.26% of the daily capacity at the Badlands Landfill. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities for the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill, it is anticipated that these regional facilities would have sufficient daily capacity to accept solid waste	**MM Utilities 1**: The applicant shall submit a Recyclables Collection and Loading Area plot plan to the Riverside County ~~Waste Management~~ Department of Waste Resources (DWR) for each implementing development. The plans are required to conform to the ~~Waste Management Department's~~ DWR's Design Guidelines for Recyclables Collection and Loading Areas. Prior to final building inspection, the applicant is required to construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County ~~Waste Management Department~~ DWR, and verified by the Riverside	Prior to the issuance of building permits. Prior to the issuance of certificate of occupancy.	~~Waste Management~~ Department of Waste Resources. ~~Waste Management~~ Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 1 shall apply.	Less than significant.

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		generated by the Project. As such, the Project's impacts due to solid waste would be less than significant.	County Building and Safety Department through site inspection.					
			MM Utilities 2: In addition to solid waste dumpsters, the project development will include recycling containers for aluminum cans, glass, plastics, paper and cardboard.	Prior to the issuance of certificate of occupancy.	~~Waste Management~~ Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 2 shall apply.	Less than significant.
			MM Utilities 3: The project development will recycle construction and demolition (C&D) waste generated during construction activities.	Prior to the issuance of certificate of occupancy.	~~Waste Management~~ Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 3 shall apply.	Less than significant.
			MM Utilities 4: The property owner shall require landscaping contractors to practice grass recycling and/or grass composting to reduce the amounts of grass material in the waste stream.	Prior to the issuance of certificate of occupancy.	~~Waste Management~~ Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 4 shall apply.	Less than significant.
			MM Utilities 5: The property owner shall require landscaping contractors to use mulch and/or compost for the development and maintenance of project site landscaped areas.	Prior to the issuance of certificate of occupancy.	~~Waste Management~~ Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 5 shall apply.	Less than significant.
5.1.21: Wildfire	Impacts due to wildfire were determined by the IS/NOP for EIR No. 466 to be less than significant.	The Project site is not identified as being susceptible to wildfires and is not located adjacent to land use that pose a high fire risk, Project impacts due to wildfire would be less than significant.	No mitigation is required.	N/A	N/A	N/A	None.	Less than significant.