

# Placentia Logistics Project

## Initial Study/Mitigated Negative Declaration

Prepared for:

Riverside County  
4080 Lemon Street  
12th Floor  
Riverside, CA 92501

June 2020

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## Initial Study and Mitigated Negative Declaration

### **Prepared for:**

Riverside County  
4080 Lemon Street, 12th Floor  
Riverside, CA 92501

### **Prepared by:**

Applied Planning, Inc.  
11762 De Palma Road, 1-C 310  
Corona, CA 92883

**June 2020**

# **1.0 INTRODUCTION**

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## 1.1 DOCUMENT PURPOSE AND SCOPE

This Initial Study/Mitigated Negative Declaration (IS/MND) addresses potential environmental impacts associated with construction and operation of the proposed Placentia Logistics Project (Project). The Project proposes construction and operation of approximately 274,190 square feet of light industrial/warehouse uses within an approximately 11.80-acre site (gross), located within the Mead Valley area of Riverside County.

This IS/MND was prepared pursuant to *CEQA Guidelines* Section 15070 et seq. Although this IS/MND was prepared with consultant support, all analysis, conclusions, findings and determinations presented in the IS/MND fully represent the independent judgment and position of the County of Riverside (County), acting as Lead Agency under CEQA. In accordance with the provisions of CEQA, as the Lead Agency, the County is solely responsible for approval of the Project. As part of the decision-making process, the County is required to review and consider the Project's potential environmental effects.

*CEQA Guidelines* Article 6<sup>1</sup> discusses the Mitigated Negative Declaration Process, which is applicable to the Project. Article 6 states in pertinent part:

“A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

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<sup>1</sup> Title 14. California Code of Regulations, Chapter 3. *Guidelines for Implementation of the California Environmental Quality Act*, Article 6. *Negative Declaration Process*.

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

As supported by the Initial Study presented herein, the County has determined that the Project may result in or cause potentially significant effects. However, compliance with existing policies, plans and regulations, revisions to the Project plans, together with design features and mitigation measures incorporated in the proposal would avoid the effects or mitigate the effects to levels that would be less-than-significant. The County has consequently determined that a Mitigated Negative Declaration is appropriate for the Project.

This IS/MND is intended to be an informational document, providing the County’s decision-makers, other public agencies, and the public with an objective assessment of the potential environmental impacts that could result from implementation of the proposed Project.

## 1.2 DOCUMENT ORGANIZATION

This IS/MND includes the following sections.

- Introduction: This Section (1.0) describes the format of the IS/MND and provides summary findings of the environmental analysis.
- Project Description: This Section (2.0) describes the Project and its objectives and outlines the existing regulations that will affect development of the Project.
- Environmental Assessment/Initial Study: This Section (3.0) presents the Project Environmental Assessment/Initial Study Checklist and responses to topical environmental questions posed within the Checklist. Within the IS Checklist, answers provided are substantiated qualitatively in all instances, and quantitatively where appropriate. Under topical issues where the Project would have no impact or impacts would be less-than-significant, no mitigation is required. In instances where impacts are determined to be “less-than-significant with mitigation incorporated,” mitigation measures are proposed that would reduce potentially significant environmental impacts to levels that would be less-than-significant. The Environmental Assessment Form at Item IV. *Determination* presents the Lead Agency’s findings regarding the appropriate CEQA environmental documentation for the Project.

## 1.3 INTENDED USE OF THIS IS/MND

The County is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for consideration of Project discretionary actions and associated permitting. As the Lead Agency, the County is also responsible for analyzing the Project’s potential environmental impacts.

The Lead Agency will employ this IS/MND in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the Project.

This IS/MND may also be used by various Responsible Agencies, e.g., Air Quality Management District(s), Regional Water Quality Control Board(s), *et al.*; as well as utilities and service providers when such entities issue discretionary permits necessary to carry out the Project. For example, if this Project would require discretionary permits from the South Coast Air Quality Management District (SCAQMD), this IS/MND would serve as the environmental assessment for such permits (please refer to CEQA *Guidelines*, Section 15050).

In employing this IS/MND, the County and other agencies need to recognize that Project plans and development concepts identified herein are just that – plans and concepts that are subject to refinement as the Project is further defined. Acknowledging the potential for these future minor alterations to the Project, this IS/MND in all instances evaluates maximum impact scenarios that would likely account for these minor alterations. Notwithstanding, at the discretion and direction of the County, future modifications to the Project described herein may warrant additional environmental evaluation.

#### **1.4 DISPOSITION OF THIS DOCUMENT**

This IS/MND will be circulated by the County for a minimum of 20 days, to allow for public and agency review. Comments received on the IS/MND will be considered by the County in their review of the Project. The public is encouraged to contact the County for questions regarding the CEQA process and the Project. Comments on the IS/MND may be sent to:

Riverside County  
Planning Department, Attention: Mr. Darren Edgington  
4080 Lemon Street, 12th Floor  
Riverside, CA 92501

## **2.0 PROJECT DESCRIPTION**

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### 2.1 OVERVIEW

The Placentia Logistics Project (Project) proposes construction and operation of a single building of approximately 274,190 square feet accommodating warehouse/general light industrial uses within an approximately 11.80-acre site (gross). Approximately 233,062 square feet, or 85 percent of the total building area would be allocated for high-cube transload/short-term storage warehouse (without cold storage) use. The remaining approximately 41,128 square feet or 15 percent of the total building area, would be allocated for general light industrial uses. The Project site is located at the northwest corner of the intersection of Harvill Avenue (N – S) at Placentia Avenue (E – W), within the Mead Valley area of Riverside County. Please refer to Figure 2.1-1 *Project Site Location*.

### 2.2 EXISTING LAND USES

- **Project Site:** The Project site comprises 8 parcels: Assessor Parcel Numbers (APNs) 317-240-017, -019, -020, -021; 317-240-028, -029; 317-240-039; and 317-240-041. Westerly portions of the Project site (APNs 317-240-028, -029; 317-240-039; 317-240-041) are vacant disturbed properties.
- Easterly portions of the Project site (APNs 317-240-017, -019, -020, and -021, approximately 4 acres) are developed with 4 single-family homes (one each per parcel). Within the Project site, Sharon Ann Lane (N – S), provides access to these 4 residences. All existing residences and any ancillary structures within the Project site will be demolished as part of the Project. Sharon Ann Lane will be vacated under the Project Parcel Map.
- **North:** Properties are developed with warehouse uses.



NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

----- Project Site Boundary

Figure 2.1-1  
Project Location/Vicinity Land Uses

- **South:** Placentia Avenue comprises the Project site southerly boundary. South of Placentia Avenue properties are predominantly vacant disturbed properties. A single-family residential use exists opposite the westerly portions of the Project site, across Placentia Avenue.
- **West:** Vacant disturbed properties (proposed for development of warehouse uses, i.e., Barker Logistics, LLC Industrial Warehouse Building Project).
- **East:** Harvill Avenue comprises the Project site easterly boundary. East of Harvill Avenue are vacant disturbed properties.

Existing land uses are illustrated at Figure 2.2-1.

## 2.3 EXISTING LAND USE DESIGNATIONS

### 2.3.1 General Plan and Mead Valley Area Plan Land Use Designations

The County of Riverside General Plan (General Plan) and associated Area Plans guide land use and planning throughout the County of Riverside (County). The General Plan establishes policies and land use plans applicable to all unincorporated County areas. The subordinate Area Plans establish focused policies and land use plans responding to specific aspects and attributes of local County regions.

Countywide land use policies and land use plans are presented at General Plan Chapter 3 *Land Use Element*. More focused policies and land use plans, including various local Overlays, Policy Areas, and Specific Plans are found in the individual Area Plans. The Project site is located in the Mead Valley Area Plan (MVAP, Area Plan).

The existing General Plan Land Use designation and MVAP Land Use designation of the Project site is “Business Park” (BP). The Project does not propose or require amendment of the County General Plan, amendment of the MVAP, or amendment of any MVAP Overlay, Policy Area, or Specific Plan. County General Plan documents

including the General Plan Land Use Element and Mead Valley Area Plan can be accessed at: <https://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx>

### **2.3.2 Zoning Designation**

County of Riverside Ordinance 348 (Zoning Ordinance) implements the General Plan Land Use Plan in a manner that promotes compatible land use relationships and minimizes potential land use conflicts. The Zoning Ordinance establishes various Zoning Districts and intent of each District, identifies a range of uses that are permitted or conditionally permitted within each District, and articulates procedures and development standards that regulate land uses and development within each District. The County Zoning Ordinance can be accessed at: <https://www.countyofriverside.us/Portals/0/Documents/Marijuana%20Docs/Ord%20348.pdf?ver=2016-11-28-120743-143>

Existing zoning designations of the Project site are: Light Agricultural (A-1-1), Rural Residential (R-R-1), and Manufacturing-Service Commercial (M-SC). To allow for the Project land uses and development concepts, a Zone Change (ZC) is proposed, designating the entire Project site as M-SC. The zone change will result in no net loss in residential capacity as the four existing single-family homes uses have already been removed from the County's housing inventory and are under the control of the applicant.

The Project land use and development concept are permitted or conditionally permitted under the proposed M-SC Zoning designation. Portions of the Project site along Harvill Avenue are also located within the "A" Street Corridor Specific Plan (County SP #100). The "A" Street Corridor Specific Plan addresses only the alignment and design of Harvill Road. The "A" Street Corridor Specific Plan does not establish land use information (MVAP, p. 32). The Project does not propose or require amendment of the "A" Street Corridor Specific Plan.

General Plan Land Use Designations; Area Plan Land Use Designations, including applicable Overlay, Policy Area, or Specific Plan Designations; and Zoning

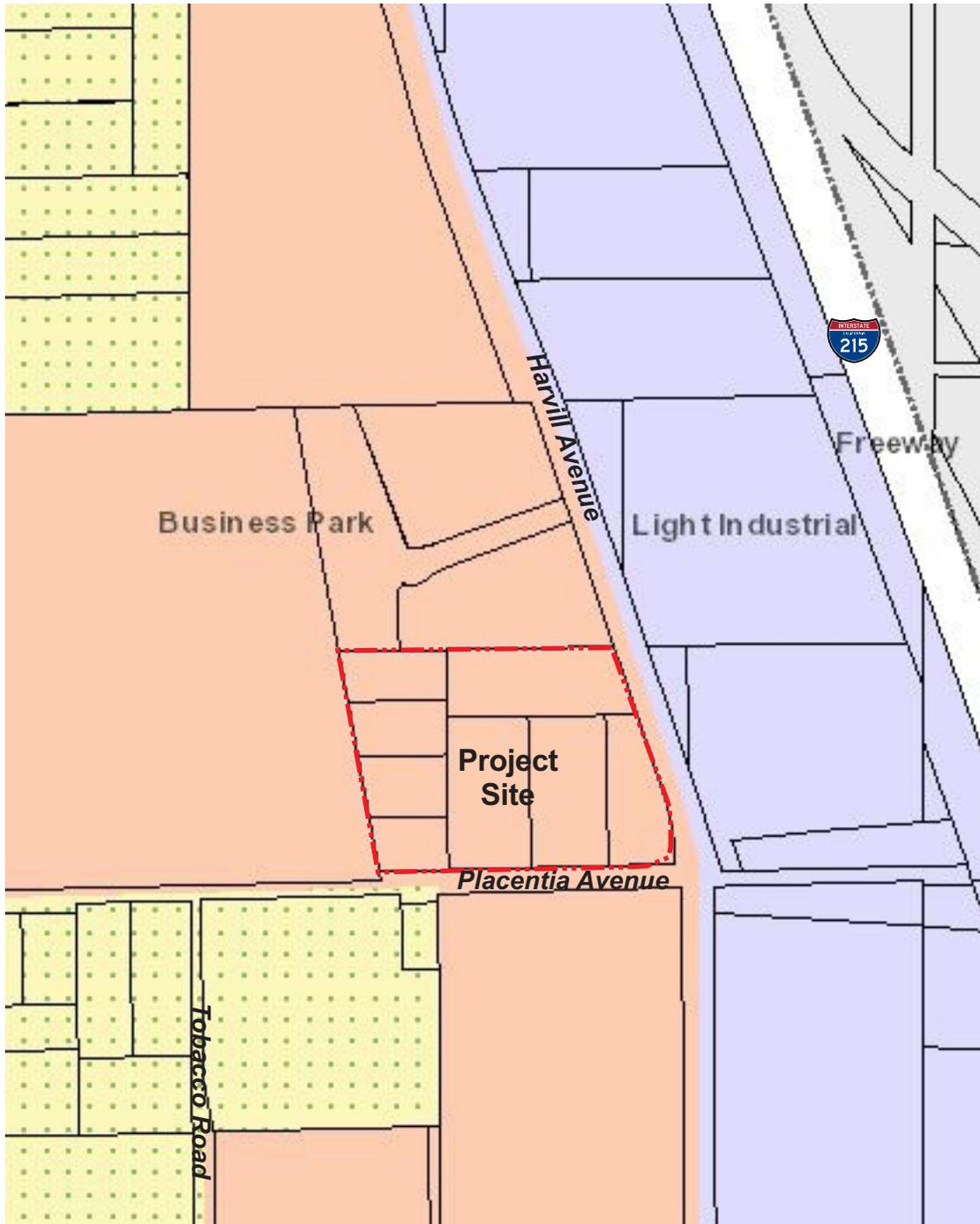
Designations of the Project site and adjacent properties are summarized at Table 2.3-1. Unless otherwise noted, existing and proposed designations under the Project are the same. General Plan Land Use Designations are illustrated at Figure 2.3-1. Zoning designations are presented at Figure 2.3-2.

**Table 2.3-1  
Existing and Proposed Land Use Designations**

	<b>General Plan Land Use Designations</b>	<b>MVAP Land Use Designations</b> (Overlay, Policy Area, Specific Plan Designation[s])	<b>Zoning Designations</b>
<b>Project Site</b>	<b>Business Park</b>	<b>Business Park</b> (Overlay: N/A; Policy Area(s): March Joint Air Reserve Influence Area; Mt. Palomar Nighttime Lighting Policy Area; Specific Plan: Areas east of Sharon Lane are located within the "A" Street Corridor Specific Plan, County SP #100*)	<b>Existing:</b> Light Agricultural (A-1-1), Rural Residential (R-R-1), and Manufacturing-Service Commercial (M-SC). <b>Proposed:</b> Manufacturing-Service Commercial (M-SC).
<b>North</b>	<b>Business Park</b>	<b>Business Park</b> (Overlay: N/A; Policy Area(s): March Joint Air Reserve Influence; Area; Mt. Palomar Nighttime Lighting Policy Area; Areas along Harvill Avenue are located within the "A" Street Corridor Specific Plan, County SP #100*)	M-SC
<b>South</b> (across Placentia Avenue)	<b>Business Park, Low Density Residential</b>	<b>Business Park, Rural Community - Very Low Density Residential</b> (Overlay: N/A; Policy Area(s): March Joint Air Reserve Influence Area; Mt. Palomar Nighttime Lighting Policy Area; Areas along Harvill Avenue are located within the "A" Street Corridor Specific Plan, SP #100*)	M-SC, R-R-1
<b>East</b> (across Harvill Ave.)	<b>Light Industrial</b>	<b>Light Industrial</b> (Overlay: N/A; Policy Area(s): March Joint Air Reserve Influence Area; Mt. Palomar Nighttime Lighting Policy Area; Specific Plan: Areas along Harvill Avenue are located within the "A" Street Corridor Specific Plan, SP #100*)	M-SC
<b>West</b>	<b>Business Park</b>	<b>Business Park</b> (Overlay: N/A; Policy Area(s): March Joint Air Reserve Influence Area; Mt. Palomar Nighttime Lighting Policy Area; Specific Plan: N/A)	Industrial Park (I-P), M-SC

**Sources:** County of Riverside General Plan; Mead Valley Area Plan, Riverside County Geographic Information Services (GIS).

**Notes:** \* The "A" Street Corridor Specific Plan (SP #100) provides only for alignment and design of Harvill Avenue. This Specific Plan does not provide land use information (MVAP, p. 32).

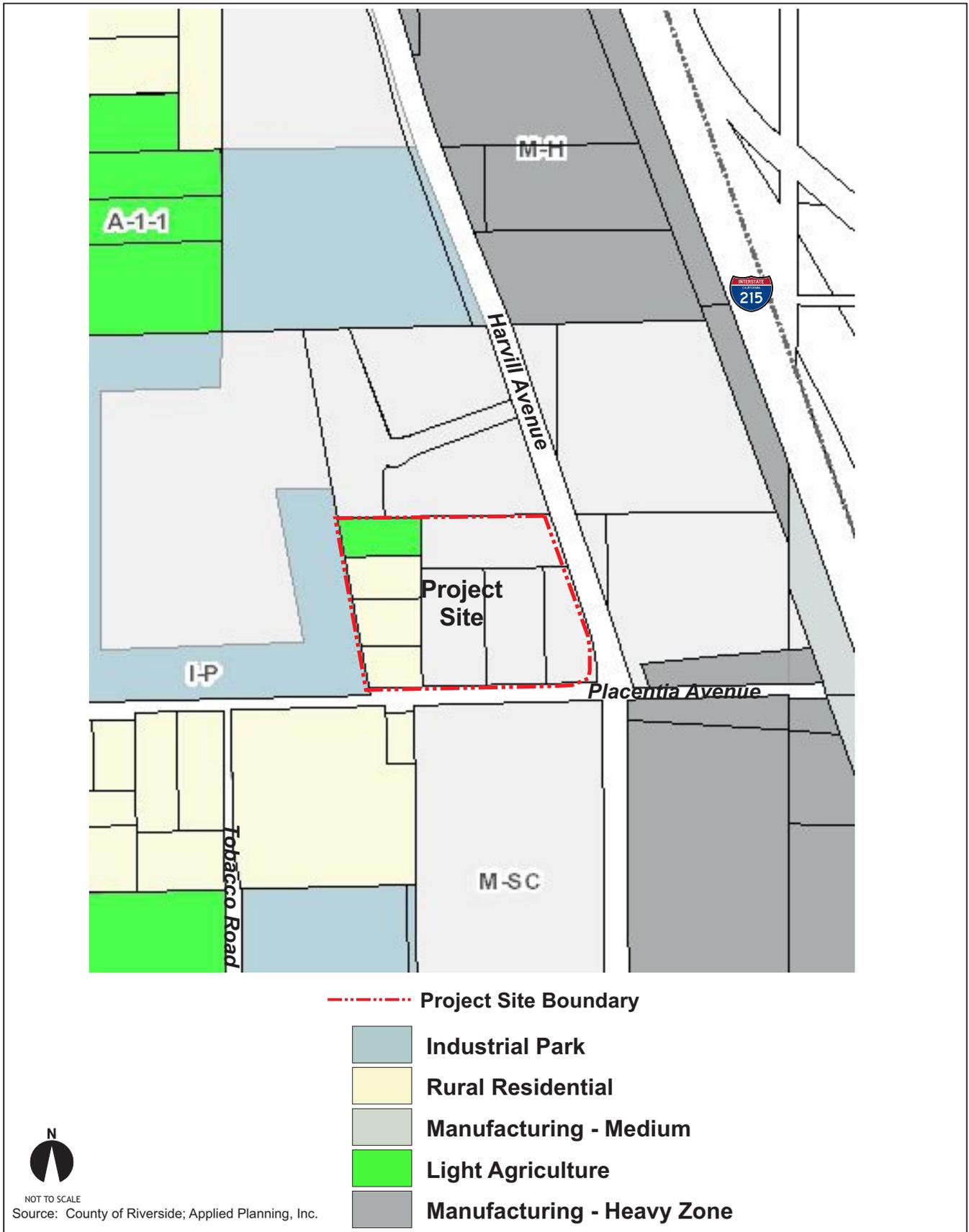


- - - - - Project Site Boundary
- Business Park
- Light Industrial
- Rural Community - Very Low Density Residential
- Public Facilities



NOT TO SCALE  
 Source: County of Riverside; Applied Planning, Inc.

Figure 2.3-1  
 General Plan Land Use Designations



## **2.4 PROJECT ELEMENTS**

### **2.4.1 Site Preparation**

As part of the Project site preparation activities, all existing structures and surface improvements within the Project site would be demolished. Demolition debris generated during site preparation activities would be disposed of and/or recycled consistent with California Green Building Standards Code requirements.

The Project area would then be grubbed, rough-graded, and fine-graded in preparation of building construction. Existing grades within the Project site would be modified to establish suitable building pads and to facilitate site drainage. The Project preliminary grading concept indicates that the site grading will be balanced, with no substantial import or export of soil.

### **2.4.2 Development Concept**

The Project development concept is summarized below. Analyses within this MND reflect the range and types of uses shown in the Project Development Concept presented here. Should future development proposals differ substantially from the Project Development Concept analyzed herein, the Lead Agency would require additional environmental analyses.

All final Project designs and improvements would be required to conform to standards presented at Riverside County Ordinance 348 (County Zoning Ordinance), Article XI: MS-C Zone (Manufacturing Service-Commercial), Section 11.4 *Development Standards*.

#### **2.4.2.1 Site Plan Concept**

The Project Site Plan Concept, Figure 2.4-1, proposes a single building of approximately 274,190 square feet accommodating warehouse/general light industrial use within an approximately 11.80-acre site. Final configuration and orientation of the Project structures and site improvements would be required to conform to standards of development presented at Riverside County Ordinance 348, Article XI: MS-C Zone (Manufacturing Service-Commercial), Section 11.4 *Development Standards*.



Employee parking areas would be provided along the easterly, westerly, and southerly building frontages; truck parking stalls and truck loading dock areas would be provided along the rear (northerly) building frontage. Landscaping/screening would be provided along all Project building frontages and the Project site perimeter.

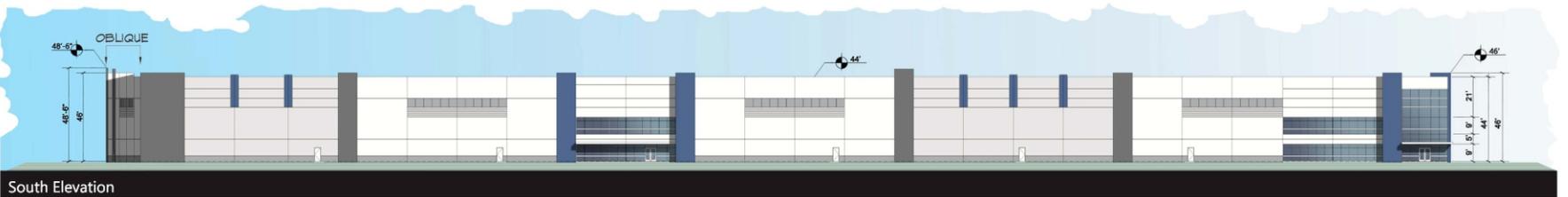
Additional limited areas of off-site disturbance would result from construction of site-adjacent roadway improvements and construction of utilities connections to existing area-serving utilities systems. All site-adjacent Project roadway improvements and utilities connections improvements would occur within dedicated rights-of-way and/or assigned easements.

#### **2.4.2.2 Architectural Design Concepts**

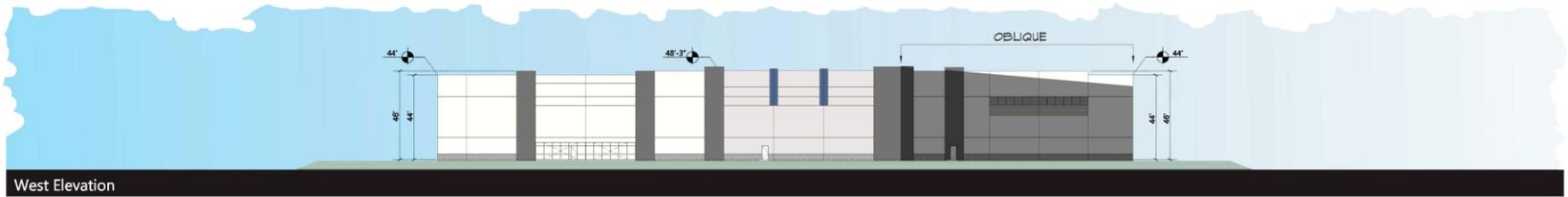
Buildings design concepts would reflect tilt-up concrete construction, with architectural enhancements and glazing techniques similar to other warehouse buildings found throughout western Riverside County. Preliminary architectural concepts are presented at Figures 2.4-2, 2.4-3.

#### **2.4.2.3 Access and Circulation**

Access to the Project site would be provided by one driveway connecting to Harvill Avenue and two driveways connecting to Placentia Avenue. Ingress/egress for trucks would be restricted to the easterly-most Placentia Avenue driveway. All Project driveways would be STOP-controlled. As part of the Project, Harvill Avenue, and Placentia Avenue (along the Project site easterly and southerly boundaries, respectively) would be improved to their ultimate half-widths or to specifications otherwise required by the County.



Source: HPA Architecture



West Elevation



East Elevation

Source: HPA Architecture

### ***Construction Traffic Management Plan***

Temporary and short-term traffic detours and traffic disruptions could result during Project construction activities including implementation of access and circulation improvements noted above. Accordingly, the Project Applicant would be responsible for the preparation and submittal of a construction area traffic management plan (Plan) to be reviewed and approved by the County. Typical elements and information incorporated in the Plan would include;

- **Name of on-site construction superintendent and contact phone number.**
- **Identification of Construction Contract Responsibilities** - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).
- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).
- **Identification and Description of Material Storage Locations** (if any).
- **Location and Description of Construction Trailers** (if any).
- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the County for review and approval. All right-of-way encroachments would require permitting through the County.
- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.

- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

The Plan must be reviewed and approved by the County prior to the issuance of the building permit. The Plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages.

### **2.4.3 Landscaping**

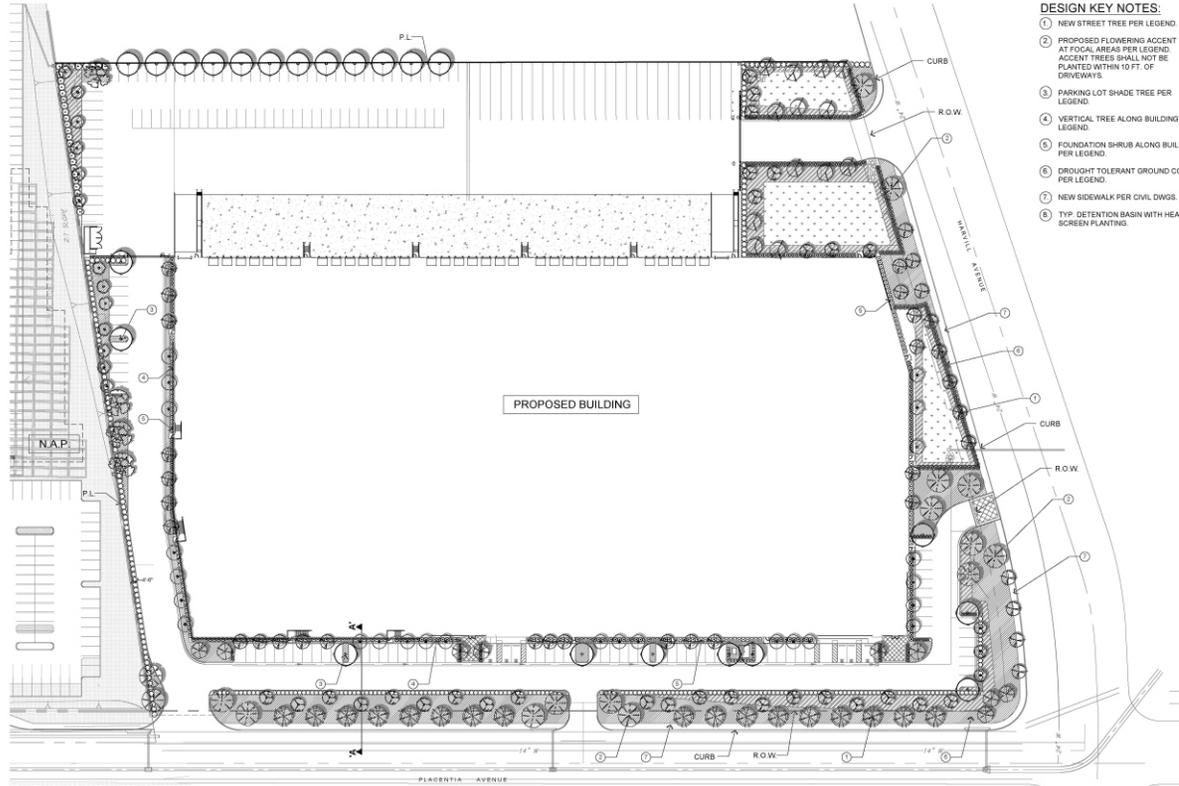
The Project would incorporate perimeter and interior landscaping and streetscape elements, acting to generally enhance the Project's visual qualities and screen potentially intrusive views. Pursuant to County Ordinance 348 M-SC Zone Development Standards, a minimum of 10 percent of the site shall be landscaped. Project landscape plans would be subject to County review and approval. The Project landscape concept is presented at Figure 2.4-4. The landscape parking lot shading plan is presented at Figure 2.4-4a.

### **2.4.4 Lighting**

All Project lighting would be designed and implemented consistent with applicable County requirements, and in a manner that precludes potential adverse effects of light overspill. The Project Site is located within Zone B of the Mt. Palomar Nighttime Lighting Policy Area. All projects within this Zone are required to adhere to the requirements of Riverside County Ordinance No. 655, *Regulating Light Pollution*. The Project would also be required to conform to County Ordinance No. 915, *Regulating Outdoor Lighting*. Project lighting plans would be subject to County review and approval. The Project photometric plan is presented at Figure 2.4-5.

### **2.4.5 Signs**

Project signs would be required to conform to County Ordinance 348, Article XIX, *Advertising Regulations*. Project signs, to include sign content, sign design and sign locations would be subject to County review and approval.



- DESIGN KEY NOTES:**
- NEW STREET TREE PER LEGEND
  - PROPOSED FLOWERING ACCENT TREE AT FOCAL AREAS PER LEGEND ACCENT TREES SHALL NOT BE PLANTED WITHIN 10 FT. OF DRIVEWAYS
  - PARKING LOT SHADE TREE PER LEGEND
  - VERTICAL TREE ALONG BUILDING PER LEGEND
  - FOUNDATION SHRUB ALONG BUILDING PER LEGEND
  - DROUGHT-TOLERANT GROUND COVER PER LEGEND
  - NEW SIDEWALK PER CIVL DWGS.
  - TYP DETENTION BASIN WITH HEAVY SCREEN PLANTING

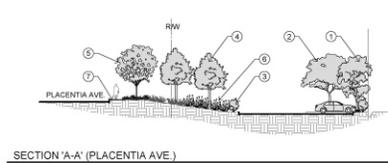
TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	NEW STREET TREE ALONG PLACENTIA AVE PLATANUS RACEMOSA, CALIFORNIA SYCAMORE 24" BOX SIZE @ 30" O.C. (FINAL SELECTION TO BE APPROVED BY COUNTY OF RIVERSIDE)	19	L
	NEW STREET TREE ALONG HARVILL AVE (TREE WITH DENSE CANOPY FOR VISUAL SCREENING) CINNAMOMUM CAMPHORA, CAMPHOR TREE ASSORTED SPECIES SIZE TREES @ 30" O.C. (FINAL SELECTION TO BE APPROVED BY COUNTY OF RIVERSIDE)	12	L
	LARGE FLOWERING ACCENT TREE CERCIDIA X DESERT MUSEUM, BLUE PALO VERDE 36" BOX SIZE	16	L
	FLOWERING ACCENT TREE LAIERSTREMA 1, WATERMELON RED, GRAPE MYRTLE 24" BOX SIZE	9	M
	PARKING LOT SHADE TREE RHUS LANCEA, AFRICAN SUMAC 24" BOX SIZE	22	L
	SECONDARY PARKING LOT TREE GEUERA PARVIFLORA, AUSTRALIAN WILLOW 15 GAL. SIZE MINIMUM	16	L
	EVERGREEN TREE ALONG BUILDING PODOCARPUS GRACILIOR, FERN PINE 15 GAL. SIZE MINIMUM	24	L
	EVERGREEN TREE ALONG BUILDING BRACHYOTON POPULINEUS, BOTTLE TREE 15 GAL. SIZE MINIMUM	25	L
	CA NATIVE TREE QUERCUS AGRIFOLIA, COAST LIVE OAK 36" BOX SIZE	4	L
	EVERGREEN SCREEN TREE PHIUS ELABRICA, MONDELL PINE 24 GAL. SIZE	29	L
	PLATANUS RACEMOSA, CALIFORNIA SYCAMORE 24" BOX SIZE	13	L

SHRUBS		
SYMBOL	SHRUB NAME	WUCOLS
	DODONAEA VISCOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE @ 72" O.C.	L
	LEUCOPHYLLUM FRUTESCENS, TEXAS RANGER 5 GAL. SIZE @ 90" O.C.	L
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE @ 48" O.C.	L
	ROSMARINUS 'TUSCAN BLUE', ROSEMARY SHRUB 5 GAL. SIZE @ 48" O.C.	L
	CALISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE @ 36" O.C.	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE @ 48" O.C.	L

GROUND COVER AND SHRUB MASSES		
SYMBOL	GROUND COVER/SHRUB MASS NAME	WUCOLS
	ROSMARINUS O. 'PROSTRATUS', CREEPING ROSEMARY 1 GAL. SIZE @ 30" O.C.	L
	LANTANA DWARF YELLOW, YELLOW LANTANA 1 GAL. SIZE @ 30" O.C.	L
	SALVIA GREGGII, AUTUMN SAGE 1 GAL. SIZE @ 30" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 42" O.C.	L
	SALVIA CLEVELANDI, CLEVELAND SAGE 5 GAL. SIZE @ 42" O.C.	L

	TYP. EROSION CONTROL, DROUGHT-TOLERANT BANK PLANTING SUCH AS BACCHARIS PILLULARIS, COYOTE BUSH 1 GAL. SIZE @ 30" O.C.	L
	DETECTION BASIN BOTTOM SHALL RECEIVE A HYDROSEED MIX CONSISTING OF THE FOLLOWING: <ul style="list-style-type: none"> <li>ACHILLEA MILLEFOLIUM 1.0 LBS/ACRE</li> <li>ESCHSCHOLZIA CAESPITOSA 1.0 LBS/ACRE</li> <li>JUNCUS BIFIDUS 1.0 LBS/ACRE</li> <li>LEMNA TRITICODESIBID 6.0 LBS/ACRE</li> <li>DESCHAMBA DESPITOSA 4.0 LBS/ACRE</li> <li>FESTUCA RUBRA 'MOLATE' 10.0 LBS/ACRE</li> <li>HORDEUM BRACHYANTHERUM 6.0 LBS/ACRE</li> <li>MUHLENBERGIA RIGENS 1.0 LBS/ACRE</li> <li>MUHLENBERGIA MICROSPERMA 3.0 LBS/ACRE</li> <li>HORDEUM DEPRESSUM 3.0 LBS/ACRE</li> </ul>	M
	EXISTING PLANTING AT ADJACENT PROPERTY, N.A.P.	

LANDSCAPE COVERAGE:	
TOTAL SITE AREA	= 54,217 SQ. FT.
TOTAL LANDSCAPE AREA REQUIRED (10%)	= 5,422 SQ. FT.
TOTAL LANDSCAPE AREA PROVIDED	= 52,699 SQ. FT. (10.2%)



SECTION 'A-A' (PLACENTIA AVE.)  
SCALE: 1/8" = 1'-0"

- SECTION 'A-A' KEY NOTES:**
- VERTICAL TREE ALONG BLDG. PER LEGEND.
  - NEW PARKING LOT SHADE TREE PER LEGEND.
  - EVERGREEN SCREEN SHRUB PER LEGEND.
  - EVERGREEN SCREEN TREE PER LEGEND.
  - NEW STREET TREE PER LEGEND.
  - LAYERED DROUGHT-TOLERANT GROUND COVER & SHRUB MASSES PER LEGEND.
  - NEW SIDEWALK PER CIVL DWGS.

**GENERAL NOTES:**

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL, GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH "BRIDGE" MATERIAL. SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL, ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

**CONCEPTUAL PLAN NOTE:**

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

**IRRIGATION NOTE:**

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATE MANDATED 48-181 WATER ORDINANCE.

**PRIOR TO PROJECT CONSTRUCTION:** I AGREE TO SUBMIT A COMPLETE LANDSCAPE CONSTRUCTION DOCUMENT PACKAGE THAT COMPLIES WITH THE REQUIREMENTS OF APPLICABLE ORDINANCES, INCLUDING BUT NOT NECESSARILY LIMITED TO ORDINANCE NO. 899.3, ORDINANCE 348, ORDINANCE 451. PROJECT CONDITIONS OF APPROVAL, AND IN SUBSTANTIAL CONFORMANCE WITH THE APPROVED LANDSCAPE CONCEPT PLAN. SHOULD THE ORDINANCE BE REVISED, PLANS MAY BE SUBJECT TO CHANGE.

4-22-20  
LANDSCAPE ARCHITECT SIGNATURE DATE



Source: Scott Peterson Landscape Architect, Inc.



Figure 2.4-4  
Landscape Concept





## **2.4.6 Parking**

The Project Site Plan Concept indicates that 173 passenger car parking stalls would be provided. In addition to passenger car parking areas, 51 truck trailer stalls would be provided. All Project parking areas, parking assignments, and design of parking areas would be required to conform to requirements and criteria presented at Riverside County Ordinance 348, Section 18.12. *Off-Street Vehicle Parking*. Project parking plans would be subject to County review and approval.

## **2.4.7 Utilities**

Existing public utility systems, including water and sanitary sewer systems would be modified or extended to serve the Project facilities. Such modifications may include, but are not limited to new service connections, localized improvement and/or realignment of existing service/distribution lines. Utilities systems available to the Project site and proposed connections to, and improvement/modification of utilities systems are summarized below. All Project utilities improvements and utilities connections would be subject to County and purveyor review and approval.

### **2.4.7.1 Water Supply and Delivery**

Water service to the Project would be provided by the Eastern Municipal Water District (EMWD). The Project would connect to existing EMWD water system lines located in adjacent rights-of-way.

A conditional water service Will-Serve letter has been provided by EMWD, and the letter is included at IS/MND Appendix J. Provision of water service by EMWD is contingent on the Applicant's compliance with EMWD rules and regulations. Additional EMWD requirements for water service may include plan check review and approval, facility construction, inspection, jurisdictional annexation, and payment of financial participation charges.

### **2.4.7.2 Wastewater Conveyance and Treatment**

Wastewater conveyance services for the Project would be provided by the Eastern Municipal Water District (EMWD). The Project would connect to existing EMWD

sanitary sewer system lines located in adjacent rights-of-way. Wastewater generated by the Project would be conveyed to and treated at the Perris Valley Regional Water Reclamation Facility (PVRWRF). A conditional sewer service Will-Serve letter has been provided by EMWD, and the letter is included at IS/MND Appendix J. Provision of water service by EMWD is contingent on the Applicant's compliance with EMWD rules and regulations. Additional EMWD requirements for sewer service may include plan check review and approval, facility construction, inspection, jurisdictional annexation, and payment of financial participation charges.

### **2.4.7.3 Stormwater Management System**

The Project stormwater management system would provide for collection, treatment, and controlled release of developed stormwaters. The proposed stormwater management system would direct stormwaters easterly consistent with existing drainage patterns. All Project stormwater management system components would be designed, constructed, operated, and maintained consistent with criteria and standards presented in *Riverside County Stormwater Quality Best Management Practice Design Handbook* (Riverside County Flood Control and Water Conservation District) July 21, 2006 (and updates).

Stormwater runoff would be treated consistent with provisions of a Project-specific Water Quality Management Plan (WQMP). A preliminary WQMP is provided at MND Appendix G. The Project WQMP would be required to conform with Santa Ana Regional Water Quality Control Board (SARWQCB) criteria and performance standards for projects located within the Santa Ana Watershed Region of Riverside County. See also: [rcflood.org/NPDES/SantaAnaWS.aspx](http://rcflood.org/NPDES/SantaAnaWS.aspx)

The Project would also implement construction stormwater management improvements and practices consistent with mandated Storm Water Pollution Prevention Plan (SWPPP) requirements as outlined under the California *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (General Permit) Order No. 2009-0009-DWQ, and amendments. See also: [waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml)

#### **2.4.7.4 Dry Utilities Services/Infrastructure**

Dry utilities comprise services/infrastructure other than water, sewer and storm drainage. Dry utilities services systems and service purveyors available to the Project include:

- Natural gas (Southern California Gas Company, SoCalGas);
- Electricity (Southern California Edison, SCE); and
- Telecommunications (various private services).

The Project would connect to existing available dry utilities services and infrastructure systems. All modification of, and connection to, existing services would be accomplished consistent with County and purveyor requirements.

To allow for, and facilitate Project construction activities, provision of temporary dry utilities services improvements may also be required (e.g., temporary electrical services). The scope of such temporary improvements is reflected within the total scope of development proposed by the Project. Similarly, impacts resulting from the provision of any temporary services would not be substantively different from, or greater than, impacts resulting from permanent operation of services to the Project.

#### **2.4.8 Energy Efficiency/Sustainability**

The Project would comply with or would surpass standards established under the California Code Title 24, Part 6 (the California Energy Code) and California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11). CALGreen standards promote progressive design elements that have positive environmental impacts while encouraging sustainable construction and operation practices.

#### **2.4.9 Good Neighbor Policy for Logistics and Warehouse/Distribution Uses**

The Project would be subject to provisions of the County of Riverside “Good Neighbor” Policy for Logistics and Warehouse Distribution Centers. See: Board of Supervisors Policy F-3 (Policy); <https://www.rivcocob.org/wp-content/uploads/2020/01/Good-Neighbor-Policy-F-3-Final-Adopted.pdf>.

The purpose of this Policy is to provide framework for the development and operations of logistics and warehouse projects larger than 250,000 square feet in size in a manner that would lessen their impact on surrounding communities. This Policy provides development and operational criteria that can be implemented to supplement project-level mitigation measures.

The proposed Placentia Logistics Project would be required comply with applicable provisions of the Good Neighbor Policy as implemented through the Project Conditions of Approval. The analysis provided here does not take credit for any reduction in environmental impacts that may be achieved under the Good Neighbor Policy. This MND thereby establishes a likely maximum impact scenario.

## **2.5 PROJECT OPENING YEAR**

The Project in total would be developed in a manner responsive to market conditions and in concert with availability of necessary infrastructure and services. For the purposes of this analysis, the Project Opening Year is defined as 2021.

## **2.6 PROJECT OBJECTIVES**

The primary goal of the Project is to develop high quality warehouse uses capable of accommodating a variety of prospective tenants. Complementary Project Objectives include the following:

- Implement the County General Plan (General Plan) through development that is consistent with the General Plan Land Use Element and applicable General Plan Goals, Objectives, Policies and Programs;
- Implement the Mead Valley Area Plan (Area Plan) through development that is consistent with the Area Plan land uses and development concepts, and in total supports the Area Plan Vision;
- Provide adequate roadway and wet and dry utility infrastructure to serve the Project;

- Accommodate warehouse uses that are compatible with adjacent land uses;
- Provide an attractive, efficient and safe environment for warehouse uses that is cognizant of natural and man-made conditions;
- Accommodate warehouse uses responsive to current and anticipated market demands;
- Establish new development that would increase locally available employment opportunities and would further the County's near-term and long-range fiscal goals and objectives; and
- Establish new development that would increase locally available employment opportunities thereby improving jobs/housing balance within the County.

## **2.7 DISCRETIONARY APPROVALS AND PERMITS**

Discretionary actions, permits, and related consultation(s) necessary to approve and implement the Project include, but are not limited to the following:

### **2.7.1 Lead Agency Discretionary Actions and Permits**

*CEQA Guidelines* Section 15124 states in pertinent part that if "a public agency must make more than one decision on a project, all its decisions subject to CEQA should be listed . . ." Lead Agency discretionary actions and permits necessary to realize the Project would include the following:

- Adoption of the Placentia Logistics Project MND;
- Plot Plan/Site Plan Approval;
- Parcel Map Approval to include vacation of Sharon Ann Lane;
- Approval of Infrastructure Improvement Plans, including but not limited to roads, sewer, water, storm water management system, and dry utilities plans; and
- Various County permits allowing implementation of the Project facilities.

## 2.7.2 Other Agency Consultation and Permits

CEQA Guidelines Section 15124 also states that environmental documentation should, to the extent known, list other permits or approvals required to implement the Project. Other agency consultations and permits necessary to realize the proposal would likely include, but not be limited to the following:

- Tribal Resources consultation with requesting Tribes as provided for under AB 52 (Gatto 2014). Native Americans: California Environmental Quality Act;
- Permitting pursuant to requirements of the Santa Ana Regional Water Quality Control Board and Riverside County Ordinance No. 754 *Establishing Stormwater/Urban Runoff Management and Discharge Controls*;
- Approval and permitting for construction of Project stormwater management system improvements by the Riverside County Flood Control and Water Conservation District (RCFC & WCD);
- Approval and permitting for construction of Project water and sanitary sewer system improvements by EMWD;
- Permitting that may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented within the Project area;
- Review and approval by the Riverside County Airport Land Use Commission (ALUC); and
- Permitting from utility purveyors.

## **3.0 ENVIRONMENTAL ASSESSMENT**

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**COUNTY OF RIVERSIDE**  
**ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY**

**Environmental Assessment (CEQ / EA) Number:** TBD  
**Project Case Type (s) and Number(s):** Plot Plan No. PPT200002  
**Lead Agency Name:** County of Riverside Planning Department  
**Address:** 4080 Lemon Street 12<sup>th</sup> Floor, Riverside, CA 92501  
**Contact Person:** Mr. Darren Edgington  
**Telephone Number:** (951) 955-6060  
**Applicant's Name:** Orbis Real Estate Partners LLC  
**Applicant's Address:** 280 Newport Center Dr., Suite 240, Newport Beach, CA 92660

**I. PROJECT INFORMATION**

**Project Description:** The Placentia Logistics Project (Project) proposes construction and operation of approximately 274,190 square feet of warehouse uses within an approximately 11.80-acre site (gross). The Project site is located in the Mead Valley area of Riverside County (County). Please refer also to Initial Study/Mitigated Negative Declaration (IS/MND) Section 2.0 *Project Description*.

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

**B. Total Project Area:** 11.80 acres

<b>Residential Acres:</b>	<b>Lots:</b>	<b>Units:</b>	<b>Projected No. of Residents:</b>
<b>Commercial Acres:</b>	<b>Lots:</b>	<b>Sq. Ft. of Bldg. Area:</b>	<b>Est. No. of Employees:</b>
<b>Industrial Acres:</b> 11.80	<b>Lots:</b>	<b>Sq. Ft. of Bldg. Area:</b> 274,190	<b>Est. No. of Employees:</b>
<b>Other:</b>			

**C. Assessor's Parcel No(s):** APNs 317-240-017, -019, -020, -021; 317-240-028, -029; 317-240-039; 317-240-041.

**Street References:** The Project site is located at the northwest corner of the intersection of Harvill Avenue (N –S) at Placentia Avenue (E – W).

**D. Section, Township & Range Description or reference/attach a Legal Description:** Portion of SW¼ of the NE¼ of Section 13, Township 4 South, Range 4 West, San Bernardino Principal Meridian, California.

**E. Brief description of the existing environmental setting of the project site and its surroundings:**

**Project Site:** The Project site currently comprises 8 parcels: Assessor Parcel Numbers (APNs) 317-240-017, -019, -020, -021; 317-240-028, -029; 317-240-039; and 317-240-041. Westerly portions of the Project site (APNs 317-240-028, -029; 317-240-039; 317-240-041) are vacant disturbed properties.

Easterly portions of the Project site (APNs 317-240-017, -019, -020, and -021, approximately 4 acres) are developed with 4 single-family homes (one each per parcel). Within the Project site, Sharon Ann Lane (N – S) provides access to these 4 residences. All structures within the Project site will be demolished. Sharon Ann Lane will be vacated under the Project Parcel Map.

**North:** Properties are developed with warehouse uses.

**South:** Placentia Avenue comprises the Project site southerly boundary. Opposite the Project site and south of Placentia Avenue are vacant disturbed properties and one single-family residence.

**West:** Vacant disturbed properties (proposed for development of warehouse uses).

**East:** Harvill Avenue comprises the Project site easterly boundary. East of Harvill Avenue are vacant disturbed properties.

## II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

### A. General Plan Elements/Policies:

#### 1. Land Use:

**General Plan Land Use Designation:** Business Park (BP). The Project land uses are allowed under the site's existing Business Park General Plan Land Use designation. The Project does not propose or require amendment of the site's existing General Plan Land Use designation. The Project would not conflict with or obstruct General Plan Land Use policies.

**Area Plan:** Mead Valley Area Plan (MVAP). The MVAP Land Use Plan designates the Project site for Business Park (BP) uses. Land uses and development proposed by the Project are allowed under the site's MVAP BP Land Use designation. The Project does not propose or require amendment of the site's existing MVAP Land Use designation. The Project would not conflict with or obstruct MVAP Land Use policies.

**Zoning:** Existing Zoning designations of the Project site are: Light Agricultural (A-1-1), Rural Residential (R-R-1), and Manufacturing-Service Commercial (M-SC). To allow for the Project land uses, a Zone Change (ZC) is proposed, designating the entire Project site M-SC. The Project land uses and development concepts would be permitted or conditionally permitted under the proposed M-SC Zoning designation. Under the proposed M-SC Zoning designation, the Project would not conflict with or obstruct applicable Zoning policies or Zoning regulations. The zone change will result in no net loss in residential capacity as the four existing units have already been removed from the County's housing capacity and are under the control of the Applicant.

2. **Circulation:** The Project would increase vehicular traffic along area roads. A County-approved Project Traffic Impact Analysis (TIA) has been prepared. Findings and conclusion of the Project TIA are summarized within this Initial Study/Mitigated Negative Declaration (IS/MND). The Project TIA is presented at IS/MND Appendix I. As discussed in this IS/MND, potential circulation impacts are less-than-significant, or would be less-than-significant with application of mitigation. The Project would not otherwise conflict with or obstruct applicable Circulation policies.

3. **Multipurpose Open Space:** The Project site is not identified as Open Space under either the General Plan or MVAP. The Project would not otherwise conflict with or obstruct applicable Multipurpose Open Space policies.

4. **Safety:** The Project site is located within the Airport Influence Area (AIA) for March Air Reserve Base/Inland Port Airport (MARB/IPA) and could affect or be affected by MARB/IPA operations. Additionally, geological/seismic hazards may affect the site. As discussed in this IS/MND, potential hazards/safety impacts are less-than-significant, or would be less-than-significant with application of mitigation. The Project would not otherwise conflict with or obstruct applicable Safety policies.

5. **Noise:** Project construction activities and operations have the potential to generate noise that would affect offsite properties. As discussed in this IS/MND, potential noise impacts are less-than-significant. The Project would not otherwise conflict with or obstruct applicable Noise policies.
6. **Housing:** The Project does not propose uses that would result in substantial population growth, creating a demand for additional housing. Four existing on-site single-family residential units have already been removed from the County's housing inventory, and are under the control of the Applicant.
7. **Air Quality:** Project construction activities and operations would generate criteria air pollutants and greenhouse gases (GHGs). As discussed in this IS/MND, potential air quality impacts would be less-than-significant. Potential GHG emissions impacts would be less-than-significant with application of mitigation. The Project would not otherwise conflict with or obstruct applicable Air Quality policies.
8. **Healthy Communities:** The Project represents development as envisioned under the General Plan. The Project would not result in potentially significant health effects. The Project would not otherwise conflict with or obstruct applicable Healthy Communities policies.
9. **Environmental Justice (After Element is Adopted):** n/a

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

**C. Foundation Component(s):** Community Development (CD)

**D. Land Use Designation(s): General Plan Land Use Designation:** Business Park (BP).

**Area Plan:** Mead Valley Area Plan (MVAP). The MVAP Land Use Plan designates the Project site for Business Park (BP) uses.

**Zoning:** Existing Zoning designations of the Project site are: Light Agricultural (A-1-1), Rural Residential (R-R-1), and Manufacturing-Service Commercial (M-SC). To allow for the Project land uses, a Zone Change (ZC) is proposed, designating the entire Project site M-SC.

**E. Overlay(s), if any:** n/a

**F. Policy Area(s), if any:** March Joint Air Reserve Influence Area; Mt. Palomar Nighttime Lighting Policy Area.

**G. Adjacent and Surrounding:**

1. **General Plan Area Plan(s):** Mead Valley Area Plan
2. **Foundation Component(s):** Community Development (CD)
3. **Land Use Designation(s):** Business Park, Light Industrial, Low Density Residential
4. **Overlay(s), if any:** n/a

5. **Policy Area(s), if any:** March Air Reserve Base Airport Influence Area; Mt. Palomar Nighttime Lighting Policy Area.

**H. Adopted Specific Plan Information**

1. **Name and Number of Specific Plan, if any:** Areas east of Sharon Lane are located within the "A" Street Corridor Specific Plan, County SP #100.

2. **Specific Plan Planning Area, and Policies, if any:** The "A" Street Corridor Specific Plan (SP #100) provides for alignment and design of Harvill Avenue only. This Specific Plan does not provide land use information (MVAP, p. 32).

I. **Existing Zoning:** Light Agricultural (A-1-1), Rural Residential (R-R-1), and Manufacturing-Service Commercial (M-SC).

J. **Proposed Zoning, if any:** Manufacturing-Service Commercial (M-SC).

K. **Adjacent and Surrounding Zoning:** Manufacturing-Service Commercial (M-SC); Rural Residential (R-R-1); Industrial Park (I-P)

**III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Aesthetics                          | <input type="checkbox"/> Hazards & Hazardous Materials        | <input type="checkbox"/> Recreation                                    |
| <input type="checkbox"/> Agriculture & Forest Resources      | <input type="checkbox"/> Hydrology / Water Quality            | <input checked="" type="checkbox"/> Transportation                     |
| <input type="checkbox"/> Air Quality                         | <input type="checkbox"/> Land Use / Planning                  | <input checked="" type="checkbox"/> Tribal Cultural Resources          |
| <input checked="" type="checkbox"/> Biological Resources     | <input type="checkbox"/> Mineral Resources                    | <input type="checkbox"/> Utilities / Service Systems                   |
| <input checked="" type="checkbox"/> Cultural Resources       | <input type="checkbox"/> Noise                                | <input type="checkbox"/> Wildfire                                      |
| <input type="checkbox"/> Energy                              | <input checked="" type="checkbox"/> Paleontological Resources | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology / Soils                     | <input type="checkbox"/> Population / Housing                 |  |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services                      |  |

**IV. DETERMINATION**

On the basis of this initial evaluation:

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

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

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

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

**A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED**

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

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

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

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
Printed Name

**V. ENVIRONMENTAL ISSUES ASSESSMENT**

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

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

**Source(s):** Mead Valley Area Plan; Riverside County General Plan; Riverside County Ordinance No. 348; Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a) *No Impact.* The Project site is not located within a scenic highway corridor. There are no designated scenic highways within the MVAP boundaries (MVAP Figure 10, *Scenic Highways*). The only State Eligible Scenic Highway in the MVAP is State Route 74, which is located approximately 3 miles southerly of the Project site. At this distance, and due to intervening development and topography, the Project would not affect views along or from the State Route 74 corridor. Based on the preceding, the Project would have no impact on any scenic highway corridor.

b) *Less-Than-Significant Impact.* No scenic resources or significant natural features exist within the Project site. All Project land uses and development would be required to conform to applicable County design standards and development guidelines, thereby ensuring that the Project would not create or result in visually intrusive or objectionable features. Passing motorists would view a contemporary, cohesively designed, and landscaped development. Based on the preceding, the potential for the Project to 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 is considered less-than-significant.

c) *Less-Than-Significant Impact.* The Project is located in an urbanizing area of the County, and is subject to design standards and development regulations of the County Zoning Ordinance (Ordinance No. 348). To allow for the Project land uses, a Zone Change (ZC) is proposed, designating the entire Project site M-SC. The Project land uses and development concepts would be permitted or conditionally permitted under the proposed M-SC Zoning designation, and the Project would be required to comply with design standards and development regulations for the MS-C Zone. Please refer to Ordinance No. 348, Article XI, *M-SC Zone (Manufacturing-Service Commercial)*, Section 11.4, *Development Standards*, et al. The current Project Development Concept (see: IS/MND Section 2.0, *Project Description*; 2.4.2, *Development Concept*) incorporates, or could be feasibly implemented consistent with applicable Ordinance No. 348 design regulations and development standards. Through established design and development review processes, the County would assure that the Project as implemented, would, at a minimum, conform to applicable Ordinance No. 348 requirements. Conformance with Ordinance No. 348 requirements minimize the potential for the Project to result in or cause visual degradation.

Based on the preceding, the potential for the Project to degrade the existing visual character or quality of public views of the site and its surroundings; or conflict with applicable zoning and other regulations governing scenic quality is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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## 2. Mt. Palomar Observatory

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

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**Source(s):** GIS database; Mead Valley Area Plan; Riverside County Ordinance No. 655 (Regulating Light Pollution).

Findings of Fact:

a) *Less-Than-Significant Impact.* As shown at MVAP Figure 7, *Mt. Palomar Nighttime Lighting Policy Area*, the Project site is located within Zone B of the Mt. Palomar Nighttime Lighting Policy Area. All projects within Zone B are required to adhere to the requirements of Riverside County Ordinance No. 655. Compliance with Ordinance No. 655 acts to preclude or minimize potential interference with the nighttime use of the Mt. Palomar Observatory. The County, via established development review processes, would verify Project compliance with applicable Ordinance No. 655 provisions. Based on the preceding, the potential for the Project to interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655 is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** Preliminary Plans for the Placentia Logistics Project.

**Findings of Fact:**

a, b) *Less-Than-Significant Impact.* Illumination of Project entrances, walkways, and parking areas would introduce new light to the Project site and vicinity. Light sources within the Project site would likely include building-mounted, wall-mounted, and pole-mounted light fixtures; and illuminated signs. All Project lighting would be required to comply with County lighting standards. See: Riverside County Ordinance No. 348, Article XI M-SC Zone, Section 11.4. Development Standards, K. *Lighting.* Consistent with Ordinance No. 348 requirements, “[a]ll lighting fixtures, including spotlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.” Compliance with County Lighting Development Standards would act to preclude or minimize any potential light and glare impacts. The County, via established development review processes, would verify Project compliance with applicable Ordinance No. 348 provisions. Based on the preceding, the potential for the Project to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, or expose residential property to unacceptable light levels is considered less-than-significant.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Source(s):** Riverside County General Plan; GIS database; Preliminary Plans for the Placentia Logistics Project.

**Findings of Fact:**

a) *No Impact.* As illustrated at General Plan Figure OS-2, *Agricultural Resources*, the Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project would therefore not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) and would have no impact in this regard. Portions of the Project site are designated as Farmland of Local Importance. The General Plan Land Use designation of the Project site is Business Park indicating the County’s planned transition of the site from agricultural to urban use. Based on the preceding, the Project would have no impact related to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

b) *Less-Than-Significant Impact.* Within the Project site, APN 317-240-017 (approximately 1.00 acres) is designated A-1-1, Light Agriculture, 1-Acre minimum. This property is currently developed with a single-family residence. As part of the Project, zoning of this property would be changed to M-SC. With approval of the proposed Zone Change, the Project would not conflict with existing agricultural zoning. The Project site is not otherwise zoned for agricultural uses. The Project site is not subject to a Williamson Act contract, nor located within a designated agricultural preserve. Based on the preceding, the potential for the Project to conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve is considered less-than-significant.

c) *Less-Than-Significant Impact.* As noted at Item 4 b, within the Project site, APN 317-240-017 (approximately 1.00 acres) is designated A-1-1, Light Agriculture, 1-Acre minimum. This property is currently developed with a single-family residence. As part of the Project, zoning of this property would be changed to M-SC. No other agriculturally-zoned properties exist within 300 feet of the Project site. The Project would not otherwise potentially conflict with the provisions of County Ordinance No. 625. On this basis, the potential for the Project to cause development of non-agricultural uses within 300 feet of agriculturally zoned property or to otherwise conflict with the provisions of County Ordinance No. 625 “Right-to-Farm” is considered less-than-significant.

d) *Less-Than-Significant Impact.* The Project does not propose or require uses or facilities that would result in changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. Please refer also to Items 4 a – c. On this basis, the potential for the Project to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use is considered less-than-significant.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

**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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Riverside County General Plan; Preliminary Plans for the Placentia Logistics Project.

**Findings of Fact:**

a) *No Impact.* The Project site and vicinity properties are not zoned for forest land, timberland, or timberland zoned Timberland Production. The Project does not propose or require uses or facilities that would otherwise potentially affect properties zoned for forest land, timberland, or timberland zoned Timberland Production. On this basis, the Project would have no potential to conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production.

b) *No Impact.* As shown at General Plan Figure OS-3a, *Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas*, neither the Project site nor vicinity properties are designated forest land. The Project does not propose or require uses or facilities that would otherwise potentially result in the loss of forest land or conversion of forest land to non-forest use. On this basis, the Project would have no potential to result in the loss of forest land or conversion of forest land to non-forest use.

c) *No Impact.* The Project does not propose or require uses or facilities that would 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. Please refer also to Items 5 a, b. On this basis, the Project would have no potential to 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.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

<b>AIR QUALITY</b> Would the project:				
<b>6. Air Quality Impacts</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Source(s):** SCAQMD; Preliminary Plans for the Placentia Logistics Project; *Placentia Logistics Air Quality Impact Analysis, County of Riverside* (Urban Crossroads, Inc.) June 2, 2020 (Project AQIA, IS/MND Appendix A); *Placentia Logistics Mobile Source Health Risk Assessment, County of Riverside* (Urban Crossroads, Inc.) June 2, 2020 (Project HRA, IS/MND Appendix B).

Findings of Fact:

**General:** Criteria pollutant analyses presented here are based on and summarized from *Placentia Logistics Air Quality Impact Analysis, County of Riverside* (Urban Crossroads, Inc.) June 2, 2020 (Project AQIA). Analysis of potential health risks resulting from Project construction-source and operational-source air pollutant emissions is summarized from *Placentia Logistics Mobile Source Health Risk Assessment, County of Riverside* (Urban Crossroads, Inc.) June 2, 2020 (Project HRA). The Project AQIA and Project HRA are presented in their entirety at IS/MND Appendices A and B, respectively. Please refer to the Project AQIA and Project HRA for detailed analytic protocols and modeling outputs.

a) *Less-Than-Significant Impact.* The Project is located within the South Coast Air Basin (SCAB), which is characterized by relatively poor air quality. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over an approximately 10,743-square-mile area consisting of the four-county SCAB and the Los Angeles County and Riverside County portions of what used to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, as well as state and federal agencies, to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, state and federal air quality standards are exceeded in most parts of the Basin. In response, the SCAQMD has adopted Air Quality Management Plans (AQMPs) outlining strategies to achieve state and federal ambient air quality standards. AQMPs are periodically updated to reflect technological advances, recognize new or pending regulations, more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy.

In March 2017, the SCAQMD released the Final 2016 AQMP (2016 AQMP). The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including the *2016 – 2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 – 2040 RTP/SCS)* and updated emission inventory methodologies for various source categories. Air quality conditions and trends presented in the 2016 AQMP assume that regional development will occur in accordance with population growth projections identified by SCAG in the 2016 – 2040 RTP/SCS.

The SCAG 2016 – 2040 RTP/SCS in turn derives its assumptions, in part, from general plans of cities located within the SCAG region. Accordingly, if a project is consistent with the development and growth projections reflected in the adopted general plan, it is considered consistent with the growth assumptions in the SCAG 2016 – 2040 RTP/SCS and 2016 AQMP. The 2016 AQMP further assumes that development projects within the region will implement appropriate strategies to reduce air pollutant emissions, thereby promoting timely implementation of the AQMP.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Criteria for determining consistency with the AQMP are identified at Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD *CEQA Air Quality Handbook* (1993). AQMP consistency criteria are listed below. Project consistency with, and support of these criteria is presented subsequently.

- **Criterion No. 1:** The project under consideration will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Criterion No. 2:** The project under consideration will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

**Criterion No. 1:** The violations that Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if Localized Significance Thresholds (LSTs) or regional significance thresholds were exceeded. As evaluated, the Project's regional and localized construction-source emissions would not exceed applicable LSTs or regional significance thresholds. Further, the Project would implement applicable best available control measures (BACMs), and would comply with applicable SCAQMD rules, acting to further reduce potential air quality impacts. On this basis, the Project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations.

**Criterion No. 2:** Criterion No. 2 addresses consistency of a given project with approved local and regional land use plans and associated potential AQMP implications. That is, AQMP emissions models and emissions control strategies are based in part on land use data provided by local general plan documentation; and regional plans, which reflect and incorporate local general plan information.

***Operational-Source Emissions***

Projects that propose general plan amendments may increase the intensity of use and/or result in higher traffic volumes, thereby resulting in increased operational-source emissions (stationary and vehicular-sources) when compared to the AQMP assumptions. However, if a given project is consistent with and does not otherwise exceed the growth projections in the applicable local general plan, then that project would be considered consistent with the growth assumptions in the AQMP.

The Project site is designated as a Business Park (BP) Land Use under the County General Plan and Mead Valley Area Plan (MVAP). Warehousing/Light Industrial uses proposed by the Project are allowed under the site's current General and MVAP BP Plan Use designations. No General Plan Amendment (GPA) is required in conjunction with the Project. The Project would not result in growth or development not anticipated under the AQMP.

***Construction-Source Emissions***

Peak construction-source emissions are largely independent of land use assignments. Rather, construction-source emissions are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. Project construction-source emissions are reflected in the AQMP assumptions, and would not result in AQMP inconsistencies.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**AQMP Consistency Conclusion**

Project construction-source and operational-source emissions would not exceed any applicable regional or local thresholds. The Project would not result in or cause NAAQS or CAAQS violations. The Project does not propose or require amendment of the County General Plan, and the Project land uses are reflected in the AQMP. On this basis, the Project is considered to be consistent with the AQMP. The potential for the Project to conflict with or obstruct implementation of the AQMP is therefore less-than-significant.

b) *Less-Than-Significant Impact.* Project air pollutant emissions under no circumstances would exceed applicable SCAQMD thresholds. Project air pollutant emissions impacts would therefore be less-than-significant. Per SCAQMD significance guidance, less-than-significant impacts at the Project level are not cumulatively considerable. On this basis, the potential for the Project to 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 is considered less-than-significant.

c) *Less-Than-Significant Impact.* Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. As concluded in the above discussion of Localized Air Quality Impacts, the sensitive receptors nearest the Project site would not be subject to emissions exceeding SCAQMD LSTs. Nor would the Project create or result in localized CO hot spots. The Project HRA, summarized herein, substantiates that the Project would not generate or result in localized DPM emissions that would create or result in potentially significant health risks.

Based on the preceding, the potential for the Project to expose sensitive receptors which are located within one mile of the Project site to substantial point source emissions would be less-than-significant.

d) *Less-Than-Significant Impact.* Temporary, short-term odor releases are potentially associated with Project construction activities. Potential sources of odors associated with construction activities would include, but not be limited to: asphalt/paving materials, glues, paint, and other architectural coatings. Construction-source odor impacts are minimized through compliance with established regulations (Code of Federal Regulations[CFR], Subpart H-Materials Handling, Storage Use and Disposal, et al.) addressing construction materials storage, use, and disposal. In pertinent part the isolation/containment devices or mechanisms specified under these regulations prevent significant release of odors. The Project would be required to comply with these regulations.

Uses typically considered to be sources of odors or other emissions that could adversely affect a substantial number of people include agricultural operations, cement plants, wastewater treatment plants, and the like. The Project proposes none of these. Rather, the Project would implement contemporary light industrial warehouse uses. Refuse generated by the Project uses could be a source of localized odors. Project refuse is required to be collected, contained, and disposed of as stipulated by the Riverside County Department of Waste Resources (Department). As required by the Department refuse is to be disposed of in covered receptacles and routinely removed, thereby limiting the escape of odors to the open air. Any odors generated would be temporary and transient, with little or no potential to adversely affect a substantial number of people.

Further, all Project construction activities, uses and occupancies would be required to conform to SCAQMD Rule 402. Rule 402 provides in pertinent part that there shall be no “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”

Based on the preceding discussion, the potential for the Project to result in other emissions (such as those leading to odors) adversely affecting a substantial number of people is considered less-than-significant.

**Mitigation:** No mitigation is required. Note: The Project AQIA assumes implementation of County of Riverside 2019 Climate Action Plan Update (CAP Update) Measure R2-CE1. Mandated compliance with CAP Update Measure R2-CE1 is incorporated as Mitigation Measure 20-2 at Initial Study Checklist Item 20, *Greenhouse Gases*.

**Monitoring:** No monitoring is required.

**BIOLOGICAL RESOURCES** 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Source(s):** Riverside County GIS database; Preliminary Plans for the Placentia Logistics Project; *Barker Logistics East, Riverside County, California, Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis* (ELMT Consulting, Inc.) October 2019 (Project Biological Resources Assessment, IS/MND Appendix C); *Barker Logistics East Riverside County, California, Burrowing Owl Focused Survey Report* (ELMT Consulting, Inc.) March 2020 (Project Burrowing Owl Survey, IS/MND Appendix C).

Findings of Fact:

a) *Less-Than-Significant with Mitigation Incorporated.* The Project site is located in the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), but is not located within any Criteria Cells or designated conservation areas. However, the Project site is located immediately adjacent to Criteria Cell 2529, which contributes to assembly of Proposed Non-Contiguous Habitat Block 4.

Section 6.1.4 of the MSHCP, *Guidelines Pertaining to Urban/Wildlands Interface*, addresses indirect effects associated with locating development in proximity to the MSHCP Conservation Area. As previously mentioned, the Project site is located immediately adjacent to Criteria Cell 2529. As a result, compliance with the Urban/Wildlife Interface Guidelines is incorporated into the Project as Mitigation Measure 7-1.

The site is also located within the MSHCP designated survey area for burrowing owl. Consistent with conservation goals of the MSCHP, a focused breeding season survey for burrowing owl has been conducted for the Project site. During the survey, several small mammal burrows were observed with the potential to provide suitable burrowing owl nesting habitat. All burrows encountered were examined for shape, scat, pellets, white-wash, feathers, tracks, and prey remains. Despite a systematic search, no burrowing owls or sign were observed on or within 500 feet (where accessible) of the Project site. As a result, burrowing owl are presumed absent from the Project site. However, out of an abundance of caution, and to ensure burrowing owl remain absent from the Project site, a 30-day burrowing owl pre-construction clearance survey shall be conducted prior to any ground-disturbing activities, as required by Mitigation Measure 7-2.

With the incorporation of Mitigation Measures 7-1 and 7-2, the potential for the Project to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan is considered less-than-significant.

b, c) *Less-Than-Significant with Mitigation Incorporated.* The following discussions summarize the findings of the Biological Resources Assessment.

Vegetation

No native plant communities or natural communities were observed on or adjacent to the Project site. The Project Biological Resources Assessment classified two types of land cover at the site: disturbed and developed. No special-status plant species or plant communities were observed. The Biological Resources Assessment determined that the Project site has a low (to no) potential to provide suitable habitat for any special-status plant species. No critical habitat would be affected by the Project.

Wildlife

No special-status wildlife species were observed on-site during the habitat assessment. Based on habitat requirements for specific species and the availability and quality of on-site habitat, it was

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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determined that the site has a moderate potential to support Cooper’s hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), burrowing owl, and California horned lark (*Eremophila alpestris actia*); and a low potential to provide suitable habitat for great egret (*Ardea alba*), great blue heron (*Ardea herodias*), ferruginous hawk (*Buteo regalis*), white-tailed kite (*Elanus leucurus*), and San Diego black-tailed jackrabbit (*Leus californicus bennettii*).

Vegetation within and surrounding the Project site has the potential to provide refuge cover from predators, perching sites and favorable conditions for avian nesting that could be impacted by construction activities associated with the Project. Impacts to nesting birds is prohibited by the Federal Migratory Bird Treaty Act of 1918 (MBTA).

Mitigation Measure 7-3 would reduce potential impacts to nesting birds to levels that would be less-than-significant. Impacts to burrowing owl are addressed by Mitigation Measure 7-2. With the incorporation of these measures, the potential for the Project to have a substantial adverse effect on any endangered or threatened species, or special-status species is considered less-than-significant.

d) *Less-Than-Significant Impact.* The Project site has not been identified as occurring in a wildlife corridor or linkage. However, the site is located east of MSHCP Proposed Noncontiguous Habitat Block 4 which is comprised of the Motte Rimrock Reserve, and provides habitat for MSHCP listed species Quino checkerspot butterfly (*Euphydryas editha quino*), coastal California gnatcatcher (*Poliioptila californica*), and Stephens' kangaroo rat.

The Project will be confined to existing areas that have been heavily disturbed by grading/disking activities, historic agricultural uses, and residential development. The Project would not directly impact, prevent, or restrict the use of Motte Rimrock Reserve by MSHCP-listed species associated with Proposed Noncontiguous Habitat Block 4. Additionally, MSHCP Urban/Wildlife Interface Guidelines (implemented under Mitigation Measure 7-1) would act to preclude potential indirect impacts to wildlife corridors or linkages.

e, f) *No Impact.* The Biological Resources Assessment determined that the Project site does not support any discernible drainage courses, inundated areas, or wetland obligate vegetation that would be considered jurisdictional by the Corps, Regional Board, or CDFW, or qualify as riparian/riverine habitat under the MSHCP. Therefore, regulatory approvals from the Corps, Regional Board, and/or CDFW would not be required for implementation of the Project. As such, the Project does not have the potential to affect any riparian habitat or federally-protected wetlands, and the Project would have no impact in this regard.

g) *No Impact.* No other local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, have been identified as applicable to the Project or Project site.

Mitigation: No mitigation is required.

7-1 *The Project shall comply with Section 6.1.4 of the MSHCP, Guidelines Pertaining to Urban/Wildlands Interface, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development.*

7-2 *A final pre-construction burrowing owl clearance survey shall be conducted by the Project biologist to ensure burrowing owl remain absent from the Project site. The pre-construction survey shall be conducted within 30 days prior to any site-disturbing activities. If burrowing owl*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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is located on site, the appropriate resource agencies (CDFW and USFWS) shall be contacted. The Project Applicant shall consult with the wildlife agencies regarding the most appropriate methods and timing for removal of owls.

7-3 If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within 3 days of the start of any vegetation removal or ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The Project biologist shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For listed and raptor species, this buffer shall be expanded to 500 feet. A biological monitor shall be present to delineate the boundaries of any required buffer areas and to monitor any active nests to ensure that nesting behavior is not adversely affected by construction activities. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area may proceed.

**Monitoring:** Mitigation shall be monitored through the County Conditions of Approval clearance process concurrent with the review of Project development permits.

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

**Source(s):** Phase I Cultural Resources Assessment, Barker East Project, Unincorporated Riverside County, California (BCR Consulting, LLC) December 17, 2019 (Project Cultural Resources Assessment, IS/MND Appendix K); Preliminary Plans for the Placentia Logistics Project.

**Findings of Fact:**

a, b) *Less-Than-Significant with Mitigation Incorporated.* As part of the Project Cultural Resources Assessment, a cultural resources records search and reconnaissance field survey for the Project site was completed. Under existing law, environmental documents must not include information about the location of an archeological site or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act. (Cal. Code Regs. § 15120(d)). Consistent with these requirements, detailed documentation of archaeological resources occurring or potentially occurring within the Project site is excluded here. This information is presented in the confidential Cultural Resources Appendix provided to the County.

Although the field survey failed to identify any historical resources within the Project site boundaries<sup>1</sup>, the records search revealed that numerous prehistoric archaeological sites have been previously identified in the vicinity. On this basis, the Project Cultural Resources Assessment concluded that the

<sup>1</sup> Based on aerial photographs, the residences located along the western boundary of the site were not present in 1978. As such, they are not historic in age and do not warrant further consideration.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project site is considered sensitive for buried cultural resources. Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:

- prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates;
- groundstone artifacts, including mortars, pestles, and grinding slabs;
- dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks;
- human remains;
- historic-period artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;
- historic-period structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements.

Based on the preceding, the Project Cultural Resources Assessment recommended that an archaeological monitor be present during any earthmoving activities proposed within the Project site boundaries. With the incorporation of Mitigation Measures 8-1 through 8-3, potential impacts to historic resources are considered less-than-significant.

Mitigation:

**8-1 (Project Archaeologist):** Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

**8-2 (Unanticipated Resources):** If during ground disturbance activities, unique cultural resources<sup>2</sup> are discovered, the following procedures shall be followed:

- i. All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of

<sup>2</sup> Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the cultural resource. A meeting shall be convened between the developer, the archaeologist, the tribal representative, and the Planning Director to discuss the significance of the find.

ii. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

iii. Grading or further ground disturbance shall not resume within the area of the discovery until a decision has been made through consultation with all relevant parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will continue if needed.

iv. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.

v. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the County for their review and approval prior to implementation of the said plan.

vi. Pursuant to Calif. Pub. Res. Code § 21083.2(b), if the project will cause damage to a unique archaeological resource, the County shall determine if reasonable efforts can be formulated to permit any or all of these resources to be preserved in place or left in an undisturbed state. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the County Planning Director for decision. The County Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe(s).

**8-3 (Phase IV Monitoring Report):** Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department’s requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

Monitoring: Mitigation shall be monitored through the County Conditions of Approval clearance process concurrent with the review of Project development permits.

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

**Source(s):** Phase I Cultural Resources Assessment, Barker East Project, Unincorporated Riverside County, California (BCR Consulting, LLC) December 17, 2019 (Project Cultural Resources Assessment, IS/MND Appendix K); Preliminary Plans for the Placentia Logistics Project.

**Findings of Fact:**

a, b) *Less-Than-Significant with Mitigation Incorporated.* The Project Cultural Resources Assessment determined that the Project site is considered sensitive for buried cultural resources, and recommended archaeological monitoring. With the incorporation of Mitigation Measures 8-1 through 8-3 presented previously, potential impacts to archaeological resources would be less-than-significant.

c) *Less-Than-Significant Impact.* There are no known or potential interred human remains within the Project site. The likelihood of encountering human remains in the course of Project development is minimal. Further, as required by California Health and Safety Code Section 7050.5, should human remains be found, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains were found to be prehistoric, the coroner would coordinate with the California Native American Heritage Commission as required by State law. Based on the preceding, the potential for the Project to disturb any human remains, including those interred outside of formal cemeteries is considered less-than-significant.

**Mitigation:** Please refer to Mitigation Measures 8-1 through 8-3 presented above.

**Monitoring:** See above.

<b>ENERGY</b> Would the project:				
<b>10. Energy Impacts</b>				
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Riverside County General Plan; Riverside County Climate Action Plan (“CAP”); CCR Title 24, Part 6: Energy Efficiency Standards; CCR, Title 24, Part 11: California Green Building Standards Code; Placentia Logistics Project Air Quality Impact Analysis; Placentia Logistics Project Greenhouse Gas Analysis; Preliminary Plans for the Placentia Logistics Project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Findings of Fact:**

a) *Less-Than-Significant Impact.* As supported by the following discussions, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential Project impacts in these regards would be less-than-significant. Further, energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy-producing or energy transmission facilities. The Project would not create or otherwise result in a potentially significant impact affecting energy resources or energy delivery systems.

**Construction Energy Efficiency/Conservation Measures**

Equipment used for Project construction would conform to CARB regulations and California emissions standards, and would demonstrate related fuel efficiencies. There are no unusual Project characteristics or construction processes that would require actions or the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). The Project would also implement applicable efficiency/conservation measures provisions of the County of Riverside Climate Action Plan Update, November 2019 (CAP Update). Project construction activities would therefore not result in inefficient, wasteful, or unnecessary consumption of power or fuel.

Additionally, certain incidental construction-source energy efficiencies would likely accrue through implementation of California regulations. More specifically, California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) *Idling*, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints.

Indirect construction energy efficiencies and energy conservation would be achieved through the use of recycled/recyclable materials and related procedures, and energy efficiencies realized from bulk purchase, transport and use of construction materials. Use of recycled and recyclable materials and use of materials in bulk also reduces energy demands associated with preparation and transport of construction materials as transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

**Construction Waste Management Plan**

Consistent with Section 5.408, *Construction Waste Reduction, Disposal, and Recycling* of the California Green Building Standards Code (CALGreen Code), as adopted by the County, the Project would recycle or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste. A Project Construction Waste Management Plan would also be prepared consistent with Section 5.408.1.1 of the CALGreen Code.

**Operational Energy Efficiency/Conservation Measures**

The Project would meet or surpass standards established under the California Code Title 24, Part 6 (the California Energy Code) and California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11) as implemented by the County. The Project would also implement applicable efficiency/conservation measures provisions of the CAP Update.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Enhanced Vehicle Fuel Efficiencies**

Potential maximum vehicle fuel consumption from vehicles accessing the Project would occur under Project Opening Year (2021) Conditions. Under future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation. Average fuel economies of vehicles accessing the Project site can also be expected to improve over time in response to fuel economy and emissions standards imposed on newer vehicles entering the transportation system.

**Project Design and Access**

The Project proposes light industrial warehouse uses within an urbanizing context, proximate to, and readily accessible from regional and local roadways. In these regards, the Project setting proximate to transportation corridors facilitates access to the Project generally.

**Alternative Transportation Modes**

Availability of alternative transportation modes described below would act to generally reduce commuter-related fuel consumption.

**Bus Service**

Riverside Transit Authority (RTA) is the public transit agency serving the Study Area and unincorporated Riverside County generally. RTA transit route maps and schedules are available at: <http://www.riversidetransit.com/index.php/riding-the-bus/maps-schedules>. There is currently no transit service proximate to (within 0.25 miles of) the Project site. Transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. The Project Applicant would work in conjunction with RTA to potentially accommodate bus service to the site.

**Trails and Bikeway System**

In an effort to promote alternative modes of transportation, the County of Riverside also includes a trails and bikeway system. Proximate to the Project site, there is a proposed Class II bike path along Cajalco Expressway, Regional Trail along Placentia Avenue, and Community Trail along Tobacco Road.

**Pedestrian Access**

There are existing pedestrian facilities located along portions of Harvill Avenue and Placentia Avenue within the study area.

**Landscaping**

Drought-tolerant plants would be used where appropriate. Project landscaping would be required to conform to County requirements presented in the County of Riverside Comprehensive Landscape Guidelines. See also <https://rctlma.org/trans/Land-Development/Landscape-Development>.

**Solid Waste Diversion/Recycling**

The Project would be required to comply with applicable State of California and County solid waste diversion/recycling rules and regulations. These laws and regulations include but are not limited to: State AB 939, State AB 341; CALGreen Code Section 5.408, *Construction Waste Reduction, Disposal, and Recycling*; and Riverside County Department of Waste Resources waste reduction/recycling requirements (see: <https://www.rcwaste.org>). In combination, these laws and regulations act to reduce the amount of solid waste transported to, and disposed at area landfills. Corollary reduced demands on

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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area landfill capacities and energy consumed by waste transport and landfill operations would likely result.

As supported by the preceding discussions, the potential for the Project to result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation is considered less-than-significant.

b) *Less-Than-Significant Impact.* Project consistency with State and County Energy Efficiency/Energy Conservation Plans and related policies and/or regulations relevant to the Project are summarized at Table 10-1. In addition to the plans, policies, and regulations listed below, the State and County have also implemented measures that reduce air pollutant emissions and greenhouse gases. As a corollary effect, these measures in part act to promote energy efficiency and reduce energy consumption. Discussions of these plans, policies, and regulations are presented at Checklist Topics *Air Quality* and *Greenhouse Gas Emissions*.

**Table 10-1  
State and Local Energy Efficiency/Energy Conservation Plan Consistency**

PLANS, POLICIES, REGULATIONS	Remarks
<b>STATE of CALIFORNIA</b>	
<b>California Code of Regulations (CCR) Title 24, Part 6: Energy Efficiency Standards</b> California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. The Project would be required to comply with energy efficiency standards in effect at the time of building permit application(s).	<b>Consistent:</b> <i>The Project would be designed, constructed and operated to meet or exceed incumbent CCR Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with or obstruct implementation of Title 24 Energy Efficiency Standards.</i>  <i>Based on the preceding, the Project is considered consistent with CCR Title 24, Part 6: Energy Efficiency Standards.</i>
<b>CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen).</b> CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2011. CALGreen is updated on a regular basis, with the most recent update consisting of the 2016 California Green Building Code Standards that became effective January 1, 2017. Under state law, local jurisdictions are permitted to adopt more stringent requirements.	<b>Consistent:</b> <i>The Project would be designed, constructed and operated to meet or exceed incumbent CCR Title 24 CALGreen Standards. On this basis, the Project is determined to be consistent with, and would not interfere with or obstruct implementation of Title 24 CALGreen Standards.</i>  <i>Based on the preceding, the Project is considered consistent with CCR, Title 24, Part 11: CALGreen.</i>
<b>COUNTY of RIVERSIDE GENERAL PLAN</b>	
<b>Open Space Element</b>	
<b>Policy OS 11.2:</b> Support and encourage voluntary efforts to provide active and passive solar access opportunities in new developments.	<b>Consistent:</b> <i>The Project would be required to comply with on-site renewable energy production requirements presented in the County of Riverside Climate Action Plan Update, November 2019 (CAP Update pp. 4-11, 4-12, R2-CE1, Clean Energy). The Project does not propose or require designs or operations that would interfere with or obstruct County actions to support, permit, or encourage use of solar energy. Please refer also to related discussions presented at Checklist Topic Greenhouse Gas Emissions.</i>  <i>Based on the preceding, the Project is considered consistent with General Plan Policies OS 11.2, OS 11.3, OS 11.4.</i>
<b>Policy OS 11.3:</b> Permit and encourage the use of passive solar devices and other state-of-the-art energy resources.	
<b>Policy OS 11.4:</b> Encourage site-planning and building design that maximizes solar energy use/potential in future development applications.	

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 10-1  
State and Local Energy Efficiency/Energy Conservation Plan Consistency**

<b>PLANS, POLICIES, REGULATIONS</b>	<b>Remarks</b>
<b>Policy OS 16.1:</b> Continue to implement Title 24 of the State Building Code California Code of Regulations (the “California Building Standards Code”), particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to County ordinance. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of within CCR Title 24.	<b>Consistent:</b> <i>Please refer to remarks above addressing Project consistency with CCR Title 24, Part 6: Energy Efficiency Standards, and CCR, Title 24, Part 11: CALGreen.</i>
<b>Policy OS 16.14:</b> Coordinate energy conservation activities with the County Climate Action Plan (CAP) as decreasing energy usage also helps reduce carbon emissions.	<b>Consistent:</b> <i>The Project would conform to and implement applicable provisions of the CAP. Please refer also to related discussions presented at Checklist Topic Greenhouse Gas Emissions.</i>  <i>Based on the preceding, the Project is considered consistent with General Plan Policy OS 16.14.</i>
<b>Policy OS 16.9:</b> Encourage increased use of passive, solar design and day-lighting in existing and new structures.	<b>Consistent:</b> <i>Please refer to remarks above addressing Project consistency with General Plan Policies OS 11.2, OS 11.3, OS 11.4.</i>
<b>Air Quality Element</b>	
<b>Policy AQ 4.1:</b> Require Encourage the use of all feasible building materials/methods which reduce emissions.	<b>Consistent:</b> <i>The Project would conform to or surpass all CCR Title 24, Part 6: Energy Efficiency Standards, and CCR, Title 24, Part 11: CALGreen building design and materials requirements. Conformance with these requirements acts to conserve energy and reduce energy-source emissions. Please refer also to related discussions presented at Checklist Topics Air Quality, and Greenhouse Gas Emissions.</i>  <i>Based on the preceding, the Project is considered consistent with General Plan Policy AQ 4.1.</i>
<b>Policy AQ 4.2:</b> Encourage the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.	<b>Consistent:</b> <i>The Project would employ energy efficient equipment and appliances that conform to or surpass CCR Title 20 Appliance Efficiency Regulations. The Project would not interfere with or obstruct County efforts to encourage use of all feasible efficient heating equipment and other appliances.</i>  <i>Based on the preceding, the Project is consistent with General Plan Policy AQ 4.2.</i>
<b>Policy AQ 4.3:</b> Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating where feasible.	<b>Consistent:</b> <i>The Project would implement centrally heated facilities with automated time clocks and/or occupant sensors to control heating where feasible.</i>  <i>Based on the preceding, the Project is consistent with General Plan Policy AQ 4.3.</i>
<b>Policy AQ 5.2:</b> Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments.	<b>Consistent:</b> <i>The Project would incorporate energy efficient designs and operations consistent with County and State requirements. The Project would not interfere with or obstruct County efforts to adopt incentives and/or regulations to enact energy conservation requirements for private and public developments.</i>  <i>Based on the preceding, the Project is consistent with General Plan Policy AQ 5.2.</i>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 10-1  
State and Local Energy Efficiency/Energy Conservation Plan Consistency**

PLANS, POLICIES, REGULATIONS	Remarks
<b>Policy AQ 5.4:</b> Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.	<b>Consistent:</b> <i>To the extent practical, the Project would orient buildings, building elements, and site facilities to conserve energy and promote energy efficiencies. The Project would not interfere with or obstruct County efforts to encourage the incorporation of energy-efficient design elements.</i>  <i>Based on the preceding, the Project is consistent with General Plan Policy AQ 5.4.</i>
<b>Policy AQ 18.1:</b> Baseline emissions inventory and forecast. Riverside County CAP has included baseline emissions inventory with data on County's CO2e emissions for specific sectors and specific years. The carbon inventory greatly aids the process of determining the type, scope and number of GHG reduction policies needed. It also facilitates the tracking of policy implementation and effectiveness. The carbon inventory for the County consists of two distinct components; one inventory is for the County as a whole, as defined by its geographical borders and the other inventory is for the emissions resulting from the County's municipal operations.	<b>Consistent:</b> <i>The Project Greenhouse Gas Analysis (GHGA) provides an inventory of Project-source GHG emissions. The Project GHG emissions inventory supports County efforts to establish a County-wide GHG emissions inventory for specific sectors and specific years. Please refer also to Checklist Topic Greenhouse Gas Emissions. The Project would not interfere with or obstruct County efforts to inventory sources and quantities of GHG emissions.</i>  <i>Based on the preceding, the Project is consistent with General Plan Policy AQ 18.1.</i>
<b>Policy AQ 18.2:</b> Adopt GHG emissions reduction targets. Pursuant to the results of the Carbon Inventory and Greenhouse Gas Analysis for Riverside County, future development proposed as a discretionary project pursuant to the General Plan shall achieve a greenhouse gas emissions reduction of 25% compared to Business As Usual (BAU) project in order to be found consistent with the County's Climate Action Plan (CAP).	<b>Consistent:</b> <i>Project GHG emissions impact have been evaluated in the context of GHG emissions reductions targets and performance standards established under the incumbent County Climate Action Plan (Riverside County Climate Action Plan Update, November 2019 [CAP Update]). The Project GHGA substantiates that the Project would achieve a greenhouse gas emissions reduction consistent with the CAP Update. Please refer also to Checklist Topic Greenhouse Gas Emissions.</i>  <i>Based on the preceding, the Project is consistent with General Plan Policy AQ 18.2.</i>
<b>Policy AQ 18.3:</b> Develop a Climate Action Plan for reducing GHG emissions. The Riverside County CAP has been developed to formalize the measures necessary to achieve County GHG emissions reduction targets. The CAP includes both the policies necessary to meet stated targets and objectives. These targets, objectives and Implementation Measures may be refined, superseded or supplemented as warranted in the future.	<b>Consistent:</b> <i>The Project conforms to and implements applicable provisions of the CAP Update.</i>  <i>The Project would not interfere with or obstruct County efforts to implement the CAP Update, CAP Update policies, or CAP Update emissions reduction targets. Please refer also to Checklist Topic Greenhouse Gas Emissions.</i>  <i>Based on the preceding, the Project is consistent with General Plan Policy AQ 18.3.</i>
<b>Policy AQ 18.4:</b> Implement policies and measures to achieve reduction targets. The County shall implement the green-house gas reduction policies and measures established under the County Climate Action Plan for all new discretionary development proposals.	<b>Consistent:</b> <i>The Project would implement applicable greenhouse gas reduction policies and measures established under the CAP Update.</i>  <i>The Project would not interfere with or obstruct County efforts to implement the CAP Update, CAP Update policies, or CAP Update emissions reduction targets. Please refer also to Checklist Topic Greenhouse Gas Emissions.</i>  <i>Based on the preceding, the Project is consistent with General Plan Policy AQ 18.4.</i>
<b>Policy AQ 18.5:</b> Monitor and verify results. The County shall monitor and verify the progress and results of the CAP periodically. When necessary, the CAP's "feedback" provisions	<b>Consistent:</b> <i>The Project GHG emissions inventory supports County efforts to monitor and verify GHG reduction targets established under the CAP Update.</i>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 10-1  
State and Local Energy Efficiency/Energy Conservation Plan Consistency**

PLANS, POLICIES, REGULATIONS	Remarks
<p>shall be used to ensure that any changes needed to stay “on target” with stated goals are accomplished.</p>	<p><i>The Project would not interfere with or obstruct County efforts to monitor sources and quantities of GHG emissions. Please refer also to EIR Section 4.3, Greenhouse Gas Emissions.</i></p> <p><i>Based on the preceding, the Project is consistent with General Plan Policy AQ 18.5.</i></p>
<p><b>Policy AQ 19.3:</b> Require new development projects subject to County discretionary approval to achieve the GHG reduction targets established in the CAP either through:</p> <p>a. Garnishing 100 points through the Implementation Measures found in the County’s CAP; or</p> <p>b. Requiring quantification of project-specific GHG emissions and reduction of GHG emissions to, at minimum, the applicable GHG reduction threshold established in the CAP.</p>	<p><b>Consistent:</b> <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 18.2, AQ 18.4, et al.</i></p>
<p><b>Policy AQ 20.10:</b> Reduce energy consumption of new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.</p>	<p><b>Consistent:</b> <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 4.1, AQ 4.2, AQ 4.3, AQ 5.4, et al.</i></p>
<p><b>Policy AQ 20.11:</b> Increase energy efficiency of new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy-efficient mechanical systems and equipment.</p>	<p><b>Consistent:</b> <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 4.1, AQ 4.2, AQ 4.3, AQ 5.4, AQ 20.10, et al.</i></p>
<p><b>Policy AQ 20.18:</b> Encourage the installation of solar panels and other energy-efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.).</p>	<p><b>Consistent:</b> <i>Please refer to remarks above addressing Project consistency with General Plan Policies OS 11.2, OS 11.3, OS 11.4, OS 16.9, AQ 4.1, et al.</i></p>
<p><b>Policy AQ 23.2:</b> For discretionary actions, land use-related greenhouse gas reduction objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for individual future projects. County programs shall also be developed and implemented to address land use-related reductions for County operations and voluntary community efforts.</p>	<p><b>Consistent:</b> <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 18.1 – AQ 18.5, AQ 19.3, et al.</i></p> <p><i>The Project would not interfere with or obstruct County efforts to establish programs to address land use-related GHG emissions reductions for County operations and voluntary community efforts.</i></p> <p><i>Based on the preceding, the Project is consistent with General Plan Policy AQ 23.2.</i></p>
<p><b>Policy AQ 24.1:</b> The County shall implement programs and requirements to achieve the following Objectives related to reducing greenhouse gas emissions achieved through improving energy efficiency and increasing energy conservation:</p> <p>a. Require new development (residential, commercial and industrial) to reduce energy consumption through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. Passive solar design addressed the innate heating and cooling effects achieved through building design, such as selective use of deep eaves for shading, operable windows for cross-ventilation, reflective surfaces for heat reduction and expanses of brick for thermal mass (passive radiant heating).</p>	<p><b>Consistent:</b> <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 4.1 – AQ 4.3, AQ 5.2, AQ 5.4, AQ 18.1 – AQ 18.5, AQ 19.3, AQ 23.2, et al.</i></p> <p><i>The Project would not interfere with or obstruct County efforts to establish or support programs to assist in the retrofitting of older affordable housing units; actively seek out existing or develop new programs to achieve energy efficiency for existing structures; or balance costs for energy efficiency and affordable housing economic considerations by providing or supporting programs to finance energy-efficient housing.</i></p>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 10-1  
State and Local Energy Efficiency/Energy Conservation Plan Consistency**

PLANS, POLICIES, REGULATIONS	Remarks
<p>b. Require new development (residential, commercial and industrial) to design energy efficiency into the project through efficient use of utilities (water, electricity, natural gas) and infrastructure design.</p> <p>c. Require new development (residential, commercial and industrial) to reduce energy consumption through use of energy efficient mechanical systems and equipment.</p> <p>d. Establish or support programs to assist in the retrofitting of older affordable housing units.</p> <p>e. Actively seek out existing or develop new programs to achieve energy efficiency for existing structures, particularly residential units built prior to 1978 when CCR Title 24 energy efficiency requirements went into effect.</p> <p>f. Balance additional upfront costs for energy efficiency and affordable housing economic considerations by providing or supporting programs to finance energy-efficient housing.</p>	<p><i>Based on the preceding, the Project is consistent with General Plan Policy AQ 24.1.</i></p>
<p><b>Policy AQ 24.2:</b> For discretionary actions, energy efficiency and conservation objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for all new development approvals. County programs shall also be developed and implemented to address energy efficiency and conservation efforts for County operations and the community.</p>	<p><b>Consistent:</b> <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 18.1 – AQ 18.5, AQ 19.3, AQ 23.2, et al.</i></p> <p><i>The Project would not interfere with or obstruct County efforts to establish programs to address energy efficiency and conservation efforts for County operations and the community.</i></p> <p><i>Based on the preceding, the Project is consistent with General Plan Policy AQ 24.2.</i></p>
<p><b>Policy AQ 26.1:</b> The County shall implement programs and requirements to achieve the following Objectives related to reducing greenhouse gas emissions derived from energy generation:</p> <p>a. Encourage the installation of solar panels and other energy-efficient improvements.</p> <p>b. Facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.).</p> <p>c. Facilitate development of renewable energy facilities and transmission lines in appropriate locations.</p> <p>d. Facilitate renewable energy facilities and transmission line siting.</p> <p>e. Provide incentives for development of local green technology businesses and locally produced green products.</p> <p>f. Provide incentives for investment in residential and commercial energy efficiency improvements.</p> <p>g. Identify lands suitable for wind power generation or geothermal production and encourage development of these alternative energy sources.</p>	<p><b>Consistent:</b> <i>Please refer to remarks above addressing Project consistency with General Plan Policies OS 11.2 – OS 11.4, et al.</i></p> <p><i>The Project would not interfere with or obstruct with County efforts to achieve County Objectives related to reducing greenhouse gas emissions derived from energy generation.</i></p> <p><i>Based on the preceding, the Project is consistent with General Plan Policy AQ 26.1.</i></p>
<p><b>Policy AQ 26.2:</b> For discretionary actions, the objectives for greenhouse gas reduction through increased use of alternative energy sources shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan. County programs shall also be developed and implemented to address use of alternative energy for County operations and within the community.</p>	<p><b>Consistent:</b> <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 4.1 – AQ 4.3, AQ 5.2, AQ 5.4, AQ 18.1 – AQ 18.5, AQ 19.3, AQ 23.2, AQ 24.2, et al.</i></p> <p><i>The Project would not interfere with or obstruct County efforts to address use of alternative energy for County operations and within the community.</i></p>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 10-1  
State and Local Energy Efficiency/Energy Conservation Plan Consistency**

PLANS, POLICIES, REGULATIONS	Remarks
	<i>Based on the preceding, the Project is consistent with General Plan Policy AQ 26.2.</i>

**Sources:** CCR Title 24, Part 6: Energy Efficiency Standards; CCR, Title 24, Part 11: California Green Building Standards Code; County of Riverside General Plan; County of Riverside Climate Action Plan Update; Placentia Logistics Project Air Quality Impact Analysis, Placentia Logistics Project Greenhouse Gas Analysis; Remarks by Applied Planning, Inc.

Additionally, regulatory measures, standards, and policies directed at reducing air pollutant emissions and GHG emissions would also act to promote energy conservation and reduce Project energy consumption. Please refer to related discussions presented at Checklist Topics *Air Quality* and *Greenhouse Gas Emissions*.

Based on the preceding, the potential for the Project to conflict with or obstruct a State or Local plan for renewable energy or energy efficiency is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**GEOLOGY AND SOILS** Would the project directly or indirectly:

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

**Source(s):** Riverside County General Plan; Mead Valley Area Plan; Riverside County GIS database; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

a) *Less-Than-Significant Impact.* There are no known active or potentially active faults traversing the Project site. The Project site is not located within an Alquist-Priolo Zone or an earthquake hazard zone, as mapped by the County (General Plan, Figures S-1 and S-2; MVAP, Figure 13). Available Riverside County GIS database information confirms the absence of earthquake fault zone or fault line hazards. The Project Geotechnical Investigation further substantiates that the Project site is not subject to potentially significant earthquake fault hazards (Project Geotechnical Investigation, p. 4).

Based on the preceding, the potential for the Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault; or be subject to rupture of a known earthquake fault is considered less-than-significant.

Mitigation: No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

**12. Liquefaction Potential Zone**

a) Be subject to seismic-related ground failure, including liquefaction?

**Source(s):** Riverside County General Plan; Mead Valley Area Plan; Riverside County GIS database; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

a) *Less-Than-Significant Impact.* Liquefaction susceptibility of the Project site is “low” (MVAP Figure 13, *Mead Valley Area Plan Seismic Hazards*; Riverside County GIS database). The Project Geotechnical Investigation confirms that the Project site is not subject to potentially significant liquefaction hazards (Project Geotechnical Investigation, p. 6). The Project Geotechnical Investigation does not otherwise indicate that the Project site is subject to potentially significant seismic-related ground failure hazards.

Based on the preceding, the potential for the Project to be subject to seismic-related ground failure, including liquefaction is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**13. Ground-shaking Zone**

a) Be subject to strong seismic ground shaking?

**Source(s):** Riverside County General Plan; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

a) *Less-Than-Significant Impact.* The Project Geotechnical Investigation indicates the Project site is subject to moderate to strong seismic shaking (Project Geotechnical Investigation, p. 9). The Project Geotechnical Investigation identifies design and construction standards addressing potential seismic shaking hazards affecting the Project site (Project Geotechnical Investigation Section 7.3, *Seismic Design Criteria*). Through established Site Plan, Building Permit, and Certificate of Occupancy requirements, the County would verify that required design and construction standards identified in the Project Geotechnical Investigation are incorporated throughout Project development and are functionally implemented in the completed structures and supporting facilities. Any site-specific geologic constraints that may be encountered during Project implementation would be addressed by compliance

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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with the recommendations of the final Project Geotechnical Investigation, and existing County/California Building Code (CBC) seismic design regulations, standards, and policies.

Short of a catastrophic event, design of structures in accordance with the final Project Geotechnical Investigation(s), the CBC, and current seismic engineering practices is sufficient to reduce potential effects of ground shaking at the Project site below the level of significance.

Based on the preceding, the potential for the Project to be subject to strong seismic ground-shaking is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**14. Landslide Risk**

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

**Source(s):** Riverside County General Plan; Mead Valley Area Plan; Riverside County GIS database; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

a) *Less-Than-Significant Impact.* The Project Geotechnical Investigation indicates that “landslides are not present at the property or at a location that could impact the subject site” (Project Geotechnical Investigation, p. 8). The Project site does not evidence substantial internal grade differentials or notable topographic features that would be subject to or result in landslides or landslide impacts. Properties adjacent to the Project site are not at substantially different elevations and do not evidence slopes that would be subject to landslides or that would result in landslide impacts. Additionally, the Project site is not located within a Slope Instability Area, as shown at MVAP Figure 15, *Mead Valley Area Plan Slope Instability*. The Project Geotechnical Investigation does not otherwise indicate that the Project site is subject to potentially significant hazards related to unstable geologic units, unstable soils, landslides, lateral spreading, collapse, or rockfall hazards.

Based on the preceding, the potential for the Project to 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 is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**15. Ground Subsidence**

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Riverside County General Plan; Mead Valley Area Plan; Riverside County GIS database; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

a) *Less-Than-Significant Impact.* Riverside County GIS information indicates that the Project site is “susceptible” to subsidence. As a standard condition of Project approval, the Project would be required to comply with the site-specific recommendations contained in the Project Geotechnical Investigation, including recommendations related to site preparation and compaction, that would minimize potential subsidence hazards (see: Project Geotechnical Investigation Section 7, *Conclusions and Recommendations*). Design requirements and recommendations addressing any identified subsidence concerns would be implemented by the County through the Project Conditions of Approval and established building permit and certificate of occupancy application and review processes. Based on compliance with the Project Geotechnical Investigation recommendations, the potential for the Project to 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 is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**16. Other Geologic Hazards**

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Source(s):** Preliminary Plans for the Placentia Logistics Project; Riverside County GIS database; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

a) *No Impact.* The Project site is not located near any bodies of water or water storage facilities that would be considered susceptible to seiche. The Project site is not affected by mudflows. No volcanoes are located in proximity to the site. No seiche, mudflow, or volcanic hazards are identified in the Project Geotechnical Investigation; no seiche, mudflow, or volcanic hazards are identified in the Riverside County GIS database. The Project does not propose uses or activities that would contribute to or exacerbate seiche, mudflow, or volcanic hazards. On this basis, the Project would have no impact related to seiche, mudflow, or volcanic hazards.

Mitigation: No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

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

**Source(s):** Preliminary Plans for the Placentia Logistics Project; Riverside County GIS database; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

- a) *Less-Than-Significant Impact.* The Project site does not evidence substantial internal grade differentials or notable ground surface relief features. The Project site would be graded to provide suitable building pads and ensure adequate drainage. The Project does not propose or require substantial terrain alterations. On this basis, the potential for the Project to change topography or ground surface relief features is considered less-than-significant.
- b) *Less-Than-Significant Impact.* Based on the preliminary Project plans, cut and fill slopes would be 30 feet or less at inclinations no steeper than 2:1 (h:v) (Project Geotechnical Investigation, p. 8). Any slopes constructed as part of the Project would be required to conform to recommendations and requirements of the Project Geotechnical Investigation as well as County of Riverside Building and Safety Department requirements. On this basis, the potential for the Project to create cut or fill slopes that would result in adverse impacts is considered less-than-significant.
- c) *Less-Than-Significant Impact.* The westerly portion of the Project site is currently developed with four single-family residences. Any on-site supporting residential sewage conveyance lines would no longer be required, and would be demolished as part of the Project site preparation activities. The Project on-site wastewater conveyance lines would connect to the existing area-serving wastewater conveyance system. Project wastewater would be conveyed by the sanitary sewer system to area-serving wastewater treatment facilities. No subsurface sewage disposal systems are proposed or required as part of the Project. Based on the preceding, the potential for the Project to result in grading that affects or negates subsurface sewage disposal systems is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>18. Soils</b>				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Preliminary Plans for the Placentia Logistics Project; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

**Findings of Fact:**

a) *Less-Than-Significant Impact.* Project construction activities would temporarily expose underlying soils, thereby temporarily increasing their susceptibility to erosion. Potential erosion impacts and construction-source stormwater pollutant discharges are addressed through mandated compliance with the National Pollutant Discharge Elimination System (NPDES). The NPDES program is administered by the State Water Resources Control Board (SWRCB) through the individual California Regional Water Quality Control Boards (RWQCBs). General Construction Activity Storm Water NPDES permits are issued for storm water discharges by the RWQCBs. Construction activities subject to this General Permit include clearing, grading, disturbances to the ground such as stockpiling, or excavation that results in soil disturbances. Stormwater pollution prevention plans (SWPPP) are required for issuance of a construction NPDES permit; these plans typically include both structural and non-structural Best Management Practices (BMPs) that minimize erosion potentials and reduce impacts. Prior to issuance of a grading permit, the Applicant would be required to demonstrate compliance with NPDES construction activity stormwater permit requirements.

Further, the Project as implemented would be required to implement and maintain stormwater management systems and facilities pursuant to an approved Water Quality Management Plan (WQMP). The implemented WQMP would effectively minimize or negate erosion potentials on a long-term basis.

Based on the preceding, the potential for the Project to result in substantial soil erosion or the loss of topsoil is considered less-than-significant.

b) *Less-Than-Significant Impact.* Expansive or otherwise unstable soils may adversely affect roadway subgrades, concrete slabs-on-grade, and building foundations. In the event of a severe earthquake in the vicinity, structural foundations and floors may be damaged if constructed in, or over, expansive or unstable soils.

Soil Expansion Index (EI) is defined by its potential to swell when wet or saturated. Based on testing conducted as part of the Project Geotechnical Investigation, the near surface site soils are generally expected to possess a “very low” expansion potential (EI of 20 or less) with test results showing expansion indices of 0 [zero] (Project Geotechnical Investigation, p. 7). Additionally, any site-specific geologic constraints which may be encountered during Project implementation will be addressed by

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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compliance with the recommendations of the Project Geotechnical Investigation, and County/CBC seismic design regulations, standards, and policies.

Based on the 0 EI rating of on-site soils, compliance with the recommendations set forth within the Project Geotechnical Investigation, and conformance with County/CBC seismic design regulations, standards, and policies, the potential for the Project to be located on expansive soil, creating substantial risks to life or property is considered less-than-significant.

c) *No Impact.* Project wastewater would be conveyed by the existing sanitary sewer system to area-serving wastewater treatment facilities. No septic tanks or other alternative wastewater disposal systems are proposed. There is no potential for the Project to result adverse impacts due to soil limitations relative to septic tanks or alternative wastewater disposal systems.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

<b>19. Wind Erosion and Blowsand from project either on or off site.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?				

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

Findings of Fact:

a) *Less-Than-Significant Impact.* General Plan Figure S-8, *Wind Erosion Susceptibility Map*, indicates the Project site is located in an area with a moderate susceptibility to wind erosion. To preclude or minimize potential wind erosion and blowsand impacts, the Project would be required to comply with County Ordinances 460 (Article XV *Soil Erosion Control Due to Wind*) and 484 [For the Control of Blowing Sand]. Similarly, other land uses in the vicinity of the Project site are required to comply with County Ordinances 460 and 484. Compliance with existing Ordinance requirements would ensure impacts due to wind erosion and blowsand would be less-than-significant. On this basis, the potential for the Project to be impacted by or result in an increase in wind erosion and blowsand, either on or off site is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**GREENHOUSE GAS EMISSIONS** Would the project:

**20. Greenhouse Gas Emissions**

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

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

**Source(s):** Riverside County General Plan; Riverside County Climate Action Plan (“CAP”); *Placentia Logistics Greenhouse Gas Analysis, County of Riverside* (Urban Crossroads, Inc.) June 2, 2020 (Project GHGA, IS/MND Appendix E); Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

**General:** Greenhouse gas (GHG) analyses presented here are based on and summarized from *Placentia Logistics Greenhouse Gas Analysis, County of Riverside* (Urban Crossroads, Inc.) June 2, 2020 (Project GHGA, IS/MND Appendix E). Please refer to the refer to the Project GHGA for detailed analytic protocols and modeling outputs.

a) *Less-Than-Significant with Mitigation Incorporated.* An individual project cannot generate greenhouse gas (GHG) emissions sufficient to influence global climate change. A project participates in potential global climate change impacts through its incremental contribution, combined with the cumulative increase of all other sources of GHGs. Taken together, these effects may have a potentially significant impact on global climate change. The Project GHG emissions sources would include the following:

- Construction Sources (Amortized Over 30 Years)
- Area Sources
- Building Energy Consumption
- Mobile Sources (Passenger Cars)
- Mobile Sources (Trucks)
- On-site Equipment
- Solid Waste Management
- Water Supply

Annual Project GHG emissions are summarized at Table 20-1.

**Table 20-1  
Annual Project GHG Emissions**

Emission Source	Emissions (metric tons /yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Construction-source Emissions (Amortized Over 30 Years)	16.58	0.00	0.00	16.65
Area Sources	0.02	4.00e-05	0.00	0.02
Building Energy Consumption	289.79	0.01	3.25e-03	291.01
Mobile Sources (Passenger Cars)	486.22	0.01	0.00	486.56

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 20-1  
Annual Project GHG Emissions**

Emission Source	Emissions (metric tons /yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Mobile Sources (Trucks)	1,911.05	0.02	0.00	1,911.60
On-site Equipment	50.84	0.02	0.00	51.25
Solid Waste Management	54.82	3.24	0.00	135.82
Water Supply	283.17	2.08	0.05	350.31
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>3,243.21</b>			

**Source:** *Placentia Logistics Greenhouse Gas Analysis, County of Riverside* (Urban Crossroads, Inc.) June 2, 2020.

**Notes:** Totals obtained from CalEEMod™ and may not total 100% due to rounding. Table results include scientific notation; e is used to represent times ten raised to the power of (which would be written as x 10<sup>nn</sup>) and is followed by the value of the exponent.

As indicated at Table 20-1, the Project would generate approximately 3,243.21 MTCO<sub>2</sub>e/yr. Of this total, approximately 845.94 MTCO<sub>2</sub>e/yr would be generated by construction sources, area sources, building energy consumption, on-site equipment, water supply, and solid waste management. An additional approximately 2,397.27 MTCO<sub>2</sub>e/yr would be generated by Project mobile sources.

**Significance Determination**

The County of Riverside Climate Action Plan Update, November 2019 (CAP Update) provides guidance addressing analysis of GHG emissions and CEQA significance determination of GHG emissions impacts. To address State requirements to reduce GHG emissions, the CAP Update establishes County-wide GHG emissions reduction targets that would support and comply with near-term (2030) and long-term (2050) State GHG emissions targets. The CAP Update GHG emissions reduction targets are consistent with the State GHG emissions targets. Consistency of the County GHG emissions reduction targets with correlating State targets ensures that the County will be providing GHG reductions locally that will complement State efforts to reduce GHG emissions. Because the County’s CAP Update addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CAP Update fulfills the description of mitigation found in the State CEQA Guidelines. Compliance with the CAP Update fulfills the description of mitigation found in the *CEQA Guidelines*.

The CAP Update identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MTCO<sub>2</sub>e/yr is used to determine if additional analysis is required. To demonstrate consistency with the CAP Update, and therefore support a determination of less-than-significant GHG emissions impacts, projects that exceed the 3,000 MTCO<sub>2</sub>e/yr screening threshold must demonstrate attainment of at least 100 points through the implementation of CAP Update Screening Table features.

As indicated at Table 20-1, the Project would generate approximately 3,243.21 MTCO<sub>2</sub>e/yr. Project GHG emissions would therefore exceed the County’s screening threshold of 3,000 MTCO<sub>2</sub>e/yr. On this basis, absent Project demonstrated attainment of at least 100 points through the implementation of CAP Update Screening Table features, the Project could generate direct or indirect GHG emissions that would result in a significant impact on the environment. This is a potentially significant impact. Mitigation Measures 20-1 and 20-2 would reduce this impact to levels that would be less-than-significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) *Less-Than-Significant with Mitigation Incorporated.* GHG emissions reduction plans, policies and regulations applicable to the Project include: AB 32, SB 32, (including related 2008/2017 ARB Scoping Plan Elements), and the CAP Update. Project consistency with AB 32, SB 32, (including related 2008/2017 ARB Scoping Plan Elements), and the CAP Update is evaluated in the following discussions.

**2008 Scoping Plan Consistency**

The 2008 Scoping Plan identifies measures to reduce California’s greenhouse gas emissions in support of AB 32. Many of the measures identified in the Scoping Plan are not applicable at the project level and are state or regional responsibilities. Certain of the measures are applicable to, and are demonstrably supported by the Project. Other measures, while not directly applicable to the Project, would not be obstructed or impeded by Project implementation. Table 20-2 summarizes the Project’s consistency with the State Scoping Plan measures. As indicated, the Project would not conflict with any of the provisions of the Scoping Plan and supports the Scoping Plan through energy efficiency, water conservation, resources recycling, and landscape carbon sequestration.

**Table 20-2  
2008 Scoping Plan Consistency**

Action Category	Supporting Measures	Remarks
Cap-and-Trade Program	--	<b>Consistent.</b> These programs involve capping emissions from electricity generation and similar operations. The Project would not interfere with or obstruct cap-and-trade program measures or initiatives.
Light-Duty Vehicle Standards	T-1	<b>Consistent.</b> This is a statewide measure and is not within the purview of the Project. Vehicles accessing the Project would be required to comply with these standards as implemented. Electric Vehicle (EV) charging stations would be installed on site per 2019 Title 24 standards.
Energy Efficiency	E-1	<b>Consistent.</b> The Project would achieve building, water, and solid waste management efficiencies consistent with CALGreen requirements.
	E-2	
	CR-1	
	CR-2	
Renewables Portfolio Standard (RPS)	E-3	<b>Consistent.</b> Establishes the minimum statewide renewable energy mix. The Project would not interfere with or obstruct RPS program measures or initiatives.
Low Carbon Fuel Standard	T-2	<b>Consistent.</b> Establishes reduced carbon intensity (CI) of transportation fuels. The Project would not interfere with or obstruct transportation fuel CI program measures or initiatives.
Regional Transportation-Related GHG Targets	T-3	<b>Consistent.</b> This is a statewide measure and is not within the purview of the Project. The Project would not interfere with or obstruct transportation-related GHG target measures or initiatives.
Vehicle Efficiency Measures	T-4	<b>Consistent.</b> This is a statewide measure and is not within the purview of the Project. Vehicles accessing the Project would be required to comply with these measures as implemented. The Project would not interfere with or obstruct vehicle efficiency measures or initiatives.
Goods Movement	T-5	<b>Consistent.</b> This is a statewide measure and is not within the purview of the Project. Goods movement associated with the Project would be required to comply with these measures as
	T-6	

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 20-2  
2008 Scoping Plan Consistency**

Action Category	Supporting Measures	Remarks
		implemented. The Project would not interfere with or obstruct goods movement measures or initiatives.
Million Solar Roofs (MSR) Program	E-4	<b>Consistent.</b> The MSR program sets a goal for use of solar systems throughout the state as a whole. The building designs incorporate PV solar panels.
Medium- & Heavy-Duty Vehicles	T-7	<b>Consistent.</b> This is a statewide measure and is not within the purview of the Project. Medium- & heavy-duty vehicles accessing the Project would be required to comply with these measures as implemented. The Project would not interfere with or obstruct medium- & heavy-duty vehicle measures or initiatives.
	T-8	
Industrial Emissions	I-1	<b>Consistent.</b> These measures are applicable to large industrial facilities (> 500,000 MTCO <sub>2</sub> e/yr) and other intensive uses such as refineries. The Project would not interfere with or obstruct industrial emissions measures or initiatives.
	I-2	
	I-3	
	I-4	
	I-5	
High Speed Rail	T-9	<b>Consistent.</b> Supports increased mobility choice via provision of high speed rail. The Project would not interfere with or obstruct high speed rail measures or initiatives.
Green Building Strategy	GB-1	<b>Consistent.</b> The Project would implement building, water, and solid waste management efficiencies consistent with incumbent CALGreen requirements.
High Global Warming Potential (GWP) Gases	H-1	<b>Consistent.</b> The Project is not a substantial source of high GWP emissions. The Project would not interfere with or obstruct high GWP emissions measures or initiatives.
	H-2	
	H-3	
	H-4	
	H-5	
	H-6	
	H-7	
Recycling and Waste	RW-1	<b>Consistent.</b> The Project would comply with mandated State and County recycling and waste management measures.
	RW-2	
	RW-3	
Sustainable Forests	F-1	<b>Consistent.</b> The Project would promote carbon sequestration through provision of per the Project on-site landscaping.
Water	W-1	<b>Consistent.</b> The Project would provide low-flow fixtures and water-efficient landscaping per County and State requirements.
	W-2	
	W-3	
	W-4	
	W-5	

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 20-2  
2008 Scoping Plan Consistency**

Action Category	Supporting Measures	Remarks
	W-6	
Agriculture	A-1	<b>Consistent.</b> The Project is not an agricultural use. The Project would not interfere with or obstruct Scoping Plan agricultural measures or initiatives.

**Source:** *Placentia Logistics Greenhouse Gas Analysis, County of Riverside* (Urban Crossroads, Inc.) June 2, 2020.

**SB 32/2017 Scoping Plan Consistency**

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. As summarized, at Table 20-3, the Project would support and would not conflict with SB 32/2017 Scoping Plan provisions.

**Table 20-3  
SB32/2017 Scoping Plan Consistency**

Action	Responsibility	Remarks
<b>Implement SB 350 by 2030</b>		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	<b>Consistent.</b> The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		<b>Consistent.</b> The Project would be designed and constructed to implement the energy efficiency measures for new commercial developments and would include several measures designed to reduce energy consumption. The Project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly-owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		<b>Consistent.</b> The Project would be designed and constructed to implement energy efficiency measures acting to reduce electricity consumption. The Project includes energy efficient lighting and fixtures that meet the current Title 24 Standards. Further, the Project proposes contemporary industrial facilities that would incorporate energy efficient boilers, heaters, and air conditioning systems.
<b>Implement Mobile Source Strategy (Cleaner Technology and Fuels)</b>		
At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025.	CARB, California State Transportation	<b>Consistent.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 20-3  
SB32/2017 Scoping Plan Consistency**

Action	Responsibility	Remarks
At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2025 targets. <b>Consistent.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2030 targets.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		<b>Consistent.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		<b>Consistent.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2 standards.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO <sub>x</sub> standard.		<b>Consistent.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve transit-source emissions.
Last Mile Delivery: New regulation that would result in the use of low NO <sub>x</sub> or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		<b>Consistent.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document “Potential VMT Reduction Strategies for Discussion.”		<b>Consistent.</b> Location of the Project warehouse uses proximate to the interstate freeway system (I-215) facilitates access to the Project site and generally reduces VMT when compared to warehouse uses that are more remote from regional freeways. The Project would not obstruct or interfere with SB 275, SB 743 or related VMT reduction strategies.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 20-3  
SB32/2017 Scoping Plan Consistency**

Action	Responsibility	Remarks
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	<b>Consistent.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).
<b>By 2019, adjust performance measures used to select and design transportation facilities</b>		
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	<b>Consistent.</b> The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	<b>Consistent.</b> The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.
<b>Implement California Sustainable Freight Action Plan</b>		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	<b>Consistent.</b> This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		<b>Consistent.</b> The Project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 20-3  
SB32/2017 Scoping Plan Consistency**

Action	Responsibility	Remarks
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.	CARB	<b>Consistent.</b> When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.
<b>Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030</b>		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	<b>Consistent.</b> The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere agency efforts to reduce SLPS emissions.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLPS and SB 1383.	CARB, CalRecycle, CDFA SWRCB, Local Air Districts	<b>Consistent.</b> The Project would implement waste reduction and recycling measures consistent with State and City requirements. The Project would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLPS and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	<b>Consistent.</b> The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
<b>By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink</b>		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	<b>Consistent.</b> The Project site is designated for industrial uses. The Project does not propose land conversion. The Project would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.		<b>Consistent.</b> The Project site is vacant disturbed property and does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		<b>Consistent.</b> Where appropriate, Project designs will incorporate wood or wood products. The Project would not obstruct or interfere agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan.		<b>Consistent.</b> The Project would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.

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**Table 20-3  
SB32/2017 Scoping Plan Consistency**

Action	Responsibility	Remarks
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.	CARB	<b>Consistent.</b> The Project would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments	<b>Consistent.</b> The Project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	<b>Consistent.</b> The Project would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

Source: *Placentia Logistics Greenhouse Gas Analysis, County of Riverside (Urban Crossroads, Inc.) June 2, 2020.*

**County of Riverside Climate Action Plan Update Consistency**

The CAP Update establishes Screening Tables to aid in estimating GHG emissions reductions achieved through implementation of various project design features and operational programs. The Screening Tables also provide a basis for determining project consistency with the CAP Update. Projects that yield at least 100 Screening Table Points are determined to be consistent with the County GHG Technical Report GHG reduction targets, and consequently would be consistent with the CAP Update. Absent implementation of Screening Table Measures yielding 100 points, the Project would be considered inconsistent with the County CAP Update. This is a potentially significant impact.

**Mitigation:**

*20-1 The Project shall implement Screening Table Measures providing for a minimum 100 points per the County Screening Tables. The County shall verify incorporation of the identified Screening Table Measures within the Project building plans and site designs prior to the issuance of building permit(s) and/or site plans (as applicable). The County shall verify implementation of the identified Screening Table Measures prior to the issuance of Certificate(s) of Occupancy.*

*20-2 The Project shall comply with CAP Update Measure R2-CE1. CAP Update Measure R2-CE1 requires that the Project provide on-site renewable energy production generation comprising at least 20% of the Project energy demand. The County shall verify implementation of CAP Update Measure R2-CE1 within the Project building plans and site designs prior to the issuance of building permit(s) and/or site plans (as applicable). The County shall verify implementation of CAP Update Measure R2-CE1 prior to the issuance of Certificate(s) of Occupancy.*

The implemented Screening Table Measures and compliance with CAP Update Measure R2-CE1 would achieve a minimum of 100 Screening Table Points, and would thereby ensure that the Project would achieve GHG emissions levels and GHG emissions reductions targets consistent with those

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identified in the County CAP Update. Project GHG emissions that are consistent with and would not exceed GHG emissions levels and GHG emissions reductions targets identified in the CAP Update would not comprise a significant impact on the environment. On this basis, with application of mitigation, the potential for the Project to generate direct or indirect greenhouse gas emission that would result in a significant impact on the environment is considered less-than-significant. For informational purposes, a representative example of how the Project could achieve a minimum of 100 Screening Table Points through implementation of CAP Update Screening Table Measures is provided at Table 20-4. Implementation of CAP Update Measure R2-CE1 is reflected in the Project GHG emissions modeling.

**Table 20-4  
Representative Implementation of CAP Update Screening Table Measures**

Feature	Description	Points
EE10.A.1 Insulation	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	11
EE10.A.2 Windows	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC)	7
EE10-A.3 Cool Roofs	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	7
EE10.A.4 Air Infiltration	Blower Door HERS Verified Envelope Leakage of equivalent	6
EE10.B.1 Heating/Cooling Distribution System	Model Duct Insulation (R-6)	5
EE10.B.2 Space Heating/Cooling Equipment	Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)	4
EE10B.4 Water Heaters	High Efficiency Water Heater (0.72 Energy Factor)	10
EE10.B.5 Daylighting	All rooms daylighted	1
EE10.B.6 Artificial Lighting	High Efficiency Lights (50% of in-unit fixtures are high efficiency)	7
W2.E.2 Toilets	Water Efficient Toilets/Urinals (1.5 gpm)	6
	Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	
W2.E.3 Faucets	Water Efficient faucets (1.28 gpm)	2
T4.B.1 Electric Vehicle Recharging	Install electric vehicle charging stations in garages/parking areas	40*
<b>TOTAL</b>		<b>106</b>

**Source:** *Placentia Logistics Greenhouse Gas Analysis, County of Riverside (Urban Crossroads, Inc.) June 2, 2020.*

**Notes:** \* Under this example, the Project would include 5 electric vehicle charging stations. Per the Screening Tables, each station is 8 points.

**Monitoring:** Mitigation shall be monitored through the County Conditions of Approval clearance process concurrent with the review of Project development permits.

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<b>HAZARDS AND HAZARDOUS MATERIALS</b> Would the project:				
<b>21. Hazards and Hazardous Materials</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Preliminary Plans for the Placentia Logistics Project; <https://www.envirostor.dtsc.ca.gov/public/>; Riverside County GIS database; *Phase II Environmental Site Assessment Northwest Corner of Harvill Avenue and Placentia Avenue Perris, Riverside County, California* (Stantec) October 16, 2019 (Project Phase II Assessment, IS/MND Appendix F).

**Findings of Fact:**

a, b) *Less-Than-Significant Impact.* During the normal course of construction activities, there would be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the Project site. The Project is required to comply with Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials.

The Project does not propose uses or activities that would require atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies. Mandated compliance with existing regulations also reduces the potential for risk of accidental explosion or release of hazardous substances.

The Project Phase II Assessment (IS/MND Appendix F) substantiates that the Project site is not adversely affected by any recognized environmental conditions (RECs) (Project Phase II ESA, pp. i, ii).

Based on the preceding, the potential for the Project to create or result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or create or result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment is considered less-than-significant.

c) *Less-Than-Significant Impact.* The Project does not propose or require facilities or activities that would interfere with any identified emergency response or emergency evacuation plan. Temporary alterations to vehicle circulation routes associated with Project construction are addressed through the

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Project Construction Traffic Management Plan (please refer to IS/MND Section 2.0, *Project Description, Construction Traffic Management Plan*). Ongoing coordination with the local fire and police departments during construction would ensure that potential interference with emergency response and evacuation efforts are avoided. The potential for the Project to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan is therefore considered less-than-significant.

d) *No Impact*. There are no existing schools within one-quarter mile of the Project site. No schools are proposed within one-quarter mile of the Project site. The school nearest the Project site is Val Verde Elementary, located approximately one-half mile southeasterly of the Project site. On this basis, the Project would have no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

e) *No Impact*. The Project Phase II ESA does not identify the Project site as being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The site is not listed as a hazardous material site within the California Department of Toxic Substances (DTSC) EnvirStor database, or within the County GIS database. On this basis, there is no potential for the Project to 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, create a significant hazard to the public or the environment.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan; GIS database.

Findings of Fact:

a) *Less-Than-Significant Impact*. The Project site is located approximately 2.5 miles south/southwesterly of March Air Reserve Base/Inland Port Airport (MARB/IPA). An Airport Master Plan has not yet been created for March Inland Port Airport. Absent an Airport Master Plan, the March Joint Powers Authority (JPA) General Plan establishes the long-term vision to guide the future development of properties located within the March JPA Planning Area. As shown at Figure II-1 of the March JPA

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General Plan, the Project site is not located within the General Plan Planning Area, and as such is not subject to the provisions presented therein. The Project would therefore not conflict or obstruct implementation of the General Plan in any way.

It is assumed that any future Airport Master Plan for MARB/IPA would be developed consistent with the land uses and boundaries presented within the General Plan. As such, the potential for the Project to result in an inconsistency with an Airport Master Plan is considered less-than-significant.

b) *Less-Than-Significant Impact.* Prior to approval by the County, the Project Applicant would be required to document review and approval of the Project by the Airport Land Use Commission (ALUC). Any Project revisions or limitations required by the ALUC would be incorporated in the Project prior to approval by the County.

Based on the preceding, the potential for the Project to result in potentially significant hazards/hazardous impacts associated with review by the ALUC is considered less-than-significant.

c) *Less-Than-Significant Impact.* The Project site lies within the area regulated under the March ARB/IPA Airport Land Use Compatibility Plan (MARB/IPA ALUCP) and the 2018 March Air Reserve Base *Air Installation Compatibility Zones Study* (MARB AICUZ Study). The compatibility zones and associated criteria set forth in the MARB/IPA ALUCP provide noise and safety compatibility protection equivalent to or greater than correlating criteria presented in the 2018 MARB AICUZ Study (MARB/IPA ALUCP, p. 1). The analysis presented here reflects the more stringent criteria established under the MARB/IPA ALUCP.

When an ALUC establishes development standards in an ALUCP to prevent airport noise and safety hazards, they are indirectly setting development standards for local government because local government general and specific plans (and therefore their implementing standards) must be consistent with the ALUCP (Section 21670.1(c)(2)(D) and Government Code Section 65302.3(a)), unless the conclusion of the overrule process allows otherwise (*California Airport Land Use Planning Handbook*, p. viii).

Under the Riverside County ALUCP for MARB/IPA, the Project site is overlain by Compatibility Zone C2. Per the ALUCP *Basic Compatibility Criteria*, noise-sensitive outdoor residential uses and hazards to flight are prohibited within Zone C2. Also, children’s schools are discouraged, airspace review is required for objects greater than 70 feet tall, and MARB must be notified of any land use having an electromagnetic radiation component. Zone C2 is identified as a flight zone corridor, which means that the site lies within a designated path of overhead aircraft. Within this compatibility zone, the ALUCP indicates that the maximum number of persons per acre should not exceed an average of 200, or a maximum of 500 persons on any given acre. The ALUCP also specifies certain review, notification, and disclosure requirements for new land uses within Zone C2.

Prior to issuance of development permits, the Applicant would be required to document review and approval of the Project by the ALUC. The Project would be required comply with all ALUC conditions and requirements established through the ALUC review process, including but not limited to compliance with applicable provisions of the MARB/IPA ALUCP. Consistency with the ALUCP demonstrates that the Project would not result in or create potentially significant safety hazards related to or affecting MARP/IPA facilities or operations. The Project does not otherwise propose or require facilities or uses that would potentially conflict with airport/airfield operations, or that would result in or contribute to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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airport/airfield hazards. There are no other airports or airfields that would affect or be affected by the Project.

Based on the preceding, the potential for the Project to result in a safety hazard for people residing or working in the Project area is considered less-than-significant.

d) *No Impact*. There are no known private airstrips or heliports located in the vicinity of the Project site. The Project would have no potential to result in or cause safety hazards related to private airstrips, helipads, or their operations.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

<b>HYDROLOGY AND WATER QUALITY</b> Would the project:				
<b>23. Water Quality Impacts</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s)**: Riverside County General Plan; Riverside County Flood Control District Flood Hazard Report/Condition; GIS database; Mead Valley Area Plan; *Placentia Logistics Center – Preliminary Drainage Analysis* (Tory R. Walker Engineering, Inc.) December 20, 2019 (Project Drainage Study, IS/MND Appendix G); *Project Specific Water Quality Management Plan, Placentia Logistics Center*

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(Tory R. Walker Engineering, Inc.) December 20, 2019 (Project WQMP, IS/MND Appendix G); Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a) *Less-Than-Significant Impact.* Buildout of the Project site would occur in compliance with erosion control measures, including grading and dust control measures imposed via County grading permit regulations. Project operations would comply with National Pollutant Discharge Elimination System (NPDES) permit requirements. NPDES requirements include, but are not limited to: minimizing stormwater pollutants of concern; containing properly designed outdoor material storage areas; containing properly designed trash storage areas; and providing proof of ongoing BMP maintenance.

The Project WQMP components would remove contaminants and sedimentation from stormwater runoff consistent with NPDES requirements. Preliminary WQMP concepts are presented at Project WQMP Appendix 1, *Maps and Site Plans*.

Based on the preceding, the Project’s potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality is considered less-than-significant.

b) *Less-Than-Significant Impact.* The Project would be provided domestic water service by Eastern Municipal Water District (EMWD). The Project does not propose direct withdrawal of groundwater that would substantially deplete groundwater supplies. Nor does the Project propose facilities or activities affecting designated groundwater recharge areas. Further, construction proposed by the Project will not involve massive substructures at depths that would significantly impair or alter the direction or rate of flow of groundwater. Based on the preceding discussions, the Project’s potential to substantially deplete groundwater supplies, or to substantially interfere with groundwater recharge capabilities is considered less-than-significant.

c) *Less-Than-Significant Impact.* The site’s existing overall drainage pattern would be preserved. The site currently drains easterly via overland flow and shallow concentrated flow, where runoff is then intercepted by the Harvill Avenue curb and gutter.

Under post-development conditions, the site would drain in the same orientation, and utilize three bioretention basins to decrease the post-development peak flows. On-site drainage facilities have been sized to accommodate drainage for the 2-year, 5-year, and 10-year storms at the 1-hour, 3-hour, 6-hour, and 24-hour durations. Additionally, the proposed drainage facilities would safely convey the 100-year peak hour flow off-site (Project Drainage Study, p. 4).

Based on the preceding, the potential for the Project to substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site is considered less-than-significant.

d) *Less-Than-Significant Impact.* Project construction activities would temporarily expose underlying soils, thereby increasing their susceptibility to erosion. Potential erosion impacts incurred during construction activities are mitigated below the level of significance through the Project’s mandated compliance with a County-approved Storm Water Pollution Prevention Plan (SWPPP), as well as compliance with SCAQMD Rules that prohibit grading activities and site disturbance during high wind events.

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At Project completion, potential soil erosion impacts in the area will be resolved, as pavement, roads, buildings, and landscaping are established, overcovering previously exposed soils. The Project does not propose to significantly alter existing topography in a manner that would result in substantial soil erosion or siltation.

All Project development plans would be subject to review and approval by the County. As part of this review, the County would ensure that permanent slopes and slope protection would conform to County requirements, thereby minimizing the potential for soil erosion and related potential siltation concerns over the life of the Project. County review and approval of development plans would also ensure that stormwater management systems are incorporated that would minimize potential erosion and siltation from stormwater runoff, both on-site and off-site.

Based on the preceding, the potential for the Project to result in substantial erosion or siltation on- or off-site is considered less-than-significant.

e) *Less-Than-Significant Impact.* The existing overall site drainage patterns would be preserved. The site currently drains easterly via overland flow and shallow concentrated flow, where runoff is then intercepted by the Harvill Avenue curb and gutter. Under post-development conditions, the site would drain in the same orientation, and utilize three bioretention basins to decrease the post-development peak flows. On-site drainage facilities have been sized to accommodate drainage for the 2-year, 5-year, and 10-year storms at the 1-hour, 3-hour, 6-hour, and 24-hour durations. Additionally, the proposed drainage facilities would safely convey the 100-year peak hour flow off-site (Project Drainage Study, p. 4).

Based on the preceding, the potential for the Project to substantially alter the existing drainage pattern of the site or area, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site is considered less-than-significant.

f) *Less-Than-Significant Impact.* The Project would utilize a series of bioretention basins to remove contaminants and sedimentation from stormwater runoff. The basins would also attenuate post-development stormwater discharge volumes and rates. On-site drainage facilities have been sized to accommodate drainage for the 2-year, 5-year, and 10-year storms at the 1-hour, 3-hour, 6-hour, and 24-hour durations. Additionally, the proposed drainage facilities would safely convey the 100-year peak hour flow off-site (Project Drainage Study, p. 4)

Based on the preceding, the potential for the Project to create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff is considered less-than-significant.

g) *No Impact.* The Project site is not located within any special flood hazard area (MVAP Figure 11, *Flood Hazards*). As such, the Project would not place any structures within a 100-year flood hazard area.

h) *Less-Than-Significant Impact.* The Project site is not located within any special flood hazard area (MVAP Figure 11, *Flood Hazards*). The Project site is not proximate to any water bodies susceptible to seiche. The Project site is not located proximate to any water bodies susceptible to tsunamis. During potential minor localized flooding events potential release of pollutants is minimized through the location, orientation, and construction of Project facilities consistent with County Building

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Code requirements and implementation of the Project stormwater management system improvements described herein. Additionally, the Project uses would be required to develop and implement Hazardous Materials Release Response Plans and Inventory (Business Plans) that specifically address storage and use of hazardous materials so as to minimize their potential release, containment of hazardous materials and related pollutants that may be released under emergency conditions, and measures to reduce potential effects of hazardous materials and related pollutants if released.

Based on the preceding, the potential for release of pollutants due to project inundation under a flood, tsunami, or seiche event is determined to be less-than-significant.

i) *Less-Than-Significant Impact.* The Project would implement water quality control measures consistent with County and RWQCB requirements. The Project would there not result in potentially adverse water quality impacts and would not conflict with or obstruct implementation of a water quality control plan, in this instance, the Water Quality Control Plan for the Santa Ana Region. The Project does not propose or require direct withdrawal of groundwater. Neither would the Project adversely affect designated groundwater recharge areas or groundwater recharge facilities. To the extent practical, the Project would implement Low Impact Development (LID) measures facilitating infiltration of treated stormwaters to the groundwater table. Based on the preceding, the potential for the Project to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan is determined to be less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE/PLANNING	Would the project:			
<b>24. Land Use</b>				
a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan; GIS database; Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a) *Less-Than-Significant Impact.* The General Plan Land Use designation of the site is Business Park (BP). Existing Zoning designations of the Project site are: Light Agricultural (A-1-1), Rural Residential (R-R-1), and Manufacturing-Service Commercial (M-SC). To allow for the Project land uses, a Zone Change (ZC) is proposed, designating the entire Project site M-SC. The Project land uses and development concepts would be permitted or conditionally permitted under the proposed M-SC Zoning designation.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Properties located to the north and east are zoned M-SC. To the south, across Placentia Avenue, properties are zoned M-SC and R-R-1. To the west, properties are zoned Industrial Park (I-P) and M-SC. The Project represents a logical continuation of existing vicinity land use designations.

With approval of the requested Zone Change, the Project would be consistent with applicable zoning regulations. Further, the Project would be compatible with existing surrounding zoning; would be compatible with existing and planned surrounding land uses; and would be consistent with the land use designations and policies of the General Plan. Potential impacts in these regards would be less-than-significant.

b) *No Impact.* Light industrial land uses, such as those proposed by the Project, have been anticipated for the site under applicable planning documents. Additionally, as previously stated above, the Project represents a logical continuation of the existing land use designations in the site vicinity. No established community would be disrupted or divided by development of the Project, and the Project would have no impact in this regard.

Based on the preceding, the potential for the Project to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan is determined to be less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** Riverside County General Plan; Mead Valley Area Plan; Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a-c) *No Impact.* The Project Site is located within the “MRZ-3” Mineral Resource Zone (General Plan Figure OS-6, *Mineral Resource Zones*). The MRZ-3[a] Mineral Resource Zone comprises “[a]reas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined” (General Plan, p. OS-37).

There are no known mineral resources within the Project site, nor does the site’s existing zoning allow for the extraction of mineral resources. In addition, neither the County General Plan nor MVAP identify any locally-important mineral resource recovery sites on-site or within close proximity to the site. No

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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mines or quarries are proposed by the Project nor are any known to exist on the site or in the surrounding area. Due to the lack of mines in the Project vicinity, the Project would not expose people or property to hazards resulting from past or present mining activities, nor is the Project located adjacent to a State classified or designated area or existing surface mine. As such, the Project would have no impacts in these regards.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

<b>NOISE</b> Would the project result in:				
<b>26. Airport Noise</b>				
a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Riverside County General Plan; County of Riverside Airport Facilities Map; Google Earth; March Air Reserve Base/Inland Airport Land Use Compatibility Plan.

Findings of Fact:

a) *Less-Than-Significant Impact.* The Project site is located within Compatibility Zone C2 of the MARB/IPA ALUCP. According to Table MA-1, *Compatibility Zone Factors*, of the ALUCP, Compatibility Zone C2 includes properties within the 60 dBA CNEL noise contour. Properties within Compatibility Zone C2 may be subject to single-noise events that are disruptive to noise-sensitive land uses. However, uses proposed by the Project are not considered noise-sensitive receptors. According to General Plan Table N-1, land uses such as the Project are considered “normally acceptable” at noise levels up to 75 dBA CNEL. Further, the Project does not propose or require uses or operations that would contribute substantially to existing airport noise levels. Based on the preceding, the potential for the Project to expose people residing or working in the project area to excessive airport-source noise would be less-than-significant.

b) *No Impact.* No private airstrips exist in the Project vicinity. The Project would have no potential to expose people residing or working in the project area to excessive private airstrip-source noise.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** Riverside County General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”); Preliminary Plans for the Placentia Logistics Project; *Placentia Logistics Noise Impact Analysis, County of Riverside* (Urban Crossroads, Inc.) April 15, 2020 (Project Noise Impact Analysis, IS/MND Appendix H).

Findings of Fact:

**Overview**

The Project Noise Impact Analysis evaluates all potential noise and vibration impacts that would result from the Project. The following discussions summarize findings and conclusion of the Project Noise Impact Analysis. The significance criteria presented at Table 27-1 were employed in evaluating the Project potential Noise/Vibration impacts. These significance criteria are based on available County standards. In instances where County standards do not exist, criteria reflect best management practices and standards of relevant state and federal noise impact analysis guidance. Please refer also to Project Noise Impact Analysis Section 4, *Significance Criteria*. Project noise levels exceeding the criteria presented at Table 27-1 would be considered potentially significant impacts.

**Table 27-1  
Noise Impact Significance Criteria**

Analysis Scenario	Receiving Land Use	Condition(s)	Significance Criteria
Off-Site Traffic	Noise-Sensitive	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase and the resulting noise level would exceed acceptable exterior noise standards
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase and the resulting noise level would exceed acceptable exterior noise standards
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase
	Non-Noise-Sensitive	If ambient is < 70 dBA CNEL	≥ 5 dBA CNEL Project increase and the resulting noise level would exceed acceptable exterior noise standards
		If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase and the resulting noise level would exceed acceptable exterior noise standards
Operational	Noise-Sensitive	All	Received Project operational (stationary/area-source) noise levels exceed exterior 55 dBA Leq daytime or 45 dBA Leq nighttime (County of Riverside General Plan Municipal Code, Section 9.52.040).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 27-1  
Noise Impact Significance Criteria**

Analysis Scenario	Receiving Land Use	Condition(s)	Significance Criteria
		If ambient is < 60 dBA $L_{eq}$	$\geq 5$ dBA $L_{eq}$ Project increase and the resulting noise level would exceed acceptable exterior noise standards
		If ambient is 60 - 65 dBA $L_{eq}$	$\geq 3$ dBA $L_{eq}$ Project increase and the resulting noise level would exceed acceptable exterior noise standards
		If ambient is > 65 dBA (> 45 dBA Nighttime) $L_{eq}$	$\geq 1.5$ dBA $L_{eq}$ Project increase
		Vibration Level Threshold	0.01 in/sec RMS
Construction	Noise-Sensitive	Noise Level Threshold	85 dBA $L_{eq}$
		Vibration Level Threshold	0.01 in/sec RMS

Source: *Placentia Logistics Noise Impact Analysis, County of Riverside (Urban Crossroads, Inc.) April 15, 2020.*

a) **Less-Than-Significant Impact.** Project operational noise sources would include noise generated by on-site activities (stationary/area sources) and noise generated by Project traffic (vehicular sources). As discussed below, Project operational-source noise and Project vehicular-source have the potential to result in or cause an increase in ambient noise levels, would not otherwise result in substantial permanent noise increases. Project-source noise would result in less-than-significant impacts.

**Vehicular-Source Noise Impacts**

The Project Noise Impact Analysis evaluated vehicular-source impacts under the following scenarios:

Existing Without / With Project, Existing plus Ambient (EA) 2021 Without / With Project, Existing plus Ambient plus Cumulative (EAC) 2021 Without / With Project, and Horizon Year 2040 Without / With Project. Traffic volumes employed in the vehicular-source noise impact analysis were obtained from *Placentia Logistics Traffic Impact Analysis (Urban Crossroads, Inc.) December 3, 2019.*

As summarized below, the Project Noise Impact Analysis substantiates that under all scenarios, at potentially affected receptors, Project vehicular-source noise would not cause or result in an exceedance of the County exterior noise standard (55 dBA  $L_{eq}$ ). And further, that when the ambient condition already exceeds the County exterior noise standard, Project vehicular-source noise contributions would not exceed the incremental threshold of 3.0 dBA CNEL. In no instance would Project vehicular-source noise levels exceed thresholds presented at Table 27-1. Impacts would therefore be less-than-significant.

**Existing Conditions with Project Scenario**

Under the Existing Condition with Project scenario, Project traffic would generate a noise level increase of up to 11.2 dBA CNEL on the Study Area roadway segments. Project vehicular-source noise contributions would not cause acceptable exterior noise standards to be exceeded. Nor would Project vehicular-source noise result in unacceptable incremental increases when exterior noise standards are already exceeded (Project Noise Impact Analysis, p. 42). Based on the significance criteria at Table 27-1, the Project vehicular-source noise contributions would therefore be less-than-significant (Project Noise Impact Analysis, p. 42).

**EA 2021 with Project Scenario**

Under the EA 2021 with Project scenario, Project traffic would generate a noise level increase of up to 11.1 dBA CNEL on the Study Area roadway segments. Project vehicular-source noise contributions

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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would not cause acceptable exterior noise standards to be exceeded. Nor would Project vehicular-source noise result in unacceptable incremental increases when exterior noise standards are already exceeded (Project Noise Impact Analysis, p. 42). Based on the significance criteria at Table 27-1, the Project vehicular-source noise contributions would therefore be less-than-significant.

**EAC 2021 with Project Scenario**

Under the EAC with Project Scenario, Project traffic would generate a noise level increase of up to 10.7 dBA CNEL on the Study Area roadway segments. Project vehicular-source noise contributions would not cause acceptable exterior noise standards to be exceeded. Nor would Project vehicular-source noise result in unacceptable incremental increases when exterior noise standards are already exceeded (Project Noise Impact Analysis, p. 43). Based on the significance criteria at Table 27-1, the Project vehicular-source noise contributions would therefore be less-than-significant.

**Horizon Year 2040 with Project Scenario**

Under the Horizon Year 2040 with Project Scenario, Project traffic would generate a noise level increase of up to 0.7 dBA CNEL on the Study Area roadway segments. Project vehicular-source noise contributions would not cause acceptable exterior noise standards to be exceeded. Nor would Project vehicular-source noise result in unacceptable incremental increases when exterior noise standards are already exceeded (Project Noise Impact Analysis, p. 43). Based on the significance criteria at Table 27-1, the Project vehicular-source noise contributions would therefore be less-than-significant.

**Stationary/Area-Source Noise Impacts**

Stationary area-source noise would be generated by loading dock activity, roof-top air conditioning units, and parking lot vehicle movements. The Project Noise Impact Analysis substantiates that at potentially affected receivers, Project stationary area-source noise levels would range from 38.5 to 43.3 dBA  $L_{eq}$  during the daytime and 38.2 to 42.1 dBA  $L_{eq}$  during the nighttime (Project Noise Impact Analysis, p. 54). The received noise levels would not cause or result in an exceedance of the County exterior noise standard (55 dBA  $L_{eq}$  daytime, 45 dBA  $L_{eq}$  nighttime).

The Project Noise Impact Analysis further substantiates that Project stationary area-source noise when added to ambient conditions would not cause or result in exceedance of applicable thresholds. Ambient daytime noise levels at certain potentially affected receivers already exceed the County daytime standard of 55 dBA  $L_{eq}$ , with a range from 51.8 dBA  $L_{eq}$  to 57.4 dBA  $L_{eq}$  (Project Noise Impact Analysis, p. 56). With the Project noise contributions added, the daytime noise levels would range from 52.4 dBA  $L_{eq}$  to 57.5 dBA  $L_{eq}$ . Under daytime conditions, incremental Project stationary/area-source noise contributions would not exceed the incremental threshold of 5 dBA  $L_{eq}$  (Project Noise Impact Analysis, p. 55).

The nighttime ambient condition at potentially affected receivers already exceeds the County 45 dBA  $L_{eq}$  nighttime exterior noise standard. More specifically, ambient nighttime noise levels at potentially affected receivers range from 50.9 dBA  $L_{eq}$  to 54.7 dBA  $L_{eq}$  (Project Noise Impact Analysis, p. 57). Under nighttime conditions, incremental Project stationary/area-source noise contributions would not exceed the incremental threshold of 5 dBA  $L_{eq}$  (Project Noise Impact Analysis, p. 57). In no instance would Project stationary/area-source noise contributions exceed thresholds presented at Table 27-1. Impacts would therefore be less-than-significant.

**Construction-Source Noise Impacts**

Project construction noise-generating activities would include: demolition, site preparation, grading, building construction, architectural coating and paving. Project construction-source noise has the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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potential to result in a substantial temporary or periodic increase in ambient noise levels. The Project would not otherwise result in sources of potentially substantial temporary or periodic noise.

The Project Noise Impact Analysis substantiates that at potentially affected receivers, the maximum Project construction-source noise levels would range from 51.8 dBA  $L_{eq}$  to 73.7 dBA  $L_{eq}$  (Project Noise Impact Analysis, p. 68). The received noise levels would not exceed the 85 dBA  $L_{eq}$  threshold condition identified at Table 27-1. Impacts would therefore be less-than-significant.

b) *Less-Than-Significant Impact.* Project construction activities could result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels. The Project would not otherwise be a source of vibration.

The Project Noise Impact Analysis noise analysis substantiates that at potentially affected receivers, the maximum received Project construction-source vibration levels would range from 0.0002 RMS to 0.0080 RMS (Project Noise Impact Analysis, p. 69). The received vibration levels would not exceed the 0.01 in/sec RMS significance threshold identified at Table 27-1. Impacts would therefore be less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**PALEONTOLOGICAL RESOURCES:**

<b>28. Paleontological Resources</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?				

**Source(s):** Riverside County General Plan; Paleontological Resource Impact Mitigation Program (“PRIMP”) Report; *Paleontological Resource Assessment and Impact Mitigation Program for Barker Logistics II Project, Perris, Riverside County, California* (Environmental Planning Group, LLC) December 2019 (Project Paleontological Resources Assessment, IS/MND Appendix L); Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a) *Less-Than-Significant with Mitigation Incorporated.* Per the Project Paleontological Resources Assessment, the Project site is covered by a sandy-silt which may overlay older Pleistocene deposits (Project Paleontological Resources Assessment, p. 8). The current grading plans are expected to result in grading up to 20 feet in depth, which could encounter older Pleistocene deposits. Since the geological units underlying the Project could include older Pleistocene deposits, and there is the presence of previously recorded fossils from similar deposits in Southern California, the Paleontological Resource Assessment recommended that monitoring for paleontological resources occur in areas where ground disturbance will be greater than 4 feet (Project Paleontological Resources Assessment, p. 8).

With the incorporation of Mitigation Measure 28-1, impacts to paleontological resources are considered less-than-significant.

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

28-1 *Prior to any grading and/or other ground-disturbing activities, the Project Applicant will retain a qualified paleontological monitor to oversee any ground-altering activities. Monitoring for paleontological resources shall occur in areas where ground disturbance will be greater than 4 feet. All monitoring shall be conducted in accordance with the guidelines set forth within the Paleontological Resources Assessment and Impact Mitigation Plan (PRIMP) prepared for the Project (Project Paleontological Resources Assessment, pp. 8 – 10). If paleontological resources are discovered during development of the Project, work shall be halted or redirected elsewhere, and the guidelines for discovery as presented within the PRIMP shall be followed.*

**Monitoring:** Mitigation shall be monitored through the County Conditions of Approval clearance process concurrent with the review of Project development permits.

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

**Source(s):** Preliminary Plans for the Placentia Logistics Project; GIS database; Riverside County General Plan Housing Element.

**Findings of Fact:**

- a) *Less-Than-Significant Impact.* The four existing on-site single-family residential units have already been removed from the County's housing inventory and are under the control of the Applicant. The potential for the Project to displace substantial numbers of housing or people is considered less-than-significant.
- b) *Less-Than-Significant Impact.* The Project does not propose uses that would result in substantial population growth, creating a demand for additional housing. Project-related employment demands would likely be filled by the existing County residents, and would not substantially affect County populations or the demand for housing within the area.
- c) *Less-Than-Significant Impact.* The Project does not propose residential development, nor would the Project otherwise induce substantial population growth in the area, either directly or indirectly. In this latter regard, land uses and development intensities proposed by the Project are consistent with land uses and development intensities assumed under the General Plan. As such, growth resulting from buildout of the Project is consistent with, and reflected in, the growth projections assumed by the County. Further, supporting infrastructure for the Project is also a planned response to anticipated

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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growth of the area, not an inducement to growth. The potential for the Project to induce substantial population growth in the area, either directly or indirectly is therefore considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**30. Fire Services**

Source(s): Riverside County General Plan Safety Element; Riverside County Fire Department.

Findings of Fact:

*Less-Than-Significant Impact.* Development of the Project could result in incremental increased demands for fire protection services. Primary fire protection services to the Project area are currently provided by the Riverside County Fire Department. The fire station nearest the Project site is the Mead Valley Fire Station No. 59, located at 21510 Pinewood Street, approximately 2 miles southwesterly of the Project site.

The Project is not of sufficient scale or scope to warrant or necessitate the construction or substantial expansion of fire protection facilities. That is, these facilities are master planned to serve the region as a whole, and to respond to area-wide growth and demographic trends, not in response to a single development proposal.

Permit and inspection fees; and tax revenues generated by the Project would provide funding that would be generally available to supplement existing fire protection service levels. Specifically, the Project would be required to comply with County Ordinance No. 695, which establishes development impact fees. Fees collected pursuant to Ordinance No. 695 would act to offset or exceed incremental Project-related fire protection services demands.

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered fire protection facilities is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**31. Sheriff Services**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Riverside County General Plan

Findings of Fact:

*Less-Than-Significant Impact.* Development of the Project could result in incremental increased demands for police protection services. Police protection services to the Project area are currently provided by the Riverside County Sheriff Department. The police station serving the Mead Valley area is the Perris Station, located at 137 N. Perris Blvd, approximately 5.5 miles southeasterly of the Project site.

The Project is not of sufficient scale or scope to warrant or necessitate the construction or substantial expansion of police protection facilities. That is, these facilities are master planned to serve the region as a whole, and to respond to area-wide growth and demographic trends, not in response to a single development proposal.

Permit and inspection fees; and tax revenues generated by the Project would provide funding that would be generally available to supplement existing police protection service levels. Specifically, the Project would be required to comply with County Ordinance No. 659, which establishes Development Impact Fees (DIF). DIF collected pursuant to Ordinance No. 659 would act to offset or exceed incremental Project-related police protection services demands.

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered police protection facilities is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**32. Schools**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Preliminary Plans for the Placentia Logistics Project; GIS database.

Findings of Fact:

Educational facilities and services are provided to the Project vicinity by the Val Verde Unified School District (District). Implementation of the Project's light industrial uses would not contribute directly to populations of school-aged children requiring public education, and would therefore not cause or contribute to a need to construct new or physically altered public school facilities. Additionally, the Project Applicant would pay mandatory school impact fees prior to issuance of the first Project building permit. Payment of fees in accordance with County and District requirements would ensure the Project's potential impacts to schools are less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** Riverside County General Plan; Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

*Less-Than-Significant Impact.* Light industrial uses proposed by the Project would not introduce new residences to the area or otherwise create substantial additional demands for library facilities or services. As such, the potential for the Project to result in substantial adverse physical impacts associated with new or physically altered library facilities is therefore considered less-than-significant. To the extent the Project could be determined to create additional demands for library services, permit and inspection fees, and tax revenues generated by the Project would provide funding that would be generally available to supplement existing library services.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

<b>34. Health Services</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Riverside County General Plan; Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

*Less-Than-Significant Impact.* Light industrial uses proposed by the Project would not introduce new residences to the area or otherwise create substantial additional demands for health services. As such, the potential for the Project to result in substantial adverse physical impacts associated with new or physically altered health service facilities is therefore considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

<b>RECREATION</b> Would the project:				
<b>35. Parks and Recreation</b>				
a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Source(s):** GIS database; Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications); Ord. No. 659 (Establishing Development Impact Fees); Preliminary Plans for the Placentia Logistics Project.

**Findings of Fact:**

a, b) *Less-Than-Significant Impact.* The Project does not propose elements (e.g., residential development) that would result in substantial increased demands for neighborhood or regional parks or other recreational facilities. The Project would be required to pay DIF pursuant to Ordinance 659, acting to offset Project impacts to recreational resources. On this basis, the Project’s potential to result in increased demands on neighborhood or regional parks or other recreational facilities is considered less-than-significant.

c) *No Impact.* The Project site is located within Community Service Area (CSA) 117. However, CSA 117 was established for street lighting services, and does not address recreational facilities. The Project site is not located in any recreation and parks district. As such, the Project would have no impact in this regard.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

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

**Source(s):** Mead Valley Area Plan.

**Findings of Fact:**

a) *Less-Than-Significant Impact.* MVAP Figure 9, *Trails and Bikeway System*, identify designated Community Trails along Nandina Avenue, Decker Road, Oleander Avenue and Harley Knox Road. Implementation of the Project would not interfere with the use of any existing trails. Any future trails planned adjacent to the Project site would be implemented by the Project. Further, the Project would pay requisite DIF assigned to development of regional/multipurpose trails. As such, no significant impacts to recreational trails would occur.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

<b>TRANSPORTATION</b> Would the project:				
<b>37. Transportation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?				
b) Conflict with an applicable congestion management program, including, but not limited to level of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Riverside County General Plan; *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019 (Project TIA, IS/MND Appendix I).

**Findings of Fact:**

a) *Less-Than-Significant with Mitigation Incorporated.* Potential transportation/traffic impacts of the Project are evaluated in detail in *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019 (Project TIA). Analysis and findings of the Project TIA are summarized below, and the TIA in its entirety is presented at IS/MND Appendix I. With implementation of recommended mitigation, the potential for the Project to conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system would be less-than-significant.

**Overview**

The Project would implement up to 274,190 square feet warehouse/light industrial uses within a single building. Of this total, approximately 233,062 square feet would comprise high-cube transload/short-term storage warehouse (without cold storage); 41,128 square feet would comprise general light industrial use. The Project would be constructed in a single phase. The Project Opening Year is 2021.

Proposed driveway access to the Project is summarized below and illustrated at Figure 37-1. Driveway access would include:

- Placentia Avenue via Driveway 1 – full access for passenger cars and trucks
- Placentia Avenue via Driveway 2 – right-in right-out access for passenger cars only
- Harvill Avenue via Driveway 3 – right-in right-out access for passenger cars and trucks<sup>3</sup>

<sup>3</sup> The County has indicated concerns regarding potential queuing issues at the Project's northerly driveway access to Harvill Avenue. Preliminary Project site design concepts indicate that limited queueing would be provided between the Project's Harvill Avenue entrance and the internal site access gate at this location. As part of the Project final site design, and as provided for under the Project Conditions of Approval, the Project Applicant will coordinate with the County regarding on-site truck queuing requirements and any necessary site plan access revisions or refinements. In this latter regard, a subsequent analysis has been completed that evaluates potential LOS impacts in the Study Area assuming that access to the Project's northerly driveway access to Harvill Avenue is restricted to right-out only movements. The subsequent analysis substantiates that this change in Project access would not affect deficiency conclusions and improvement recommendations identified previously in the Project TIA. See also: *Placentia Logistics Traffic Assessment* (Urban Crossroads) June 26, 2020, provided at MND Appendix I.

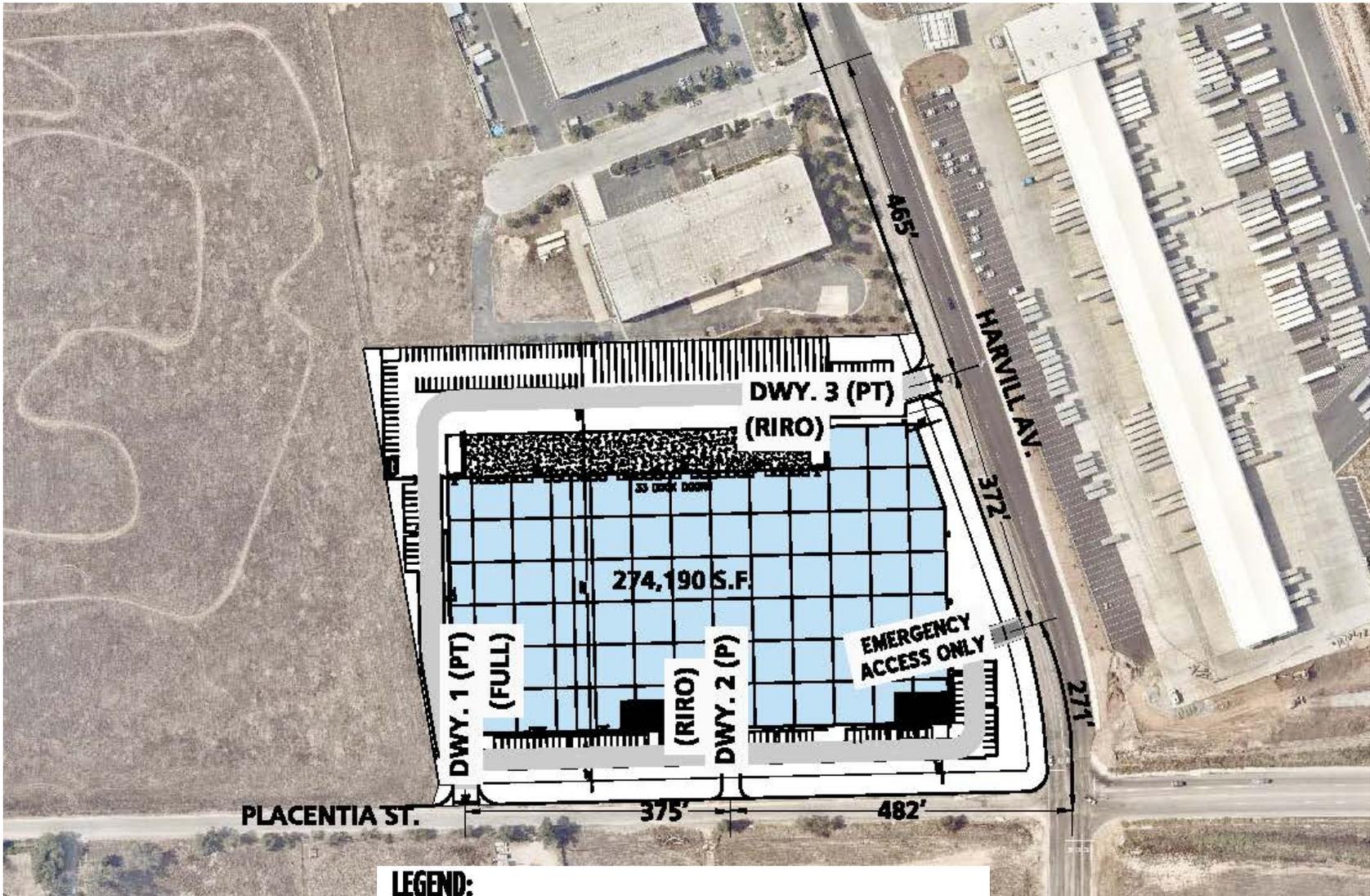
Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Regional access to the Project site would be provided by the I-215 Freeway via Placentia Avenue.

**Project Improvements**

The following improvements (design features) would be constructed as part of the Project and are assumed to be in place under all “With Project” scenarios:

- Project to construct Placentia Avenue from the Project’s western boundary to Harvill Avenue at its ultimate half-section width as a Secondary Highway (100-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element.
- Project to construct Harvill Avenue from the Project’s northern boundary to Placentia Avenue at its ultimate half-section width as a Major Highway (118-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element.
- Project to construct Driveway 1 and Driveway 2 on Placentia Avenue as cross-street stop-controlled intersections, with Driveway 2 as right-in/right-out access only serving only passenger cars. Construct Driveway 3 on Harvill Avenue as cross-street stop-controlled intersections with right-in/right-out access only. The southern driveway on Harvill Avenue is to be utilized for emergency access only.
- Project to construct a southbound right turn lane with a minimum of 100-feet of storage and an eastbound left turn lane with a minimum of 100-feet of storage at the intersection of Harvill Avenue and Placentia Avenue.



**LEGEND:**

- RIRO** ■ RIGHT-IN/RIGHT-OUT ONLY ACCESS
- P** ■ PASSENGER CARS ONLY
- PT** ■ PASSENGER CARS AND TRUCKS

**NOTE: UNLESS NOTED, ALL DRIVEWAYS ARE ASSUMED TO BE FULL ACCESS.**



NOT TO SCALE

Source: Urban Crossroads, Inc.

Figure 37-1  
Driveway Access

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Other Improvements**

In addition to the above, based on direction provided by the County, programmed and funded improvement of the I-215/Placentia Avenue Interchange is assumed to be completed by the Project Opening Year (2021).

**Project Trip Generation**

The Project would generate a total of approximately 748 passenger-car-equivalent (PCE) trip-ends per day on a typical weekday, with approximately 63 AM PCE peak hour trips and 65 PM PCE peak hour trips (Project TIA, p.3). Project trip generation characteristics are discussed in greater detail at Project TIA Section 4.1 *Project Trip Generation*. In terms of actual vehicles, the Project would generate a total of approximately 530 two-way vehicular trips per day. This total includes 149 two-way truck trips per day.

**TIA Scenarios**

Consistent with County of Riverside traffic study requirements, the Project TIA evaluated potential transportation/traffic impacts under the following scenarios:

- **Existing (2019) Conditions**  
Information for Existing (2019) Conditions is disclosed to represent the baseline traffic conditions as they existed at the time the TIA was prepared.
- **Existing Plus Project Conditions**  
The Existing Plus Project (E+P) Conditions analysis identifies potential circulation system deficiencies that would if Project traffic was imposed occur on the existing roadway system. This analysis scenario has been provided for informational purposes only.
- **Existing Plus Ambient Growth Plus Project (2021) Conditions**  
The EAP (2021) Conditions analysis identifies potential circulation system deficiencies that would occur when considering cumulative effects of existing traffic, plus ambient traffic growth, plus Project traffic at the Project Opening Year. Consistent with direction provided by the County, an assumed ambient background traffic growth of 2% /yr over 2 years (4.04% total) is included for EAP (2021) traffic conditions.
- **Existing Plus Ambient Growth plus Project Plus Cumulative (2021) Conditions**  
The EAPC (2021) Conditions identifies potential circulation system deficiencies that would occur when considering cumulative effects of existing traffic, plus ambient traffic growth, plus traffic from known or probable related projects, plus Project traffic at the Project Opening Year. As noted above, an assumed total ambient background traffic growth of 4.04% is included for EAP (2021) traffic conditions. Related projects were identified in consultation with the County. These related projects are at least in part already accounted for in the assumed 4.04% total ambient growth in traffic noted above; and some of these related projects would likely not be implemented and operational within the 2021 Opening Year time frame assumed for the Project. The resulting traffic growth rate utilized in the TIA (4.04% ambient growth plus traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic impacts under 2021 conditions.
- **Horizon Year (2040) Conditions**  
Traffic projections for Horizon Year (2040) conditions were derived from the Riverside County Transportation Analysis Model (RivTAM). The Horizon Year (2040) Conditions analysis

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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substantiates whether improvements funded through adopted transportation mitigation fee programs can accommodate long-range cumulative traffic volumes at the target level of service (LOS) identified in the Riverside County General Plan.

- **Horizon Year (2040) With Project Conditions**

The Horizon Year (2040) With Project Conditions analysis substantiates whether improvements funded through adopted transportation mitigation fee programs can accommodate the long-range cumulative traffic volumes plus Project traffic at the target LOS identified in the Riverside County General Plan.

**Study Area**

The Project TIA Study Area (Study Area) was defined in consultation with County of Riverside Staff. Per the County of Riverside traffic study guidelines, the Study Area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips. The Study Area includes 4 intersections, listed at Table 37-1 and illustrated at Figure 37-2. No Congestion Management Program (CMP) facilities are located in the Study Area.

**Table 37-1  
Study Area Intersections**

#	Intersection Location	Jurisdiction
1	Driveway 1 & Placentia Ave. – Future Intersection	County of Riverside
2	Driveway 2 & Placentia Ave. – Future Intersection	County of Riverside
3	Harvill Av. & Driveway 3 – Future Intersection	County of Riverside
4	Harvill Av. & Placentia Ave.	County of Riverside

Source: *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.

**Minimum Level of Service (LOS) and Deficiency Criteria**

The Project is located within the Mead Valley Area. Of relevance to the Project, Riverside County General Plan Policy C 2.1 states in pertinent part:

. . . 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* [emphasis added] and Temescal Canyon Area Plans (Riverside County General Plan, p. C-7).

For the purposes of this analysis, an intersection deficiency would occur if the pre-Project peak hour condition is at or better than LOS D (i.e., acceptable LOS), and the addition of Project traffic would result in unacceptable intersection peak hour LOS (i.e., LOS E or F). For intersections currently operating at unacceptable peak hour LOS (LOS E or F), a deficiency would occur if the Project contributes 50 or more peak hour trips to pre-Project traffic conditions.

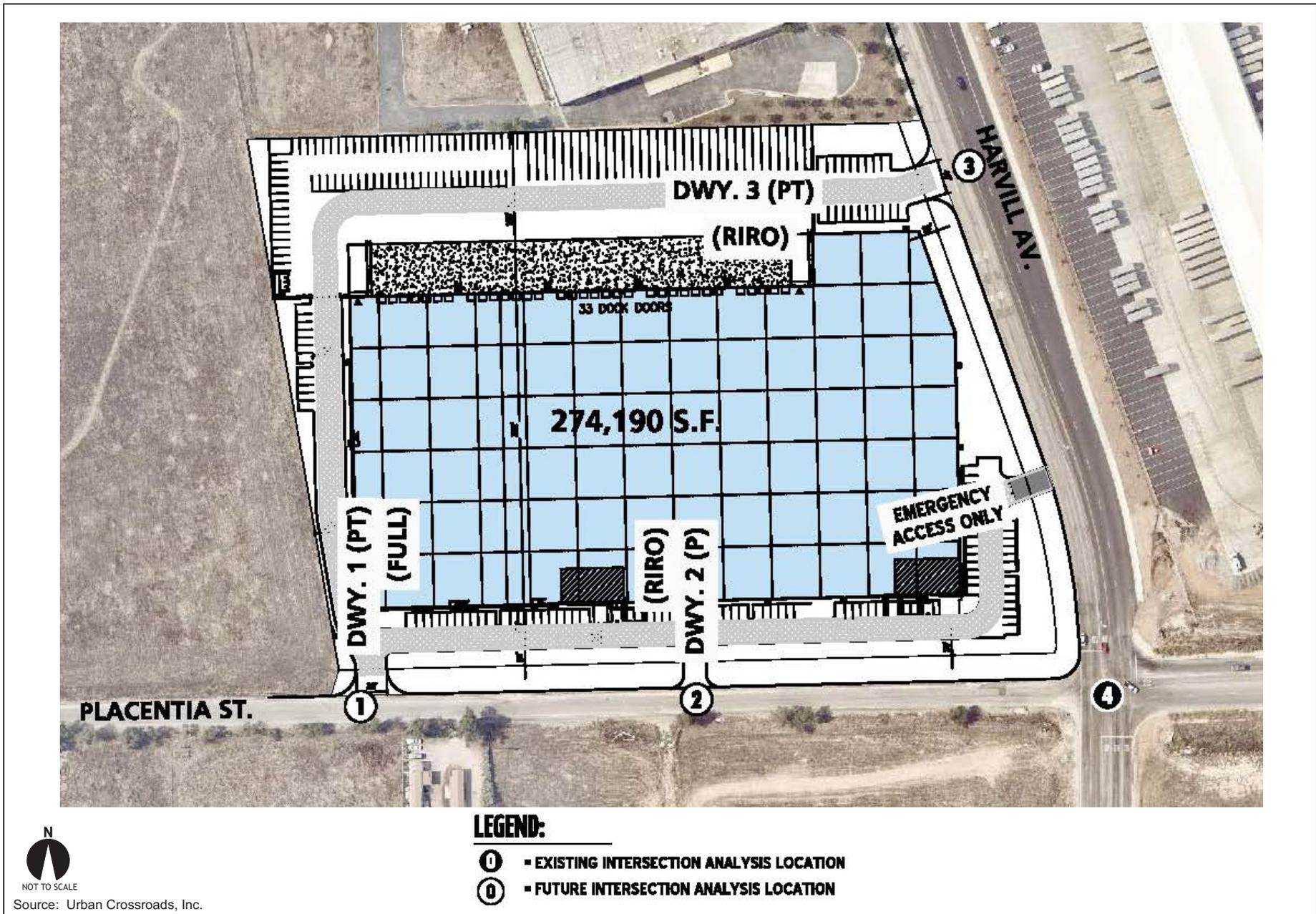


Figure 37-2  
TIA Study Area

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**TIA Findings Summary**

**Existing (2019) Conditions:**

As indicated at Table 37-2, all Study Area intersections are currently operating at acceptable LOS.

**Table 37-2  
Intersection Analysis for Existing (2019) Conditions**

#	Intersection	Traffic Control	Delay <sup>1</sup> (secs.)		Level of Service	
			AM	PM	AM	PM
1	Dwy. 1 & Placentia Ave.	---	---	---	---	---
2	Dwy. 2 & Placentia Ave.	---	---	---	---	---
3	Harvill Av. & Dwy. 3	---	---	---	---	---
4	Harvill Av. & Placentia Ave.	AWS	15.7	13.9	C	B

Source: *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.

**E+P Conditions:**

As indicated at Table 37-3, all Study Area intersections would operate at acceptable LOS under E+P Conditions.

**Table 37-3  
Intersection Analysis for E+P (2021) Conditions**

#	Intersection	Traffic Control	Delay (secs.)		Level of Service	
			AM	PM	AM	PM
1	Dwy. 1 & Placentia Ave.	<b>CSS</b>	8.8	8.8	A	A
2	Dwy. 2 & Placentia Ave.	<b>CSS</b>	0.0	0.0	A	A
3	Harvill Av. & Dwy. 3	<b>CSS</b>	9.1	10.3	A	B
4	Harvill Av. & Placentia Ave.	<b>TS</b>	16.2	15.2	C	C

Source: *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.

Notes: CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement; Traffic signal at Harvill Av. & Placentia Ave. to be constructed as part of the programmed I-215/Placentia Avenue interchange project.

**EAP (2021) Conditions:**

All Study Area intersections would operate at acceptable LOS for EAP (2021) Conditions. Project impacts would therefore be less-than-significant under EAP (2021) Conditions.

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

**Table 37-4  
Intersection Analysis for EAP (2021) Conditions**

#	Intersection	Traffic Control	Delay <sup>1</sup> (secs.)		Level of Service	
			AM	PM	AM	PM
1	Dwy. 1 & Placentia Ave.	<u>CSS</u>	8.8	8.8	A	A
2	Dwy. 2 & Placentia Ave.	<u>CSS</u>	0.0	0.0	A	A
3	Harvill Av. & Dwy. 3	<u>CSS</u>	10.2	11.9	A	B
4	Harvill Av. & Placentia Ave.	<u>TS</u>	36.4	45.8	D	D

**Source:** *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.

**Notes:** CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement; Traffic signal at Harvill Av. & Placentia Ave. to be constructed as part of the programmed I-215/Placentia Avenue interchange project.

**EAPC (2021) Conditions:**

EAPC Conditions at Study Area intersections are summarized at Table 37-5.

**Table 37-5  
Intersection Analysis for EAPC (2021) Conditions**

#	Intersection	Traffic Control	Delay <sup>1</sup> (secs.)		Level of Service	
			AM	PM	AM	PM
1	Dwy. 1 & Placentia Ave.	<u>CSS</u>	9.3	9.6	A	A
2	Dwy. 2 & Placentia Ave.	<u>CSS</u>	0.0	0.0	A	A
3	Harvill Av. & Dwy. 3	<u>CSS</u>	11.5	13.0	B	B
4	Harvill Av. & Placentia Ave.	<u>TS</u>	47.2	<b>79.0</b>	D	<b>E</b>

**Source:** *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.

**Notes:** **BOLD** = Deficiency; AWS = All-Way Stop; CSS = Cross-street Stop; CSS = Improvement; Traffic signal at Harvill Av. & Placentia Ave. to be constructed as part of the programmed I-215/Placentia Avenue interchange project.

As indicated at Table 37-5, under EAPC (2021) Conditions, Project traffic would contribute to delay and/or LOS deficiencies at Harvill Avenue & Placentia Avenue. These are potentially significant cumulative impacts. However, automobile delay (as measured solely by roadway capacity or traffic congestion) can no longer constitute a significant environmental impact under CEQA. Public Resources Code § 21099(b)(2) provides that “[u]pon certification of the guidelines by Secretary of the Natural Resources Agency . . ., automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to [CEQA], except in locations specifically identified in the guidelines, if any.” The corresponding CEQA Guidelines provisions, contained in CEQA *Guidelines* Section 15064.3(a) – (c), were certified by the Secretary of the Natural Resources Agency before being approved by the Office of Administrative Law on December 28, 2018.

Notwithstanding the preceding considerations, per current County roadway system performance standards, the Project Applicant would be obligated to comply with Mitigation Measures 37-1 and 37-2 (below) to account for potential cumulative LOS impacts at Harvill Avenue & Placentia Avenue.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Recommended improvements that would provide acceptable LOS conditions at Harvill Avenue & Placentia Avenue under EAPC Conditions are listed below.

- Install a traffic signal.
- Add a 2nd southbound left turn lane.
- Add a southbound right turn lane (Project design feature).
- Add an eastbound left turn lane (Project design feature).
- Add a westbound left turn lane.
- Modify the traffic signal to implement overlap phasing for the westbound right turn lane and protected left-turn phasing for all approaches.

Intersection operating conditions at Harvill Avenue & Placentia Avenue without and with the above improvements is summarized at Table 37-6.

**Table 37-6**  
**Intersection Analysis for EAPC (2021) Conditions Without and With Improvements**

#	Intersection	Traffic Control	Intersection Approach Lanes <sup>1</sup>												Delay (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
4	Harvill Av. & Placentia Ave.																	
	Without Improvements	<b>TS</b>	1	2	0	1	2	<b>1</b>	<b>1</b>	1	0	<b>1</b>	1	<b>1&gt;</b>	47.2	<b>79.0</b>	D	<b>E</b>
	With Improvements	<b>TS</b>	1	2	0	<b>2</b>	2	<b>1</b>	<b>1</b>	1	0	<b>1</b>	1	<b>1&gt;</b>	38.4	28.5	D	C

Source: *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.  
Notes: **BOLD** = Deficiency; **TS** = Improvement; Traffic signal and improvements to the westbound intersection approach at Harvill Av. & Placentia Ave. to be constructed as part of the programmed I-215/Placentia Avenue interchange project.

As indicated at Table 37-6, with implementation of recommended improvements, Harvill Avenue & Placentia Avenue would operate at acceptable LOS under EAPC (2021) Conditions.

**Horizon Year (2040) Without and With Project Conditions**

Horizon Year (2040) Without and With Project Conditions at Study Area intersections are summarized at Table 37-7.

**Table 37-7**  
**Intersection Analysis for Horizon Year (2040) Conditions**

#	Intersection	Traffic Control	2040 Without Project				2040 With Project			
			Delay (secs.)		LOS		Delay (secs.)		LOS	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Dwy. 1 & Placentia Ave.	<b>CSS</b>	Project Improvement				11.7	17.7	B	C
2	Dwy. 2 & Placentia Ave.	<b>CSS</b>	Project Improvement				0.0	0.0	A	A
3	Harvill Av. & Dwy. 3	<b>CSS</b>	Project Improvement				11.6	17.8	B	C
4	Harvill Av. & Placentia Ave.	<b>TS</b>	<b>81.1</b>	<b>&gt;200.0</b>	<b>F</b>	<b>F</b>	<b>85.3</b>	<b>185.1</b>	<b>F</b>	<b>F</b>

Source: *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.  
Notes: **BOLD** = Deficiency; AWS = All-Way Stop; CSS = Cross-street Stop; **CSS** = Improvement; Traffic signal at Harvill Av. & Placentia Ave. to be constructed as part of the programmed I-215/Placentia Avenue interchange project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As indicated at Table 37-7, under Horizon Year (2040) With Project Conditions, Project traffic would contribute to LOS deficiencies at Harvill Avenue & Placentia Avenue. **These are potentially significant cumulative impacts.**

Recommended improvements that would provide acceptable LOS conditions at Harvill Avenue & Placentia Avenue under Horizon Year with Project Conditions are listed below.

- Install a traffic signal.
- Add a 2<sup>nd</sup> northbound left turn lane.
- Add a northbound right turn lane.
- Add a 2<sup>nd</sup> southbound left turn lane.
- Add a southbound right turn lane (Project design feature).
- Add an eastbound left turn lane (Project design feature).
- Add a 2<sup>nd</sup> eastbound through lane.
- Add an eastbound right turn lane.
- Add dual westbound left turn lanes.
- Add a 2<sup>nd</sup> westbound through lane.
- Modify the traffic signal to implement overlap phasing for the westbound right turn lane and protected left-turn phasing for all approaches.

Intersection operating conditions at Harvill Avenue & Placentia Avenue without and with the above improvements is summarized at Table 37-8.

**Table 37-8  
Intersection Analysis for Horizon Year (2040) With Project Conditions Without and With Improvements**

#	Intersection	Traffic Control	Intersection Approach Lanes												Delay (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
4	Harvill Av. & Placentia Ave.																	
	Without Improvements	<b>TS</b>	<b>2</b>	2	<b>1</b>	<b>2</b>	2	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b> ≥	38.8	20.9	D	C
	With Improvements	<b>TS</b>	<b>2</b>	2	<b>1</b>	<b>2</b>	2	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b> ≥	38.9	33.5	D	C

Source: Placentia Logistics Traffic Impact Analysis (Urban Crossroads, Inc.) December 3, 2019.

Notes: **BOLD** = Deficiency; **TS** = Improvement; Traffic signal and improvements to the westbound intersection approach at Harvill Av. & Placentia Ave. to be constructed as part of the programmed I-215/Placentia Avenue interchange project.

As indicated at Table 37-8, with implementation of recommended improvements, Harvill Avenue & Placentia Avenue would operate at acceptable LOS under Horizon Year (2040) With Project Conditions.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) *Less-Than-Significant Impact.* No designated congestion management program (CMP) facilities exist within the Study Area. The Project does not propose or require uses that would otherwise substantially affect CMP facilities. On this basis, the potential for the Project to conflict with an applicable congestion management program is considered less-than-significant.

c) *Less-Than-Significant Impact.* The final design of the Project site plan and all Project traffic improvements would be subject to review and approval by the County, thereby ensuring conformance of the Project improvements with County design and safety standards. In addition, representatives of the County Sheriff Department and County Fire Department would review the Project’s plans to ensure that emergency access is provided consistent with Department(s) requirements. Efficient and safe access within, and access to, the Project is provided by the site plan design concept, site access improvements, and site adjacent roadway improvements included as components of the Project. On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the Project. Sight distance at each Project access point would be reviewed to ensure conformance with County sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

Based on the preceding, the implemented Project would not substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.

The County has indicated concerns regarding potential queuing issues at the Project’s northerly driveway access to Harvill Avenue. Preliminary Project site design concepts indicate that limited queueing would be provided between the Project’s Harvill Avenue entrance and the internal site access gate at this location. As part of the Project final site design, and as provided for under the Project Conditions of Approval, the Project Applicant will coordinate with the County regarding on-site truck queuing requirements and any necessary site plan access revisions or refinements. In this latter regard, a subsequent analysis has been completed that evaluates potential LOS impacts in the Study Area assuming that access to the Project’s northerly driveway access to Harvill Avenue is restricted to right-out only movements. The subsequent analysis substantiates that this change in Project access would not affect deficiency conclusions and improvement recommendations identified previously in the Project TIA. See also: *Placentia Logistics Traffic Assessment (Urban Crossroads)* June 26, 2020, provided at MND Appendix I.

It is also recognized that temporary and short-term traffic detours and traffic disruption could result during Project construction activities. Management and control of construction traffic would be addressed through the preparation of a construction area traffic management plan to be submitted to the County prior to or concurrent with Project building plan review(s). The Project Construction Traffic Management Plan (Plan), summarized within the IS/MND Project Description, would identify traffic controls for any street closures, detours, or other potential disruptions to traffic circulation during Project construction. The Plan would also be required to identify construction vehicle access routes, and hours of construction traffic.

As supported by the preceding discussions and information presented in the IS/MND Project Description, the potential for the Project to substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access is considered less-than-significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) *Less-Than-Significant Impact.* The Project would implement recommended roadway system improvements identified in this Section and any additional/alternative improvements that may be required pursuant to the Project Conditions of Approval. All proposed improvements would be designed and constructed consistent with County engineering standards and requirements. The County would review and inspect all roads constructed as part of the Project prior to their acceptance for maintenance, thereby minimizing potential roadway maintenance requirements.

Roadways in the Study Area generally would require routine, intermittent maintenance. Periodic maintenance of the Study Area roadway system is a function of the County. Such maintenance activities would not result in any new or substantially different impacts beyond those identified and addressed in this IS/MND.

The Project would generate fees and tax revenues that the County may direct to the repair and maintenance of Study Area roads.

Based on the preceding, the potential for the Project to cause an effect upon, or a need for new or altered maintenance of roads would be less-than-significant.

e) *Less-Than-Significant Impact.* Temporary alterations to vehicle circulation routes associated with Project construction are addressed through the Project Construction Traffic Management Plan (please refer to IS/MND Section 2.0, *Project Description*, Subsection 2.4.2.3, *Construction Traffic Management Plan*). With the implementation of this Plan, the Project's potential to cause an effect upon circulation during construction is considered less-than-significant.

f) *Less-Than-Significant Impact.* The Project would not affect any local area roadways that serve as emergency access routes during construction or operations. The Project's design would be reviewed to ensure adequate access for emergency vehicles. With required adherence to Riverside County requirements for emergency vehicle access, impacts in this regard are considered less-than-significant.

Mitigation:

Mitigation Measures 37-1 and, 37-2 (below) would fulfill the Project Applicant's mitigation responsibilities for potential cumulative LOS impacts at Harvill Avenue & Placentia Avenue. Implementation of Mitigation Measures 37-1 and 37-2, would reduce Project LOS impacts at Harvill Avenue & Placentia Avenue to levels that would be less-than-significant.

37-1 *Prior to issuance of a building permit, the Project Applicant shall make a fair share monetary contribution to the County of Riverside for all improvements related to the Harvill Avenue & Placentia Avenue Intersection (Study Area Intersection No. 4) identified in the TIA.*

37-2 *Prior to the issuance of a building permit, the Project Applicant shall comply with the Transportation Uniform Mitigation Fee (TUMF) program as administered by the County of Riverside, which requires the Project Applicant to pay a fee that is used to fund regional transportation improvements.*

Monitoring: Prior to the issuance of a building permit, the County shall verify payment of fees pursuant to Mitigation Measures 37-1 and 37-2.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**38. Bike Trails**

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

**Source(s):** Mead Valley Area Plan.

Findings of Fact:

a) *Less-Than-Significant Impact.* MVAP Figure 9, *Trails and Bikeway System*, indicates that no designated bike trails exist adjacent to the Project site. The nearest bike trail is located along Cajalco Road, approximately 1.5 miles to the south of the Project site. Implementation of the Project would not interfere with the use of this trail; no potentially significant impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**39. Tribal Cultural Resources**

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)?

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

**Source(s):** *Phase I Cultural Resources Assessment, Barker East Project, Unincorporated Riverside County, California* (BCR Consulting, LLC) December 17, 2019 (Project Cultural Resources Assessment, IS/MND Appendix K); Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a, b) *Less-Than-Significant with Mitigation Incorporated.* As part of the Project Cultural Resources Assessment, a sacred lands search request was sent to the Native American Heritage Commission (NAHC). The Sacred Lands File search conducted by the NAHC had negative results.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In response to information received from the NAHC, letters were sent to 17 tribes on November 5, 2019. Follow-up e-mails were sent on December 12, 2019. The following summarizes the responses that have been received to date:

**Table 39-1  
Tribal Responses**

<b>Tribe</b>	<b>Response</b>
Aqua Caliente Band of Cahuilla Indians	The Tribe requested a copy of the records search, and any cultural resources documentation.
Cabazon Band of Mission Indians	The Tribe stated that the Project may be considered a traditional use area, but that they have no information indicating traditional cultural value.
Morongo Band of Mission Indians	The Tribe stated that they would not be providing comments, but that they might provide information to the lead agency during the AB52 process.
Soboba Band of Luiseno Indians	The Tribe requested further consultation with the Project proponents and lead agency. The letter states that the Project site is near known sites and is within Soboba Tribal Traditional Use Area. Other requests include tribal construction monitoring, and procedures for the treatment and disposition of human remains.

Source: *Phase I Cultural Resources Assessment, Barker East Project, Unincorporated Riverside County, California* (BCR Consulting, LLC) December 17, 2019.

The County will conduct consultation and coordination with any/all requesting tribes. To these ends, the County initiated AB 52 consultation with the following Tribes on June 23, 2020:

- Pechanga Band of Luiseño Indians (Pechanga);
- Rincon Band of Luiseño Indians (Rincon);
- Colorado River Indian Tribes (CRIT);
- Cahuilla Band of Indians (Cahuilla);
- Soboba Band of Luiseño Indians (Soboba);
- Pala Band of Mission Indians (Pala); and
- Morongo of Band Mission Indians (Morongo)

The County has received letters from the Soboba, Rincon, Pechanga, and Pala Tribes requesting AB 52 consultation. Consultation requests from other Tribes are pending, and response(s) timing is subject to AB 52 procedural requirements. Tribal consultation will continue through the MND process and no MND adoption shall occur until AB 52 consultation efforts are concluded. Based on the responses received through the notification process, a Native American representative shall assist in the monitoring of all ground-disturbing activities on-site. Additionally, the Native American representative shall participate in the preparation a Cultural Resources Monitoring Plan, presenting the methodology and protocols to be used during the monitoring program, including the disposition of artifacts. With the incorporation of Mitigation Measures 39-1 through 39-4 below, potential impacts to tribal resources are considered less-than-significant.

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

**39-1 (Native American Monitor):** *Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.*

*The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.*

*The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.*

**39-2 (Artifact Disposition):** *Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.*

*Historic Resources- All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines.*

*Prehistoric Resources- One of the following treatments shall be applied.*

*a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.*

*b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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39-3 (Human Remains): If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 50.97.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Evidence of compliance with this condition, if human remains are found, shall be provided to the County of Riverside upon the completion of a treatment plan and final report detailing the significance and treatment of the finding.

39-4 (Tribal Cultural Sensitivity Training): Prior to ground disturbance, the Project Archaeologist and, if required, a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all Construction Personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A copy of the agreement and a copy of the sign-in sheet shall be submitted to the County Archaeologist to ensure compliance with this condition of approval.

Monitoring: Mitigation shall be monitored through the County Conditions of Approval clearance process concurrent with the review of Project development permits.

**UTILITIES AND SERVICE SYSTEMS** Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>40. Water</b>			<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s)**: Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a, b) *Less-Than-Significant Impact*. No additional or non-standard water treatment is required to meet the Project's water demands. Water service to the Project would be provided by the Eastern Municipal

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Water District (EMWD). The Project would connect to existing EMWD water system lines located in adjacent rights-of-way.

A conditional water service Will-Serve letter has been provided by EMWD, indicating the District's willingness to supply the Project (see IS/MND Appendix J). Provision of water service by EMWD is contingent on the Applicant's compliance with EMWD rules and regulations. Additional EMWD requirements for water service may include plan check review and approval, facility construction, inspection, jurisdictional annexation, and payment of financial participation charges.

Additionally, the Project would be required to pay applicable water connection and service fees, which act to fund water supply system improvement plans, operations, and maintenance.

Based on the preceding discussion, the potential for the Project to require the construction of new water treatment facilities, or expanded water supply entitlements is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**41. Sewer**

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

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?

Source(s): Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a, b) *Less-Than-Significant Impact*. Wastewater conveyance services for the Project would be provided by EMWD. The Project would connect to existing EMWD sanitary sewer system lines located in adjacent rights-of-way.

Wastewater generated by the Project would be conveyed to and treated at the Perris Valley Regional Water Reclamation Facility (PVRWRF). A conditional sewer service Will-Serve letter has been provided by EMWD, indicating the District's willingness to serve the Project (see IS/MND Appendix J). Provision of sewer service by EMWD is contingent on the Applicant's compliance with EMWD rules and regulations. Additional EMWD requirements for sewer service may include plan check review and approval, facility construction, inspection, jurisdictional annexation, and payment of financial participation charges.

Additionally, the Project would be required to pay applicable sewer connection and service fees, which act to fund wastewater conveyance and treatment system improvement plans, operations, and maintenance.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Based on the preceding discussion, the potential for the Project to require the construction of new wastewater treatment facilities, or result in inadequate capacity of current facilities is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** Riverside County General Plan; Riverside County General Plan EIR.

**Findings of Fact:**

a) *Less-Than-Significant Impact.* The Riverside County Department of Waste Resources operates several landfills within the County. Additionally, Waste Management, Inc. operates the El Sobrante Landfill, which is open to the public. All Riverside County landfills are Class III disposal sites permitted to receive non-hazardous municipal solid waste such as would be generated by the Project.

The projected capacity of landfills to serve existing and proposed developed is based on buildout of the County, consistent with existing General Plan Land Use designations. The Project proposes development consistent with the existing General Plan Land Use designations, as envisioned by the Riverside County General Plan. Further the EIR prepared by the General Plan concluded, “. . . the proposed General Plan would not create demands for waste management services that exceed the capabilities of the County’s waste management system and impacts to solid waste facilities associated with future build out of the General Plan are less than significant.”

Compliance with State and County waste reduction and recycling mandates would decrease the Project’s solid waste disposal requirements by a minimum of 50%, further reducing potential impacts at serving landfills.

Based on the preceding discussion, the Project would be served by a landfill with sufficient permitted capacity to accommodate the Project’s solid waste disposal needs. The potential for the Project to exceed the permitted capacity of serving landfills is considered to be less-than-significant.

b) *Less-Than-Significant Impact.* The Project would be implemented and operated in compliance with applicable County General Plan Goals and Policies, and would comply with County Zoning regulations. Specifically, the Project would comply with local, state and federal initiatives and directives acting to reduce and divert solid waste from landfill waste streams.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In these regards, the California Integrated Waste Management Act under the Public Resources Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The County remains committed to continuing its existing waste reduction and minimization efforts with the programs that are available through the County. Additionally, beginning July 1, 2012, the State of California required that all businesses that generate 4 cubic yards or more of refuse per week implement a recycling program. This requirement is set forth in Assembly Bill 341, which was passed by the California legislation in October 2011. The Project would comply with the California Integrated Waste Management Act and AB 341 as implemented by the County.

Light industrial uses proposed by the Project, and solid waste generated by those uses would not otherwise conflict with federal, state, and local statutes and regulations related to solid waste. Based on the preceding, the potential for the Project to conflict with or obstruct federal, state, and local statutes and regulations related to solid waste is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**43. Utilities**

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

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

**Source(s):** Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a-f) *Less-Than-Significant Impact.* Development of the Project site would require the construction of a variety of utilities on- and/or off-site, including electrical, natural gas, communications systems, street lighting, and other facilities.

All utilities currently exist with the immediate vicinity of the Project site. All modification of, and connection to, existing services would be accomplished consistent with County and purveyor requirements. Impacts associated with providing utilities to the Project site are considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**WILDFIRE** If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:

**44. Wildfire Impacts**

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Riverside County General Plan; Mead Valley Area Plan; Riverside County GIS Database; Preliminary Plans for the Placentia Logistics Project; California Building Code; California Government Code Section 51182; County Ordinance No. 787; County Ordinance No. 695.

**Findings of Fact:**

a – e) *Less-Than-Significant Impact*. MVAP Figure 12, *Wildfire Susceptibility*, indicates the Project site is not located within a designated Fire Hazard Severity Zone. Riverside County GIS database information supports the determination that the Project site is not subject to wildland fire hazards.

Properties westerly of the Project site are designated as very high fire hazard areas. These properties are either developed or are proposed for development, and would be/are subject to wildfire policies and regulations summarized below.

**County of Riverside General Plan**

The County of Riverside General Plan Safety Element establishes policies addressing wildfire hazards. Policies implemented by the County through its General Plan support prevention and education measures acting to minimize the occurrence and effects of wildfires; and include measures to ensure the County is able to respond appropriately to wildfires.

**Mead Valley Area Plan**

Area Plans within Riverside County establish focused policies and land use plans responding to specific aspects and attributes of localized County regions. The Project site is located in the Mead Valley Area Plan (MVAP). Broadly, MVAP policies act to “[p]rotect life and property through adherence to the Fire Hazards section of the General Plan Safety Element” (MVAP, p. 52).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**California Building Code: Wildland – Urban Interface**

The California Building Commission Wildland-Urban Interface Codes (WUI Codes) include provisions for ignition-resistant construction standards in WUI areas. The WUI Codes apply to new building applications in three specific areas:

- All State Responsibility Areas (any Fire Hazard Severity Zone);
- Local Responsibility Areas (only the Very High Fire Hazard Severity Zone);
- Any wildland-urban interface fire area designated by the enforcing agency (i.e., County of Riverside).

See also: [https://rctlma.org/Portals/5/Handouts/Residential/284-010\\_Wildland\\_Urban\\_Fire\\_Area\\_Guide\\_04-2016.pdf](https://rctlma.org/Portals/5/Handouts/Residential/284-010_Wildland_Urban_Fire_Area_Guide_04-2016.pdf)

**California Government Code Section 51182: Defensible Space**

GC Section 51182 requires creation and maintenance of fire-defensible spaces in areas adjacent to occupied structures located in a very high fire hazard severity zones. Generally, defensible spaces are required to extend a minimum of 100 feet from each side and from the and rear of affected structures.

See also:

[https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=GOV&sectionNum=51182](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=51182).

**County Ordinance No. 787: Adopting the California Fire Code as Amended**

County Ordinance No. 78 implements the California Fire Code **and** establishes regulations and requirements (including amendments to the California Fire Code) tailored to meet the specific fire hazard protection needs of the County. The purpose of the Ordinance is to adopt California Fire Code, to govern the safeguarding of life and property from fire, explosion hazards and hazardous conditions and to regulate the issuance of permits and collection of fees (Ordinance 787, Section 2).

See also: <https://www.rivcocob.org/ords/700/787.pdf>

**County Ordinance No. 695: Abatement of Hazardous Vegetation**

County Ordinance 695 requires affected property owners to reduce fire danger through mowing and other fuel modification methods. The purpose of the Ordinance is to establish a hazardous vegetation abatement program that protects the lives and property of the citizens of Riverside County, while protecting rare and sensitive plant and animal species and the environment (Ordinance 695, p. 1).

See also: <http://www.rvcfire.org/stationsAndFunctions/HazardReduction/Documents/695.pdf>

Compliance with wildfire hazard minimization and protection protocols stipulated under existing policies and regulations reduces potential wildfire hazards affecting adjacent off-site properties to levels that would be less-than-significant.

Based on the preceding, the potential for the Project to substantially impair an adopted emergency response or evacuation plan, expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, involve infrastructure that may exacerbate fire risk, result in significant post-fire risks, or expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires is considered less-than-significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation is required.

Monitoring: No monitoring is required

**MANDATORY FINDINGS OF SIGNIFICANCE** Does the Project:

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

**Source(s):** Analysis presented in the preceding checklist.

Findings of Fact:

*Less Than Significant with Mitigation Incorporated.* The Project would incorporate mitigation reducing potential impacts to biological resources and cultural resources to levels that would be less-than-significant. The Project does not otherwise propose or require facilities or operations that would affect off-site biological or cultural resources. On this basis, with incorporation of mitigation, the potential for the Project to 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 is considered less-than-significant.

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

**Source(s):** Analysis presented in the preceding checklist.

Findings of Fact:

*Less-Than-Significant Impact.* No significant and unmitigable long-term environmental effects of the proposed Project have been identified. As such, the Project is not considered to have impacts that are individually limited; nor are the cumulative impacts of the Project considered to be significant.

**47.** Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

**Source(s):** Analysis presented in the preceding checklist.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Findings of Fact:**

*Less Than Significant with Mitigation Incorporated.* As supported by the preceding environmental evaluation, development of the Project would not cause substantial adverse effects on human beings. Under each environmental consideration addressed herein, the proposed Project is considered to have either no impact, or potential effects of the proposal are substantiated at, or are mitigated to, levels that are less-than-significant.

**EARLIER ANALYSES**

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

Earlier Analyses Used, if any: n/a

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

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

Revised: 6/29/2020 12:59 PM  
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