RIVERSIDE COUNTY
PLANNING DEPARTMENT

1:30 P.M. **MARCH 8, 2021**

AGENDA
RIVERSIDE COUNTY PLANNING DEPARTMENT
DIRECTOR'S HEARING

COUNTY ADMINISTRATIVE CENTER
4080 Lemon Street, Riverside, CA 92501
12th Floor Conference Room A
https://planning.rctlma.org/

Pursuant to Government Code Section 54953(b) and Executive Order N-25-20, this meeting will be conducted by teleconference and at the place of hearing, as listed above. Teleconference participation by the Planning Director's designee and County staff. Public access to the meeting location will be limited to comply with the Executive Order.

Public comments will be accepted remotely by teleconference or email. To submit your comments or request to speak please contact the Hearing Secretary at (951) 955-7436 or email at: planninghearings@rivco.org. You will receive an email confirming your request that will provide further instructions. Your comments will be read into the record before the Hearing Officer considers the item. Additional information is available on the Planning Department website.

In compliance with the Americans with Disabilities Act, if you require reasonable accommodations please contact the TLMA Commission Secretary at (951) 955-7436 or email at esarabia@rivco.org. Requests should be made 72 hours in advance or as soon as possible prior to the scheduled meeting. Alternative formats are available upon request.

1.0 CONSENT CALENDAR:
NONE

2.0 PUBLIC HEARINGS: CONTINUED ITEMS: 1:30 p.m. or as soon as possible thereafter.
NONE

3.0 PUBLIC HEARINGS: NEW ITEMS: 1:30 p.m. or as soon as possible thereafter.

3.1 **PLOT PLAN NO. 190032 – Intent to Adopt a Mitigated Negative Declaration** – CEQ190121 – Applicant: DP Harvill, LLC/Lou Monville – Engineer: SDH, Inc./Steve Sommers – First Supervisorial District – North Perris Zoning Area – Mead Valley Area Plan: Community Development: Business Park (CD-BP) – Location: Northerly of Rider Street, southerly of Cajalco Road, easterly of Patterson Avenue, and westerly of Harvill Avenue – 11.15 Gross Acres – Zoning: Manufacturing-Service Commercial (M-SC) – **REQUEST:** The proposed project is for the construction of a 53,275 sq. ft. warehousing and distribution truck terminal which includes 5,000 sq. ft. of office uses on a 11.15-acre site. The building will be constructed of concrete tilt-up panels and ranging in height from 33 feet to 39 feet. Parking for 159 truck trailers will be provided to the north and south of the proposed truck terminal building. Forty-five (45) standard parking spaces will be provided which will include three (3) accessible parking spaces and two (2) electric vehicle spaces. Four (4) water quality management basins are proposed along the northeastern and southeastern boundaries of the Property site. APN: 317-170-043. Project Planner: Deborah Bradford at (951) 955-6646 or email at dbradfor@rivco.org.

4.0 SCOPING SESSION: 1:30 p.m. or soon as possible thereafter:
NONE

5.0 PUBLIC COMMENTS:

COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT

Agenda Item No.

3.1

Director's Hearing: March 8, 2021

PROPOSED PROJECT

Case Number(s):	PPT190032
Environmental:	MND - CEQ190121
Area Plan:	Mead Valley
Zoning Area/District:	North Perris Area
Supervisorial District:	First District
Project Planner:	Deborah Bradford
Project APN(s):	317-170-043

Applicant(s): DP Harvill, LLC, Lou Monville

Representative(s): SDH, INC., Steve Sommers

John Hildebrand
Interim Planning Director

PROJECT DESCRIPTION AND LOCATION

Plot Plan No. 190032 (PPT190032) proposes to construct a 53,275 square foot warehousing/distribution truck terminal building which includes 5,000 square feet of office uses on a 11.15 gross acre site. The building will be constructed of concrete tilt-up panels and ranging in height from 33 feet to 39 feet. Parking for 159 truck trailers will be provided to the north and south of the proposed building. Forty-five (45) standard parking spaces will be provided which will include 3 accessible parking spaces and 2 electric vehicle spaces. Four water quality management basins are proposed along the northeastern and southeastern boundaries of the Property site.

The description as included above constitutes the "Project" as further referenced in this staff report.

The Project site is located north of Rider Street, south of Cajalco Road, east of Patterson Avenue, and west of Harvill Avenue. The Project site is within the Mead Valley Area Plan.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING DIRECTOR TAKE THE FOLLOWING ACTIONS:

ADOPT a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. CEQ190121**, based on the findings and conclusions provided in the initial study, attached hereto, and the conclusion that the project will not have a significant effect on the environment; and,

APPROVE PLOT PLAN NO. 190032, subject to the attached advisory notification document, conditions of approval, and based upon the findings and conclusions provided in this staff report.

PROJECT DATA

Land Use and Zoning:

Specific Plan:	Specific Plan No. 100 "A" Street
Specific Plan Land Use:	N/A
Existing General Plan Foundation Component:	Community Development
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Business Park (BP)
Proposed General Plan Land Use Designation:	N/A
Policy / Overlay Area:	N/A
Surrounding General Plan Land Uses	
North:	Community Development: Public Facilities (CD: PF)
East:	Community Development: Light Industrial (CD: LI)
South:	Community Development: Business Park (CD: BP)
West:	Community Development: Light Industrial (CD: LI) and Rural Community: Very Low Density Residential (RC: VLDR)
Existing Zoning Classification:	Manufacturing- Service Commercial (M-SC)
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Manufacturing - Service Commercial (M-SC)
East:	Manufacturing – Heavy (M-H)
South:	Industrial Park (I-P)
West:	Rural Residential (R-R) and Residential Agricultural, one acre lot minimum (R-A-1)
Existing Use:	Vacant Land
Surrounding Uses	
North:	Vacant Land
South:	Vacant Land
East:	Vacant Land
West:	Residential and Industrial Uses

Project Details:

Item	*Value*	*Min./Max. Development Standard*
Project Site (Acres):	11.15 gross acres 10.57 net acres	10,000 SF
Proposed Building Area (SQFT):	53,275 SF	N/A
Floor Area Ratio:	0.12	0.25 – 0.60

Item	*Value*	*Min./Max. Development Standard*
Building Height (FT):	39'	50'

Parking:

Type of Use	*Building Area (in SF)*	*Parking Ratio*	*Spaces Required*	*Spaces Provided*
Warehouse	48,275 SF	1 space/2,000 SF of gross floor area	25	25
Office	5,000 SF	1 space/250 SF of office area	20	20
TOTAL:			**45**	**45**

Located Within:

City's Sphere of Influence:	Yes – Perris
Community Service Area ("CSA"):	No
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	Yes – Low to Moderate
Subsidence Area:	Yes – Susceptible
Fault Zone:	No
Fire Zone:	Yes – Very High Hazard – Local Responsibility Area
Mount Palomar Observatory Lighting Zone:	Yes – Zone B
WRCMSHCP Criteria Cell:	No
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	Yes – In or partially in
Airport Influence Area ("AIA"):	Yes – March Air Reserve Base: Zone C2

PROJECT LOCATION MAP

Figure 1: Project Location Map

PROJECT BACKGROUND AND ANALYSIS

Project Location

The Project site consists of approximately 11.15 gross acre parcel located in the unincorporated area of Riverside County, within the City of Perris Sphere of Influence. The Project site is regionally accessed from the I-215/Cajalco Expressway interchange as shown on Figure 1. More specifically, the Project site is located between Patterson and Harvill Avenues north of Rider Street. The Project site consists of one parcel (317-170-043).

Current Site Characteristics

The site is currently vacant and undeveloped and has evidence of current tilling/disking.[1] The site is relatively level and is situated at an elevation of approximately 1,520 feet above mean sea level (MSL).[2] (GEO Report 7/16/19).

PROJECT DESCRIPTION

Project Characteristics

The Project was first submitted for Pre-Application Review (PAR190037) to the Planning Department and was scheduled for comment with the Development Advisory Committee (DAC) on August 1, 2019.

The current application, Plot Plan No. 190032, was submitted to the Planning Department for review on October 15, 2019. The applicant is proposing the construction of a 53,275 square foot warehousing and distribution building to be utilized as a truck terminal. The structure will range in height from 33 feet to 39 feet in height and will be comprised of concrete tilt-up construction. The building will be painted in shades of grey with a blue grey accent color. A total of 99 dock doors will be provided and will be located on the north, south and west portions of the building. All driveways, trailer parking, vehicle parking and loading dock aprons will be concrete paving. Ingress and egress will be provided from Harvill Avenue and allow for truck and emergency vehicle circulation. There will also be a total of 45 standard parking spaces which will include 3 accessible parking spaces and 2 electric vehicle parking spaces including charging stations.

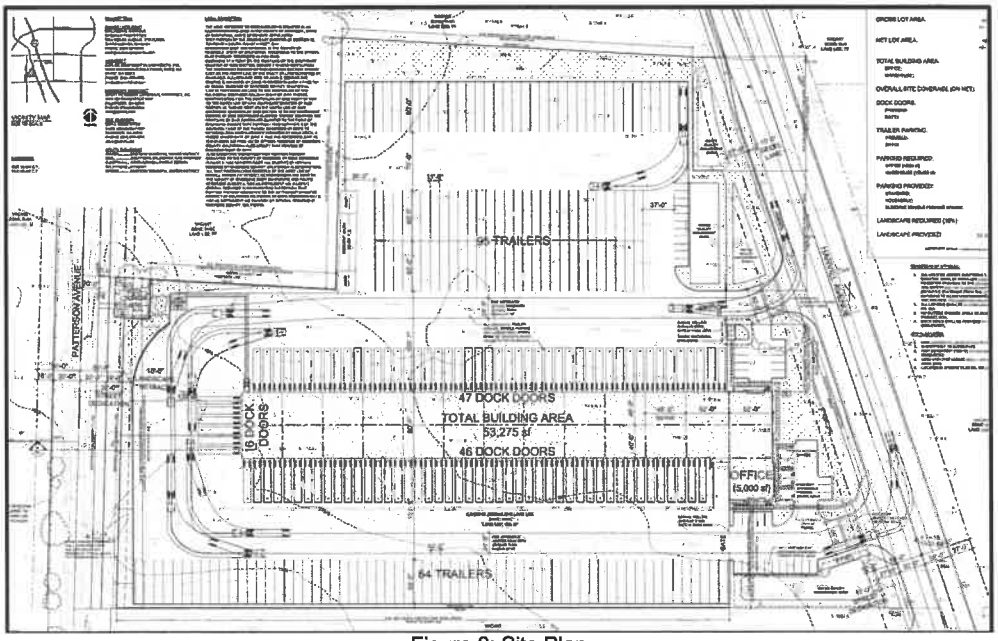


Figure 2: Site Plan

[1] Appendix B: Biological Resources Supporting Information, page 4., October 6, 2020
[2] Appendix D: Geology and Soils Supporting Information, page 2, July 16, 2019

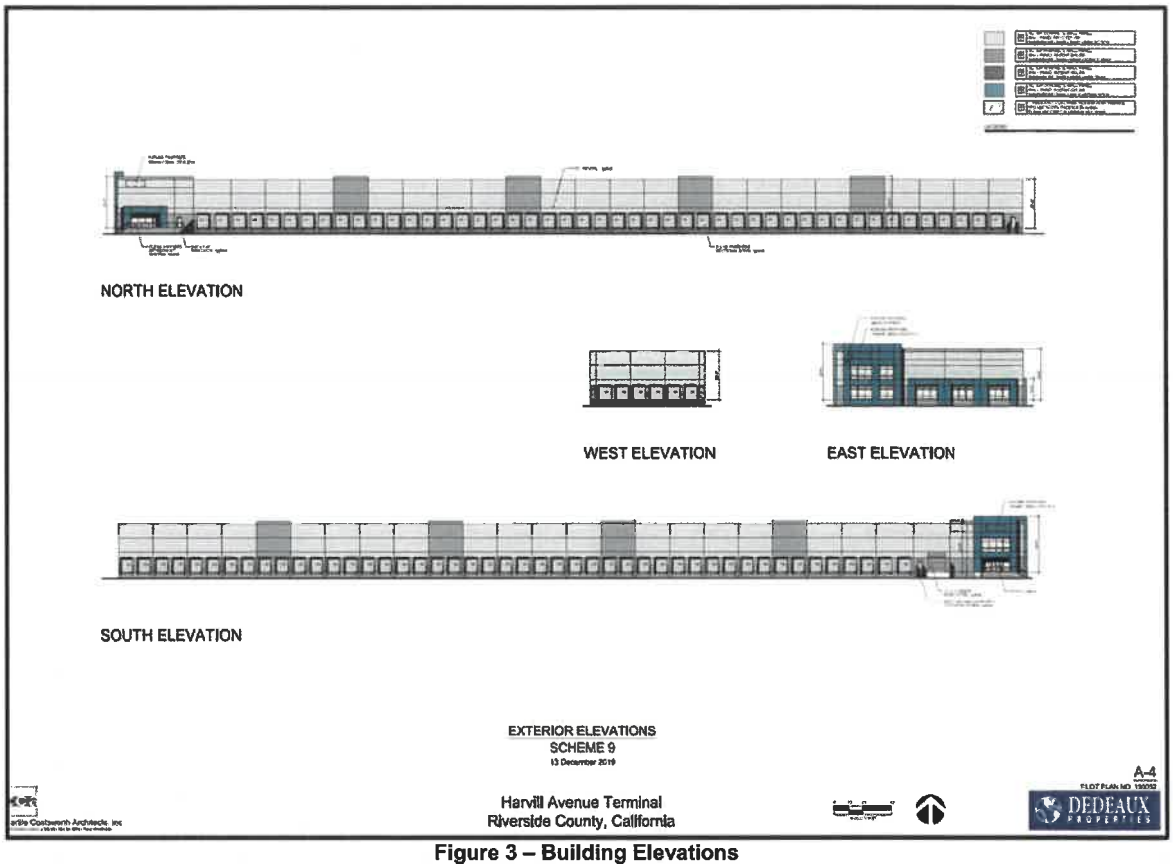


Figure 3 – Building Elevations

General Plan Consistency

The Project site's existing General Plan Foundation Component is Community Development (CD) and Land Use Designation is Business Park (BP). The Business Park land use designation allows for employees intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses. The proposed warehousing/distribution truck terminal building is allowed the BP designation and will be located near similar industrial uses. The vacant property located directly south of the Project site will be developed with 204,445 square foot warehousing building. To the west entitlements are being processed to allow for the development of a 333,000 square foot warehouse facility. An existing storage facility and vehicle maintenance building is located to the north west and a storage facility and industrial buildings to the north east. The building intensity for development within the BP designation ranges from 0.25 to 0.60 Floor Area Ratio (FAR). The project's FAR is 0.12, which is below the FAR range noted in the General Plan for BP. The FAR indicates the ratio of gross building square footage permitted on a parcel to net square footage of the parcel. FAR is used to estimate employment generated from commercial, industrial and business park land uses. It is a reflection of a theoretical build-out, rather than what is likely to appear on the ground. Land Use Element Policy LU 30.9 allows for a FAR that is less intense in order to encourage good project design and efficient site utilization. The Project was designed to address peak flow rates, emergency vehicle accessibility, and ROW dedication. The Project's FAR, while less than the normal range for BP, is suitable for an industrial use in this area since the project was designed to address the various site constraints.

Zoning/Development Consistency

The site's current zoning classification is Manufacturing-Service Commercial (M-SC). The proposed use of falls under the classification of warehouse and distribution which is permitted in subject to the approval of a plot plan as stated in Section 11.2 of Ordinance No. 348. The project meets the setback requirements of 25 feet from the property line along Patterson and Harvill Avenues. Since the Project site abuts the M-SC and I-P zoning classification to the north and south respectively no setback requirements are required. The building height varies from 23 feet to 39 feet in height and is within the maximum 50' height limit of the M-SC zoning classification. The project will be landscaped, provides adequate parking spaces and trash enclosure will be screened. Further discussion of these development standards will be provided in the Findings Section of this staff report.

Landscaping

The project proposes the installation of approximately 55,609 square feet of landscaping. The submitted conceptual landscape plan meets the standards of Ordinance No. 348 Section 18.12 E, regarding landscaping requirements for off-street vehicle parking and Ordinance No. 859, regarding water efficient landscaping. Landscaping is proposed around the perimeter of the site adjacent to Patterson and Harvill Avenues. Enhanced landscaping and paving will be provided at the entrances. Along Patterson Avenue a concrete screen wall will be provided and painted to match the proposed building. The 10-foot landscaped setback along Patterson Avenue will include a variety of trees, shrubs, and plants. Landscaping will be provided along the northern and southern boundaries of the site. The detention basis will be landscaped and provide increased areas of greenery.

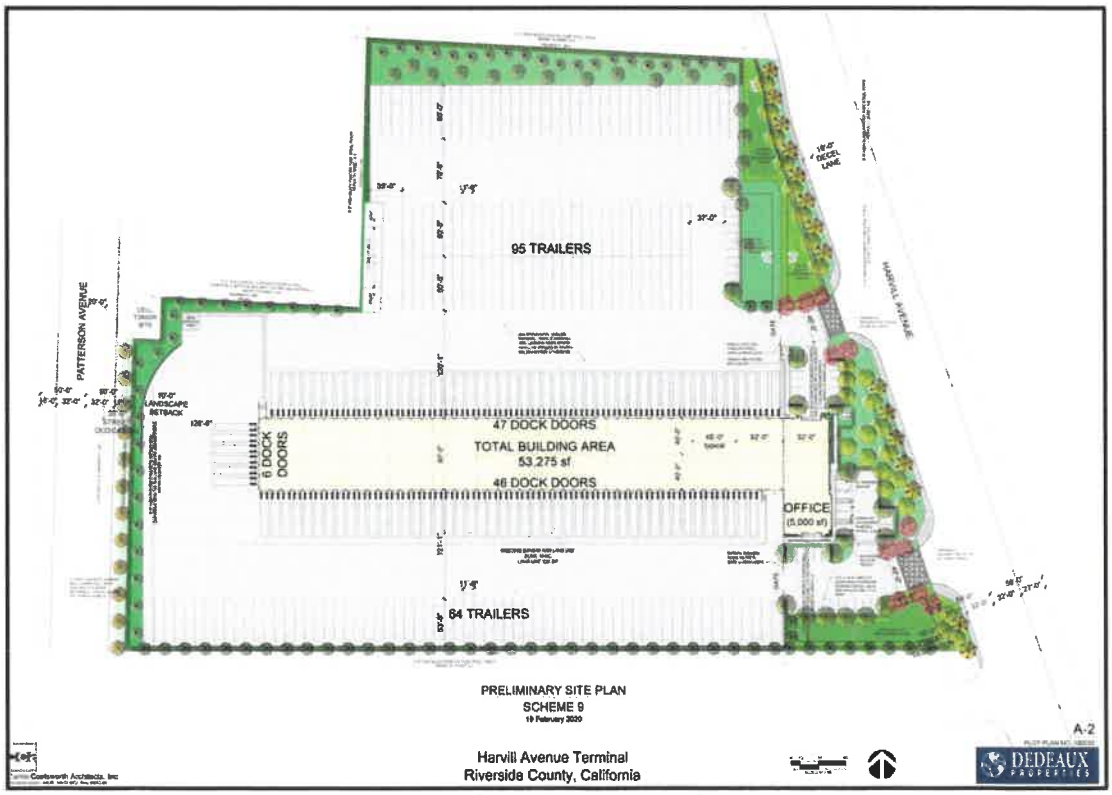


Figure 4– Conceptual Landscape Plan

Off-Site Improvements

The project includes off-site improvements along the frontage of the project site, Harvill Avenue, and along the property line on Patterson Avenue. Off-site improvement work would include widening the existing street, curb, gutter, sidewalks, and landscaping along Patterson Avenue and Harvill Avenue. The project would connect to existing utilities for water, sewer, and electricity.

ENVIRONMENTAL REVIEW / FINDINGS

An Initial Study (IS) and a Mitigated Negative Declaration (MND) have been prepared for this project in accordance with the California Environmental Quality Act (CEQA). Environmental Assessment No. CEQ190121. The Initial Study identified potentially significant impacts in regards to the issue areas of Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hydrology/Water Quality, Noise, Paleontological Resources, Transportation, Tribal Resources, and Mandatory Findings of Significance; however, with the incorporation of mitigation measures the impacts were reduced to less than significant. Based on the Initial Study's conclusions, the County of Riverside determined that an MND is appropriate for the proposed Project pursuant to CEQA Guidelines. The IS and MND represent the independent judgement of Riverside County. The documents were circulated for public review on February 16, 2021 per the California Environmental Quality Act Statue and Guidelines Section 15105. The public review period ended on March 8, 2021.

FINDINGS AND CONCLUSIONS

In order for the County to approve a proposed project, the following findings are required to be made:

Land Use Findings:

The following findings shall be made prior to making a recommendation to grant a Plot Plan, pursuant to the provisions of the Riverside County General Plan and the Mead Valley Area Plan:

1. Per the General Plan and Mead Valley Area Plan, the Project site has a land use designation of Business Park (BP). The BP land use designation encourages employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses. The proposed Project will allow for the construction of a 53,275 square foot truck terminal that will be utilized as a warehousing and distribution facility. The proposed facility is an allowable use within the BP land designation and will be located near similar industrial uses. Property, directly south of the Project has obtained entitlements for the construction of a 204,445 square foot warehousing building. To the west entitlements are being processed to allow for the development of a 333,000 square foot warehouse facility. An existing storage facility and vehicle maintenance building is located to the northwest and a storage facility and industrial buildings are located to the northeast. The building intensity for development within the BP designation ranges from 0.25 to 0.60 Floor Area Ratio (FAR). The project's FAR is 0.12. Although the FAR is below the range noted in the General Plan for BP. Land Use Element Policy LU 30.9 allows for a FAR that is less intense in order to encourage good project design and efficient site utilization. The Project was designed to address peak flow rates, emergency vehicle accessibility, and ROW dedication. The Project's FAR, while less than the normal range for BP, is suitable for an industrial use in this area since the project was designed to address the various site constraints. The Project site is also located within the boundaries of Specific Plan No. 100 "A Street". There are no development standards or policies that are applicable to the Project

site in terms of Specific Plan No. 100. The Project is, consistent with the current land use designation as shown in both the General Plan and the Mead Valley Area Plan.

2. The Project site is bordered by properties with similar or compatible land use designations. The land use designations to the north are Public Facilities (PF) and Light Industrial (LI), to the south is Business Park (BP), to the east is Light Industrial and to the west is Public Facilities (PF), Light Industrial (LI) and Rural Community-Very Low Density Residential (RC-VLDR). The existing uses on these parcels include industrial, residential, and several vacant lots. The proposed Project aligns both with the land use designations surrounding it, as well as the industrial uses that currently exist on the surrounding parcels. As such, the Project will be compatible with the surrounding uses.

3. The project site has a Zoning Classification of Manufacturing-Service Commercial (M-SC). Permitted uses allowed are uses that are consistent with the allowable uses in the BP designation. The proposed use - a warehousing and distribution building - is an allowed use within the M-SC Zoning Classification pursuant to Section 11.2(b) of Ordinance No. 348 (Uses Permitted), subject Plot Plan approval.

Entitlement Findings:

The following findings shall be made prior to making a recommendation to grant a Plot Plan, pursuant to the provisions of the Riverside County Zoning Ordinance No. 348 (Land Use):

1. The proposed use conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. The proposed Project is within the acceptable uses for its existing land use designation and zoning code, and the plans provided to the Department demonstrate compliance to applicable County Ordinances.

2. The overall development of the land shall be designed for the protection of the public health, safety and general welfare. As detailed in the Project's Initial Study/Mitigated Negative Declaration all impacts have been reduced to levels that are less than significant. The Project includes flood-proofing measures including four water quality basins. The Project is designed and conditioned to meet all applicable Building and Fire Code. On-site traffic signing and striping will be implemented in conjunction with detailed construction plans for the project site to reduce potential effects on vehicular circulation within the project area. The Project will also comply with noise mitigation measures to reduce construction noise levels to residents that are located within the Project vicinity, the closest being approximately 255 feet from the Project site.

3. The proposed use conforms to the logical development of the land and to be compatible with the present and future logical development of the surrounding property since the surrounding parcels are similarly designated land uses and zoning codes. The surrounding land use designations included Light Industrial, Public Facilities, Business Park, and Rural Community-Very Low Density Residential. The zoning is similarly aligned, with the surrounding parcels zoned as Manufacturing-Heavy, Manufacturing-Service Commercial, Industrial Park, Residential Agricultural and Rural Residential A truck terminal utilized for warehousing and distribution based on the Project's proposal will be consistent with the surrounding properties present and future uses as per the logical development that is to be expected from the surrounding parcels current designations.

4. The plan for the proposed use shall consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and shall take into account topographical and drainage conditions, including the need for dedication and improvements

of necessary structures as a part thereof. The Project is conditioned to provide 38-42 foot half width improvements on Harvill Avenue and 40 foot half-width improvements on Patterson Avenue. Curb and gutter and sidewalks will be provided on the project side along Patterson and Harvill Avenues and will be in accordance with the Riverside County Road Improvement Standards. The Project applicant submitted a thorough landscape, drainage, and irrigation plan that establishes measures to handle the site's topographical and drainage conditions. This plan includes four on-site retention basins to allow for the efficient capture, retention, and diversion of storm water, as well as additional vegetation surrounding the development to further support on-site drainage.

Development Standards Findings:

The following findings shall be made prior to making a recommendation to grant a Plot Plan, pursuant to the provisions of the Riverside County Zoning Ordinance No. 348 (Development Standards):

1. The Project site has a Zoning Classification of Manufacturing-Service Commercial (M-SC). Per Section 11.4 of Ordinance No. 348, the Project meets the applicable development standards in this zoning classification as follows:

    A. Lot Size. The minimum lot size shall be 10,000 square feet with a minimum average width of 75 feet, except that a lot size not less than 7,000 square feet and an average width of not less than 65 feet may be permitted when sewers are available and will be utilized for the development. *The Project site is 11.15 gross acres. The site is irregularly shaped and at the narrowest portion of the project site the width is approximately 274 feet and the length at the shortest portion of the Project site is approximately 360 feet. The Project site is in compliance with this development standard.*

    B. Setbacks.

        1) Where the front, side, or rear yard adjoins a lot zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, the minimum setback shall be 25 feet from the property line. *Properties that are located west of the Project site, across Patterson Avenue are zoned R-A-1 and R-R-1, and does not directly adjoin any lots with the zoning classification as listed above. Therefore, the Project is in compliance with this development standard.*

        2) Where the front, side, or rear yard adjoins a lot with zoning classification other than those specified in paragraph (1) above, there is no minimum setback. *The Project is in conformance with this development standard.*

        3) Where the front, side, or rear yard adjoins a street, the minimum setback shall be 25 feet from the property line. *The Project site is adjacent to Patterson and Harvill Avenues. The building setback from Patterson Avenue is approximately 128 feet. The building setback from Harvill Avenue is approximately 40 feet. The Project site is in compliance with this development standard.*

        4) Within the exception of those portions of the setback area for which landscaping is required by Subsection E. below, the setback area may only be used for driveways, automobile parking, or landscaping. A setback area which adjoins a street separating it from a lot with a zoning classification other than those zones specified in paragraph (1) above, may also be used for loading docks. *The loading docks as provided on the site plan are not located*

within required landscape areas. Therefore, this development standard is not applicable to this Project and is considered compliant.

C. Height Requirements. The height of structures, including buildings, shall be as follows:

1) Structures shall not exceed 40 feet at the yard setback line. *The maximum height of the proposed building is 39 feet. The Project is in compliance with this development standard.*

2) Buildings shall not exceed 50 feet unless a height up to 75 feet is approved pursuant to Section 18.34. of this ordinance. *As stated above the height of the building will not exceed 39 feet. Therefore, the Project is in compliance with this development standard.*

3) Structures other than buildings shall not exceed 50 feet unless a height up to 105 feet is approved pursuant to Section 18.34. of this ordinance. *This development standard is not applicable in that there are no other structures proposed on the Project site.*

4) Broadcasting antennas shall not exceed 50 feet unless a greater height is approved pursuant to Section 18.34. of this ordinance. *This development standard is not applicable in that there are no broadcasting antennas proposed on the Project site.*

D. Masonry Wall. Prior to occupancy of any industrial use permitted in this article, a six foot high solid masonry wall or combination landscaped earthen berm and masonry wall shall be constructed on each property line that adjoins any parcel specifically zoned for residential use, unless otherwise approved by the hearing officer or body. *The Project site does not directly adjoin any parcels zoned for residential use. However, an eight (8') foot in height concrete screen wall, painted to match the building will be provided on the Project site along Patterson Avenue, extending along a portion of the northern boundary and along portions of the Project site visible from Harvill Avenue. The locations of these walls are provided on the conceptual landscape plan. In addition to the 8' concrete screen wall there will also be an eight (8') foot in height black painted tubular steel fence along portions of the north, south, east, and west boundaries of the Project site. The Project is in compliance with this development standard.*

E. Landscaping.

1) A minimum of ten percent of the site proposed for development shall be landscaped and irrigated. *The proposed Project will include the installation of 55,609 square feet of landscaping which equated to 12% of the Project site. Therefore, the Project is in compliance with this development standard.*

2) A minimum ten-foot strip adjacent to street right-of-way lines shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular access ways. Said landscaped strip shall not include landscaping located within the street right-of-way. *The Project proposes this minimum strip, and a condition will be included to ensure that the landscaping is properly maintained. The Project is in compliance with this development standard.*

3) A minimum 20 foot strip adjacent to lots zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, or separated by a street from a lot with said zoning, shall be landscaped and maintained, unless a tree screen or other buffer treatment is approved by the hearing

officer or body. However, in no case shall said landscaping be less than ten feet wide excluding curbing. *As provided, on the conceptual landscape plan the Project site will be provided with a minimum landscaped strip of 10 feet in width along Patterson Avenue and will include a row of shade trees, groundcover, and shrubs. The landscaped area along Harvill Avenue will include enhanced entry ways which will be constructed with decorative paving and flowering entry way accent trees. The water quality basins located along Harvill Avenue will also be landscaped and screened with trees resulting in a landscaped area that exceeds the minimum standards. The Project is in compliance with this development standard.*

F. Parking Areas. Parking areas shall be provided as required by Section 18.12. of this ordinance. *The proposed Project is for the construction of a 53,275 square foot warehousing/distribution truck terminal building, which includes 5,000 square feet of office uses. Parking calculations for the proposed Project is based on the square footage of the warehouse/distribution portion of the building, which is 48,275 square feet and 5,000 square feet of office use. Warehouses must provide one parking space per 2,000 square feet of gross floor area and office uses must provide one parking space per 250 square feet of office area. Based on this criterion the warehousing/distribution truck terminal is required to provide 25 parking spaces and the office use is required to provide 20 parking spaces. A total of 45 spaces will be provided which will include 3 accessible parking spaces and 2 electric vehicle parking spaces. The Project is in compliance with this development standard.*

G. Trash Collection Areas. Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area. *The proposed trash collection area is located along the Harvill Avenue frontage and will be enclosed with concrete screening walls and painted to match the proposed building. In addition, the enclosure will also be screened with landscaping. The Project is in compliance with this development standard.*

H. Outside Storage and Service Areas. Outside storage and service areas shall be screened by structures or landscaping. *As provided in the Advisory Notification Document no outside storage will not be allowed on the Project site. Therefore, the Project is in compliance with this development standard.*

I. Utilities. Utilities shall be installed underground except electrical lines rated at 33kV or greater. *As a condition of approval, all utilities except electrical lines rated at 33kV or greater will be installed underground. The Project is in compliance with this development standard.*

J. Mechanical Equipment. Mechanical equipment used in the manufacturing process shall be required to be enclosed in a building, and roof-mounted accessory equipment may be required to be screened from view. *The Project as conditioned will be required to screen roof mounted equipment from view or within an enclosed building. The Project is in compliance with this development standard.*

K. Lighting. All lighting fixtures, including spot lights, 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. *The proposed lighting fixtures for the Project are hooded and directed towards the ground, which will prevent direct illumination on streets and adjoining properties.*

Lighting shall be in conformance with Ordinance Nos. 655 and 915. The Project is in compliance with this development standard.

Other Findings:

1. The project site is not located within a Criteria Cell of the Multi-Species Habitat Conservation Plan.

2. The project site is located within the Perris Sphere of Influence. This project was provided to the City of Perris for review and comment in the Initial Case Transmittal sent out on October 28, 2019. No comments were received either in favor or opposition of the project since that transmittal.

3. The project site is located within the March Air Reserve Base Airport Influence Area ("AIA") boundary and is therefore subject to the Airport Land Use Commission ("ALUC") review. The Project site is located within the Airport Compatibility Zone C2. This project was submitted to ALUC for review, and on March 14, 2020, ALUC found the Project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

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

   b. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.

      i. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

      ii. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low ("green") level.

      iii. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

      iv. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

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

   d. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

e. Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

f. A notice titled "Notice of Airport in Vicinity" shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice

g. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

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

k. This project has been evaluated for 48,275 square feet of storage area and 5,000 square feet of office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.

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

4. In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on January 24, 2020. Consultations were requested by the Morongo Band of Mission Indians who were provided the Phase I cultural report and had no further comments. The Rincon Band of Luiseno Indians, during a March 17, 2020, consultation meeting, recommended that an archaeologist and a Luiseno monitor be present during ground disturbing activities and that protocols for the discovery of unanticipated resources and/or human remains be put into place. Consultation was concluded on March 17, 2020. The Soboba Band of Luiseno Indians requested to consult in a

letter dated February 19, 2020. On February 26, 2020, consultation was initiated and Soboba recommended that the standard County conditions of approval be placed on the project. The cultural report was provided to the tribe on March 4, 2020, and a meeting was held on September 23, 2020. The conditions of approval were provided to the tribe on September 30, 2020, and consultation was concluded the same day.

5. The project site is located within Zone B of the Mount Palomar Observatory Lighting Zone boundary, as identified by Ordinance No. 655 (Mt. Palomar). The project is required to comply with all lighting standards specified within Ordinance No. 655, pursuant to Zone B.

6. The project site is located within the Fee Assessment Area of the Stephen's Kangaroo Rat Habitat Conservation Plan ("SKRHCP"). Per County Ordinance No. 663 and the SKRHCP, all applicants who submit for development permits, including maps, within the boundaries of the Fee Assessment Area who cannot satisfy mitigation requirements through on-site mitigation, as determined through the environmental review process, shall pay a Mitigation Fee of $500.00 per gross acre of the parcels proposed for development. Payment of the SKRHCP Mitigation Fee for this Project, instead of onsite mitigation, will not jeopardize the implementation of the SKRHCP as all core reserves required for permanent Stephen's Kangaroo Rat habitat have been acquired and no new land or habitat is required to be conserved under the SKRHCP.

Fire Findings:

1. The project site is located within a Very High/High Fire Hazard Area and is within the Local Responsibility Area (LRA) for fire protection services. Being in an LRA is not subject to Title 14 requirements. However, Ordinance No. 460 does not distinguish between State Responsibility and Local Responsibility areas in terms of secondary access, construction materials, and location of fire hydrants, water systems and fire flow. The following additional findings have been met:

    a. The proposed Plot Plan No. 190032 will ultimately result in the construction of a 53,275 square foot truck terminal which includes 5,000 square feet for office uses on a 11.15 gross acre site. As proposed the Project is in compliance with sections 4290 and 4291 of the Public Resources Code in that the applicant is providing adequate circulation throughout the Project site in terms of width of drive aisles, turnarounds, paving materials capable of sustaining an imposed load of 75,000 pounds and signage. In addition, the location of fire hydrants will be provided at the appropriate distancing requirements, and Class A construction materials will be required. Plans for the proposed water system for fire protection shall be reviewed by the Fire Department prior to building permit issuance.

    b. Fire protection and suppression services are available for the site through the County of Riverside Fire Department.

    With incorporation of standard conditions of approval, the Project meets the regulations regarding road standards for fire equipment access adopted pursuant to Section 4290 et seq. of the Public Resources Code, the regulations adopted thereto, and Riverside County Ordinance No. 787. All necessary roadway infrastructure exists, and the project site is located adjacent to Harvill Avenue.

CONCLUSION

For the reasons discussed above, as well as the information provided in the Initial Study, the proposed project conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. Moreover, the proposed project would not be detrimental to the health, safety or general welfare of the community

PUBLIC HEARING NOTIFICATION AND COMMUNITY OUTREACH

This project was advertised in the Press Enterprise Newspaper. Additionally, public hearing notices were mailed to property owners within 1,200 feet of the project site. As of the writing of this report, Planning Staff has not received written communication/phone calls from any person who indicated support/opposition to the proposed project.

This project was presented before the Mead Valley MAC on March 4, 2020. The feedback was positive regarding the benefits in job creating and the proximity to the freeway.

APPEAL INFORMATION

The Director's Hearing decision may be appealed to the Planning Director within ten (10) calendar days after the date of the mailing of the decision by the Planning Director. Such appeals shall be submitted in writing on the form provided by the Planning Department and which shall be accompanied by a filing fee as set forth in Ordinance No. 671. Upon receipt of a completed appeal, the Planning Director shall set the matter for hearing and mail notice thereof to the applicant and the appellant if the plot plan did not require a public hearing. If the plot plan required a public hearing, notice of the appeal shall be given in the same manner that notice was given for the original hearing. Such appeals shall be heard by the Planning Commission, except that any appeal concerning an application of a commercial/industrial nature given fast track status, shall be heard directly by the Board of Supervisors.

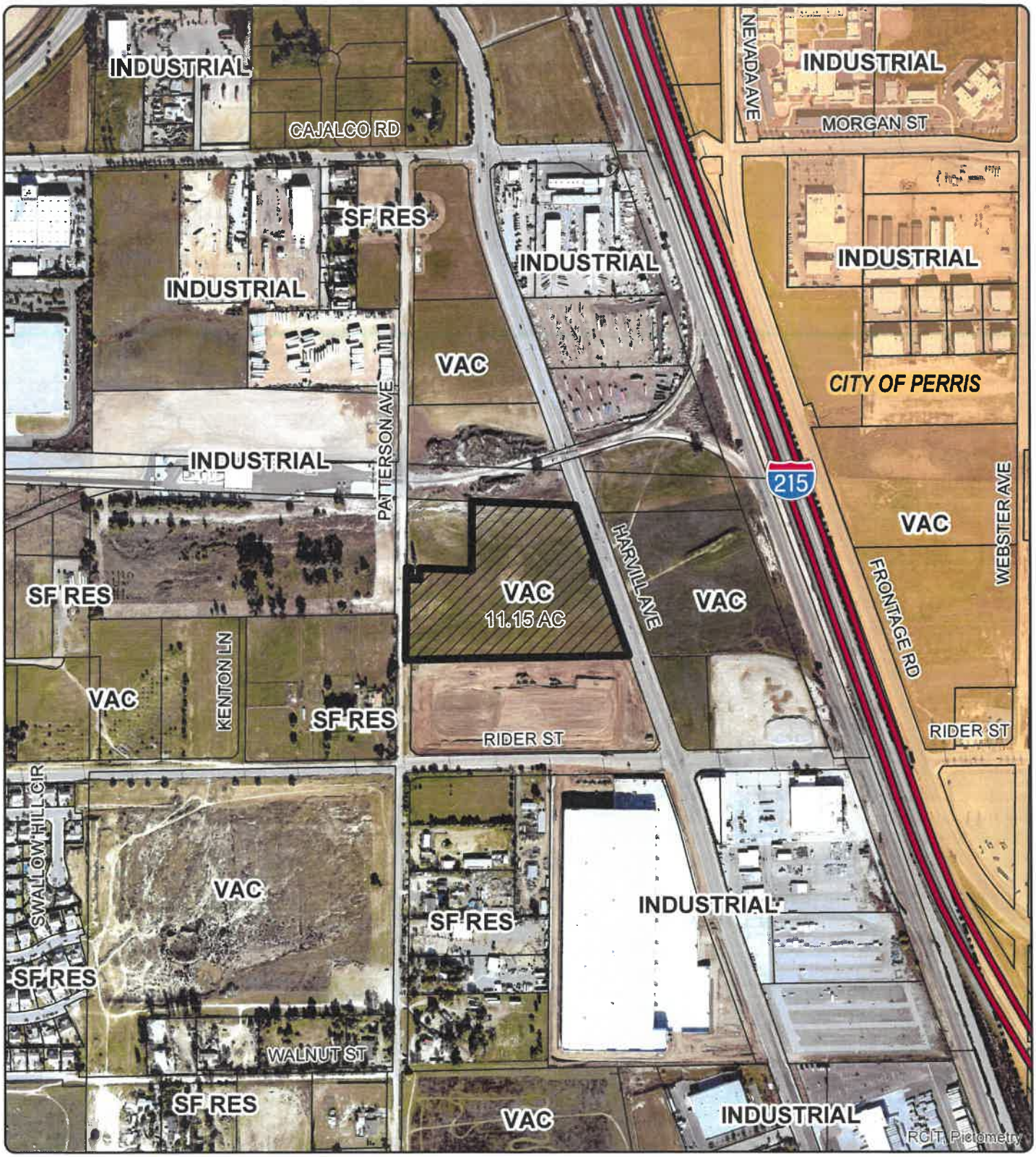
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190032

LAND USE

Supervisor: Jeffries
District 1

Date Drawn: 02/02/2021
Exhibit 1



Zoning Area: North Perris

Author: Vinnie Nguyen

N

0 300 600 1,200
Feet

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website http://planning.rctlma.org

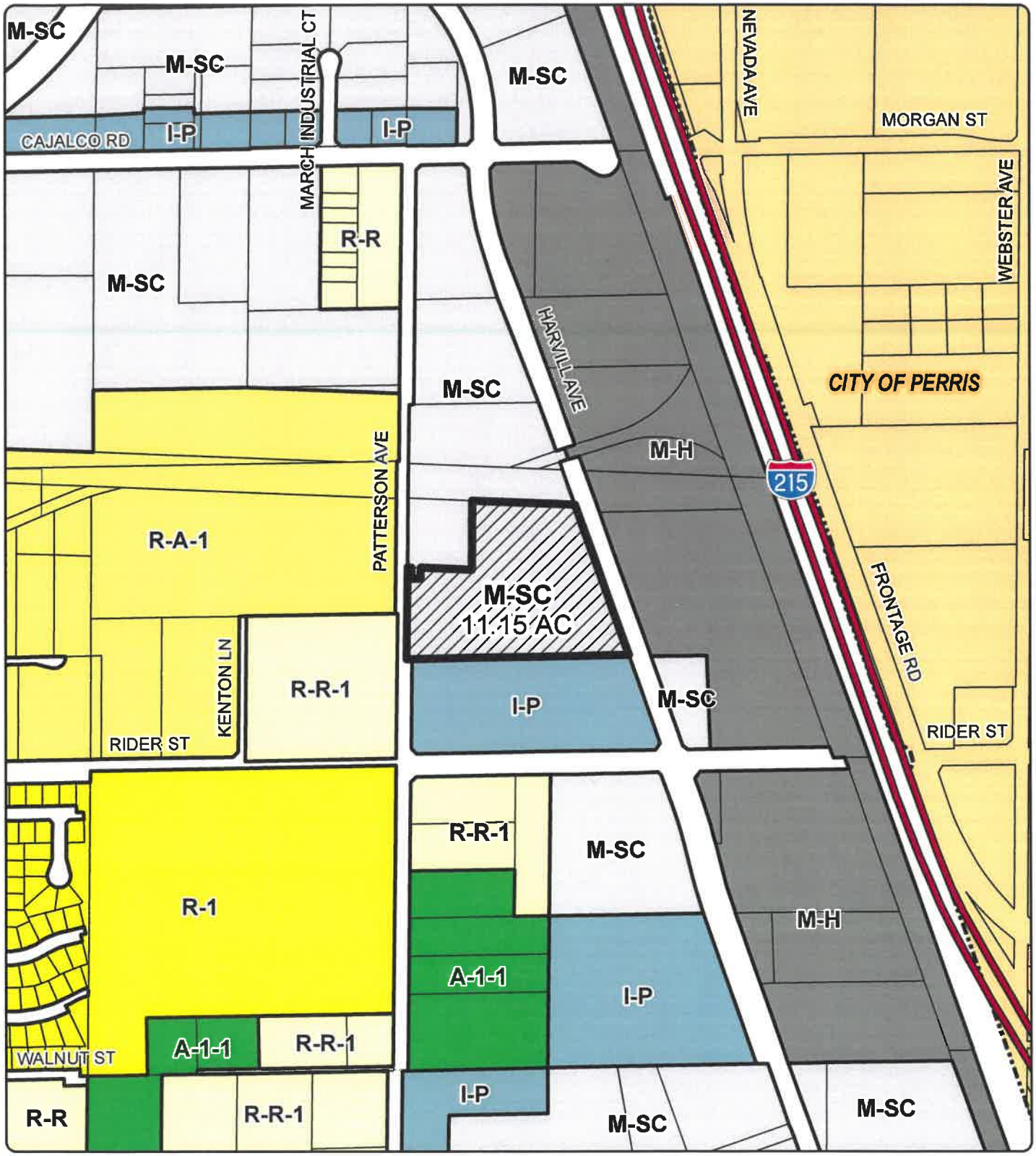
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190032

EXISTING ZONING

Supervisor: Jeffries
District 1

Date Drawn: 02/02/2021
Exhibit 2



Zoning Area: North Perris

Author: Vinnie Nguyen

N

0 300 600 1,200
Feet

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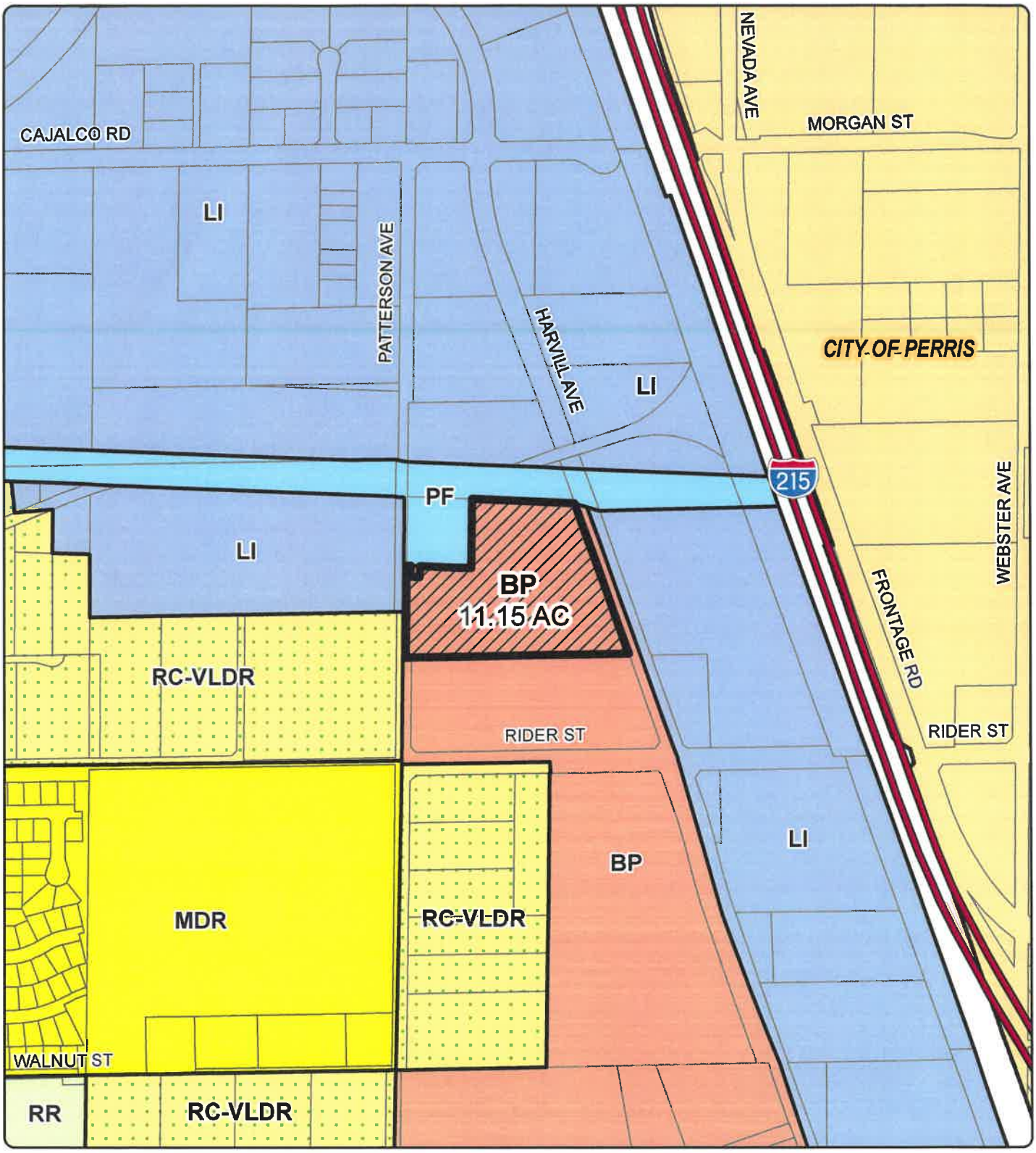
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190032

EXISTING GENERAL PLAN

Supervisor: Jeffries
District 1

Date Drawn: 02/02/2021
Exhibit 5



Zoning Area: North Perris

Author: Vinnie Nguyen

N

0 300 600 1,200
Feet

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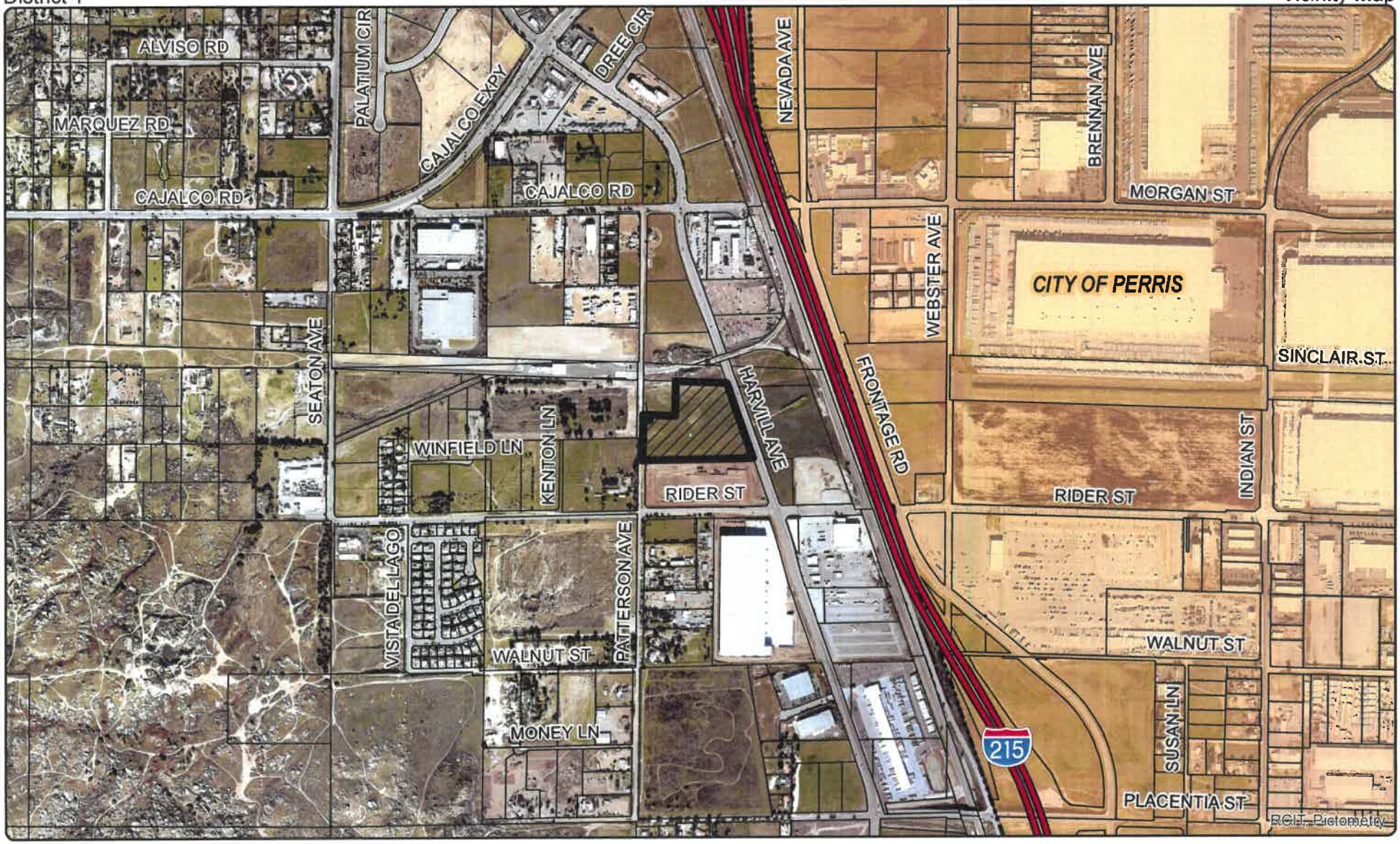
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190032

VICINITY/POLICY AREAS

Supervisor: Jeffries
District 1

Date Drawn: 02/02/2021
Vicinity Map



Zoning Area: North Perris

Author: Vinnie Nguyen

N

0 600 1,200 2,400
Feet

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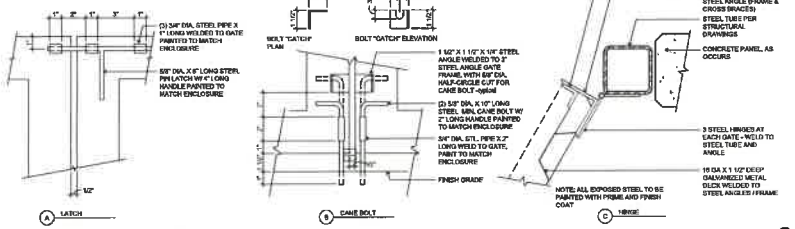
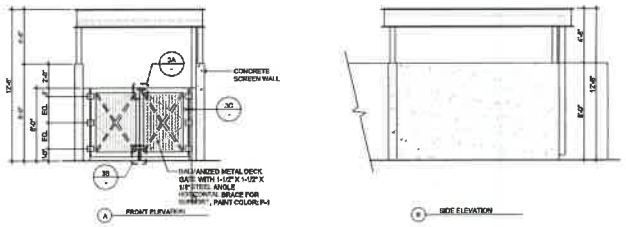


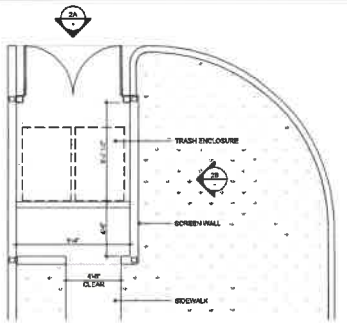
TRASH ENCLOSURE DETAILS 3

SCALE: 3" = 1'-0"



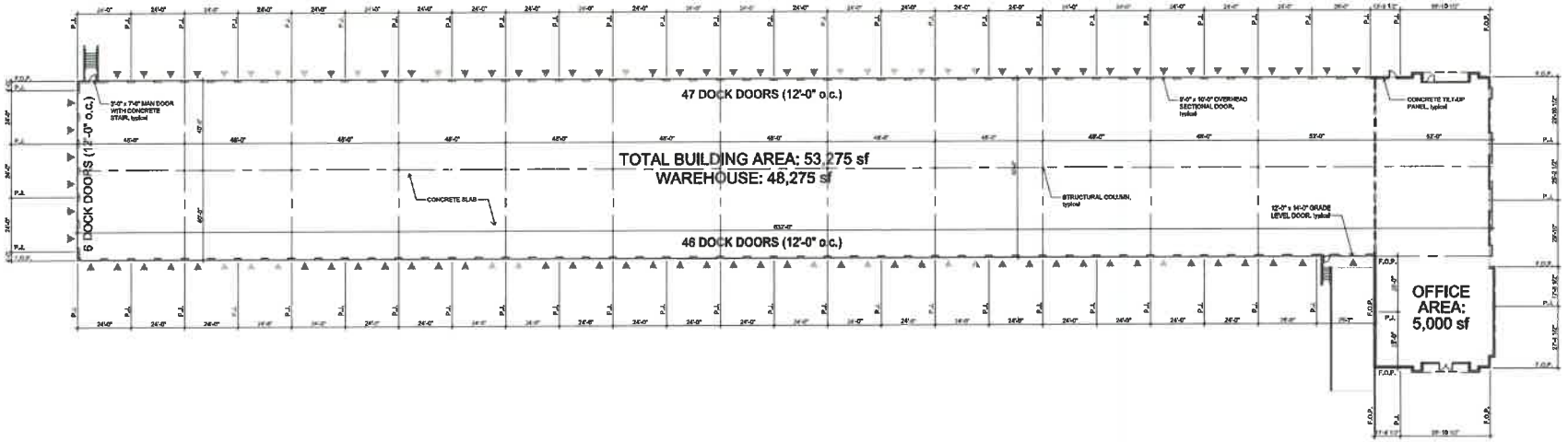
ENLARGED TRASH ENCLOSURE ELEVATIONS 2

SCALE: 1/8" = 1'-0"



ENLARGED TRASH ENCLOSURE PLAN 1

SCALE: 1/4" = 1'-0"



FLOOR PLAN
SCHEME 9
13 December 2019

Exhibit C and Trash Enclosure

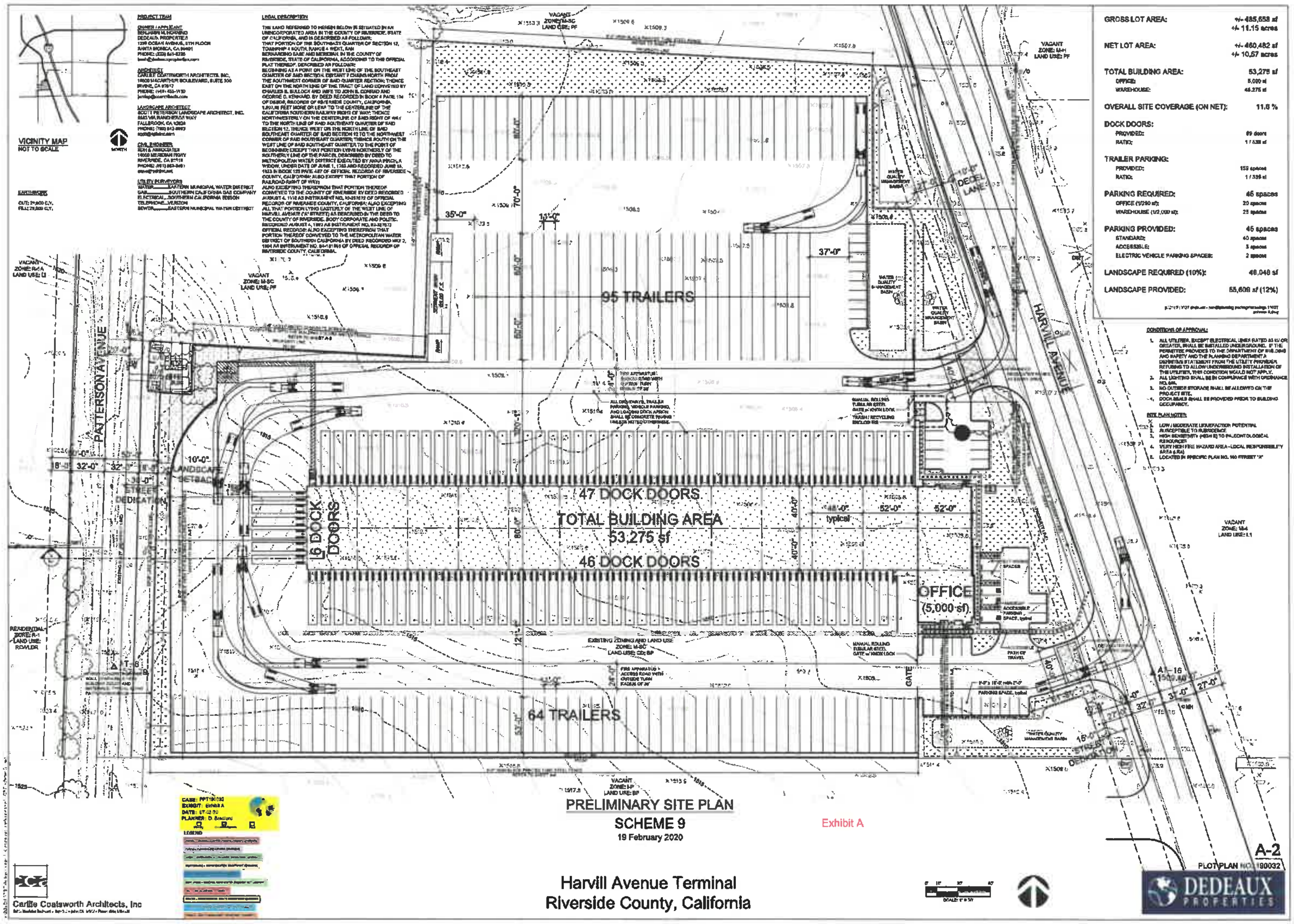
Carlile Coatsworth Architects, Inc

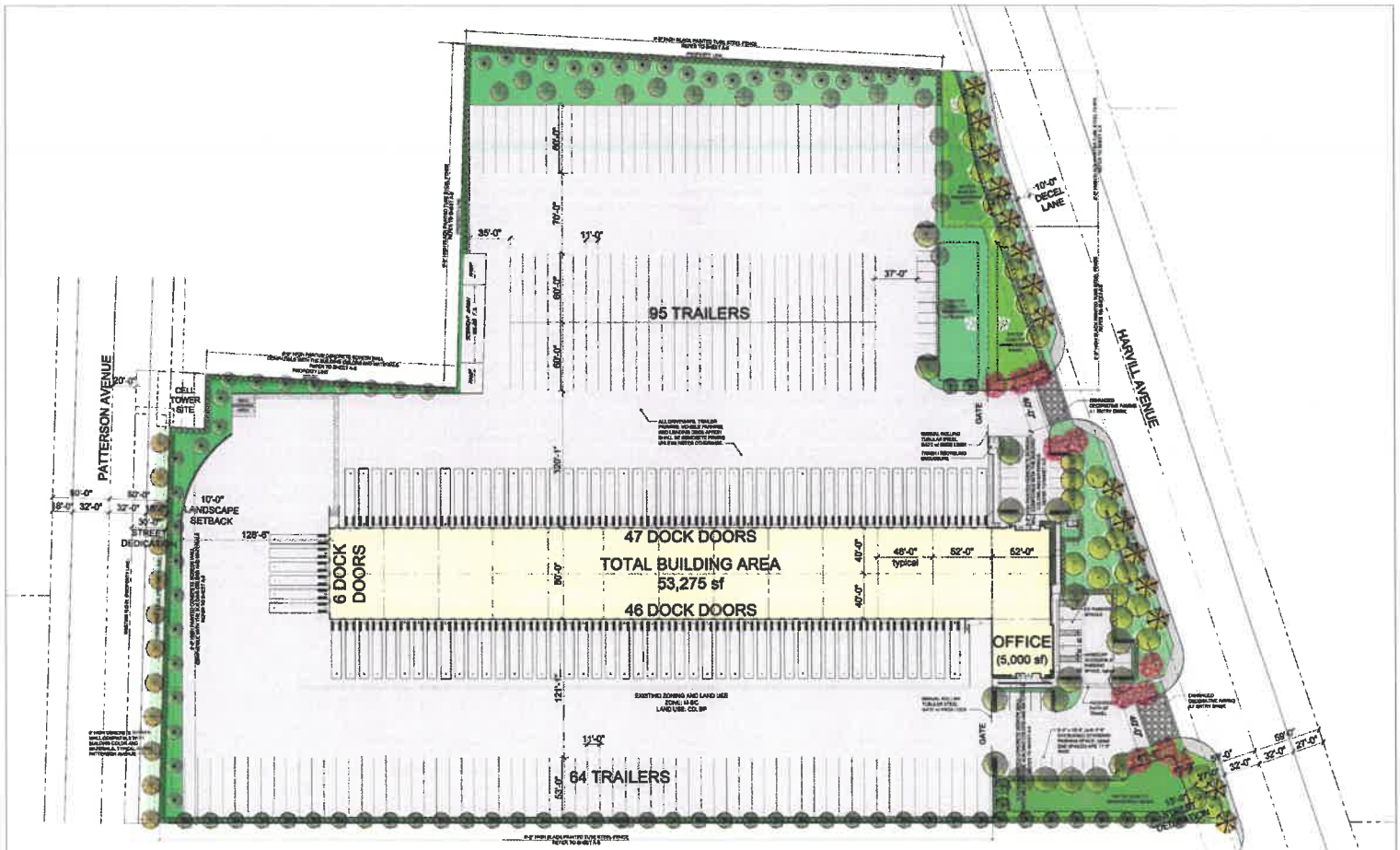
Harvill Avenue Terminal
Riverside County, California

SCALE: 1" = 20'

A-3
PLOT PLAN NO. 190032

DEDEAUX PROPERTIES


GROSS LOT AREA: +/- 485,658 sf +/- 11.15 acres
NET LOT AREA: +/- 460,482 sf +/- 10.57 acres
TOTAL BUILDING AREA: 53,275 sf
OFFICE: 5,000 sf
WAREHOUSE: 48,275 sf
OVERALL SITE COVERAGE (ON NET): 11.6 %
DOCK DOORS:
TRAILER PARKING:
PARKING REQUIRED: 45 spaces
PARKING PROVIDED: 45 spaces
LANDSCAPE REQUIRED (10%): 46,048 sf
LANDSCAPE PROVIDED: 55,609 sf (12%)
VICINITY MAP
NOT TO SCALE
95 TRAILERS
47 DOCK DOORS
TOTAL BUILDING AREA
53,275 sf
46 DOCK DOORS
16 DOCK DOORS
OFFICE
(5,000 sf)
64 TRAILERS
PATTERSON AVENUE
HARVILL AVENUE
DECEL LANE
PRELIMINARY SITE PLAN
SCHEME 9
19 February 2020
Exhibit A
Harvill Avenue Terminal
Riverside County, California
Carlile Coatsworth Architects, Inc
A-2
DEDEAUX PROPERTIES



PRELIMINARY SITE PLAN
SCHEME 9
19 February 2020

A-2
PLOT PLAN NO. 190032

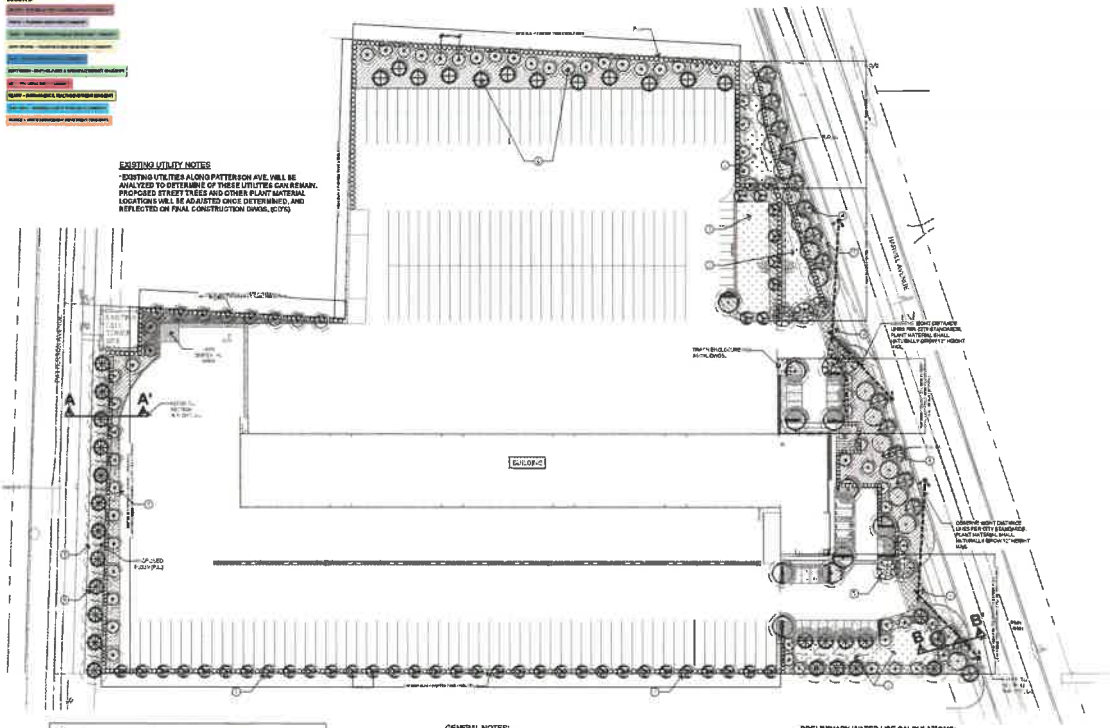
Cerille Coatsworth Architects, Inc

Harvill Avenue Terminal
Riverside County, California

DEDEAUX PROPERTIES

CASE: PPT190032
EXHIBIT: Exhibit L
DATE: 05/2020
PLANNER: D. Bramlett

LEGEND



EXISTING UTILITY NOTES

- EXISTING UTILITIES ALONG PATTERSON AVE. WILL BE ANALYZED TO DETERMINE IF THESE UTILITIES CAN REMAIN. PROPOSED STREET TREES AND OTHER PLANT MATERIAL LOCATIONS WILL BE ADJUSTED ONCE DETERMINED, AND REFLECTED ON FINAL CONSTRUCTION DWGS. (C.O.'S)

DESIGN KEY NOTES:

1. PROPERTY LINE TREES PER LEGEND.
2. TYP. DETENTION BASIN PER CIVIL DWGS. PLANTED PER LEGEND.
3. FLOWERING ACCENT TREES AT ENTRY DRIVEWAYS.
4. TYP. STREET TREE PER LEGEND.
5. SIDEWALK CONFORM WITH CIVIL.
6. NATURAL MIX OF EVERGREEN AND DECIDUOUS TREES.
7. BACKDROP EVERGREEN TREES.
8. ENHANCED VEHICULAR ENTRY PAVING, CONSISTING OF DECORATIVE CONC. WITH GRID FINISH.

PLANTING LEGEND:

TREES

SYMBOL	TREE NAME	QTY.	WUCOLS
	STREET TREE ALONG HARVILL AVENUE PLATANUS ACERIFOLIA 'BLOODGOOD' LONDON PLANE TREE 24" BOX SIZE	15	M
	STREET TREE ALONG PATTERSON AVENUE PLATANUS RACEMOSA, CALIFORNIA SYCAMORE 24" BOX SIZE	22	M
	KOELREUTERIA BIPINNATA, CHINESE FLAME TREE 24" BOX SIZE	12	M
	PARKING LOT SHADE TREE RHUS LANCEA, AFRICAN SUMAC 24" BOX SIZE	10	L
	EVERGREEN SCREEN TREE PINUS ELDERICA 'MONDELL PINE 24" BOX SIZE.	67	L
	PROPERTY LINE TREE TRISTANIA CONFERTA, BRISBANE BOX 24" BOX	40	M
	FLOWERING ACCENT TREE LAGERSTROEMIA I. 'WATERMELON RED', CRAPE MYRTLE 24" BOX SIZE.	8	M
	GEIVERA PARVIFLORA, AUSTRALIAN WILLOW 24" BOX SIZE.	18	M

SHRUBS - SHRUBS SHALL BE CHOSEN FROM THE FOLLOWING:

SYMBOL	SHRUB NAME	WUCOLS
	LEUCOPHYLLUM FRUTESCENS, TEXAS RANGER 5 GAL. SIZE @ 48" 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
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE @ 36" 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 @ 24" O.C.	L
	SALVIA GREGGII, AUTUMN SAGE 1 GAL. SIZE @ 36" O.C.	L
	LONICERA J. 'HALLIANA', HALL'S HONEYSUCKLE 1 GAL. SIZE @ 24" O.C.	L
	SALVIA CLEVELANDII, CLEVELAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	BACCHARIS PILULARIS, COYOTE BUSH 1 GAL. SIZE @ 42" O.C.	L
	TYP. EROSION CONTROL DROUGHT TOLERANT BANK PLANTING SUCH AS BACCHARIS PILULARIS, COYOTE BRUSH	L
	DETENTION BASIN BOTTOM SHALL RECEIVE THE FOLLOWING CONTAINER STOCK PLANT MATERIAL SHALL BE PLANTED • CAREX PANSA • JUNCUS EFFUSUS 1 GAL. CONTAINERS @ 30" O.C. NOTE: BASIN PLANT MATERIAL MUST COMPLY WITH THE PROJECT WQMP & FINAL GRADING PLANS.	M
	TRAIN VINE TO WALLS FICUS PUMILA, CREEPING FIG 1 GAL. SIZE @ 5'-0" O.C.	L

PARKING LOT SHADING CALCULATIONS:

TOTAL PARKING LOT AREA	=	5,881 SQ. FT.
TOTAL PROJECTED SHADE AREA WITHIN 15 YRS.	=	2,870 SQ. FT.
PER COUNTY ORDINANCE 50% OF PARKING STALL AREAS TO BE SHADED WITHIN 15 YEARS AFTER PLANTING SHADED AREA PROVIDED.....	=	50%

TREE PER LEGEND

NOTE: THE ANTICIPATED SHADE AREA REFLECTING 15 YEAR GROWTH IS BASED UPON THE SPREAD SPECIFIED IN SOS PERRY'S BOOK LANDSCAPE PLANTS FOR CALIFORNIA GARDENS

ANTICIPATED SHADE AREA REFLECTING 15 YEAR GROWTH

SHADE DIAGRAM

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH 'BINDER' 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 AB-1881 WATER ORDINANCE.

WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION 'SOUTH INLAND VALLEY'.

H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL = VERY LOW WATER NEEDS

PRELIMINARY WATER USE CALCULATIONS:

THIS PROJECT WILL COMPLY WITH THE COUNTIES ORDINANCE 859.3 AND THE STATE'S LATEST MODEL WATER EFFICIENT LANDSCAPE ORDINANCE. (MWELO) REFER TO SHEET L-2.

Exhibit L

Cartile Coatsworth Architects, Inc

SPLA
SCOTT PETERSON LANDSCAPE ARCHITECT, INC.
2890 VIA RANCHEROS WAY
FALLBROOK, CA 92028
PH: 760-84 3-8890

CONCEPTUAL LANDSCAPE PLAN
HARVILL AVENUE TERMINAL
RIVERSIDE COUNTY, CA

NORTH
0 40' 80' 120'
SCALE: 1" = 40'-0"

UPDATE 04-06-20

L-1

PLOT PLAN NO. 190032

DEDEAUX PROPERTIES

CASE: PPT190032
EXHIBIT: Exhibit L - 2
DATE: 07/02/20
PLANNER: D. Bradford

☐ Meeting ☒ Consent Agenda ☐ Fire

LEGEND

PURPLE = PLANNING DEPARTMENT COMMENTS

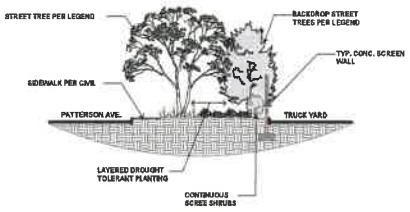
LIGHT ORANGE = TRANSPORTATION DEPARTMENT COMMENTS

LIGHT GREEN = REGIONAL PARKS & OPEN SPACE DISTRICT COMMENTS

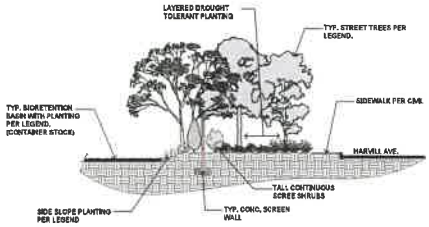
YELLOW = ENVIRONMENTAL HEALTH DEPARTMENT COMMENTS

PRELIMINARY WATER USE CALCULATIONS
STATE OF CALIFORNIA LATEST MODEL WATER EFFICIENT LANDSCAPE ORDINANCE. (MWELO)

	Reference Evapotranspiration (ETo)				55.6		
Hydrozone Plant type	Plant Factor	Irrigation Method	Irrigation Efficiency	ETAF (PF/IE)	Landscape Area sq ft.	ETAF x Area	Estimated Total Water Use (ETWU)
Regular Landscape Areas							
Low	0.2	Drip	0.81	0.25	54,623	13,687.58	471,839
Moderate	0.35	Rubbler	0.85	0.41	14,915	6,143.47	214,755
				Totals	69,538	19,831.05	686,594
Special Landscape Areas							
-							
				Totals	0		
						ETWU Total	686,594
MAWA (Annual Gallons Allowed) = ETo x 0.62 x [ETAF x Area						MAWA	1,044,222
ETWU must be less than MAWA						Difference	657,868
Regular Landscape Areas							
Total ETAF x Area	19,831.05						
Total Area	69,538						
Average ETAF	0.28						
All Landscape Areas							
Total ETAF x Area	19,831.05						
Total Area	69,538						
Site Average ETAF	0.28						



SECTION A-A'



SECTION B-B'

Exhibit L

Carlile Coatsworth Architects, Inc

SPLA
SCOTT PETERSON LANDSCAPE ARCHITECT, INC.
2985 VIA RANCHEROS WAY
FALLBROOK, CA 92028
PH: 760-643-8083

CONCEPTUAL LANDSCAPE PLAN
HARVILL AVENUE TERMINAL

RIVERSIDE COUNTY, CA

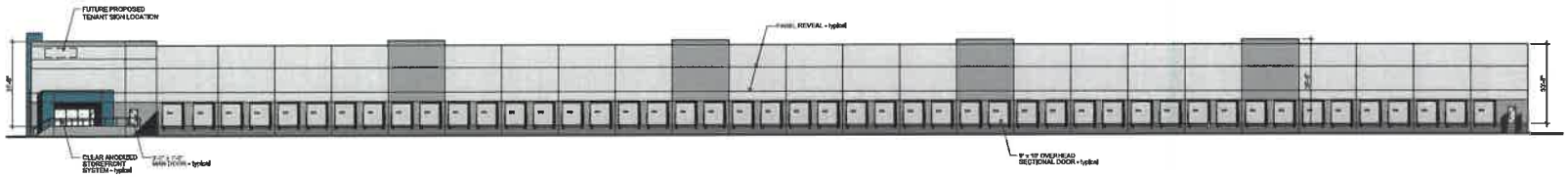
NORTH
0 40' 80' 120'
SCALE: 1" = 40'-0"

UPDATE 04-06-20

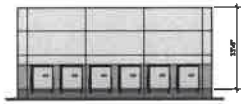
L-2

PLOT PLAN NO. 190032

DEDEAUX PROPERTIES



NORTH ELEVATION



WEST ELEVATION

EAST ELEVATION

SOUTH ELEVATION

EXTERIOR ELEVATIONS
SCHEME 9
13 December 2019

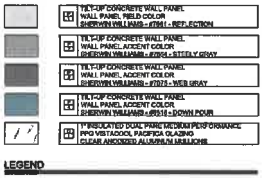
Exhibit B

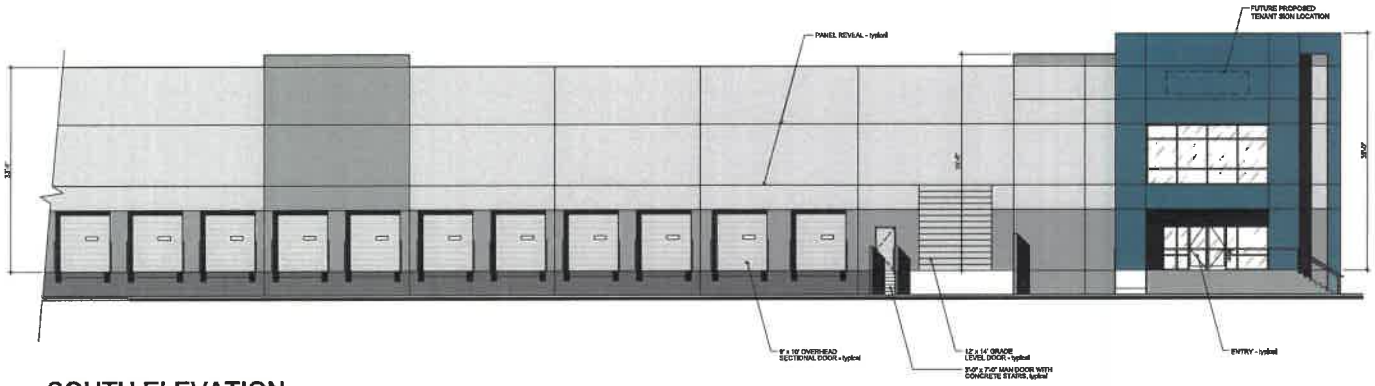
A-4
PLOT PLAN NO. 190032

Carlile Coatsworth Architects, Inc

Harvill Avenue Terminal
Riverside County, California

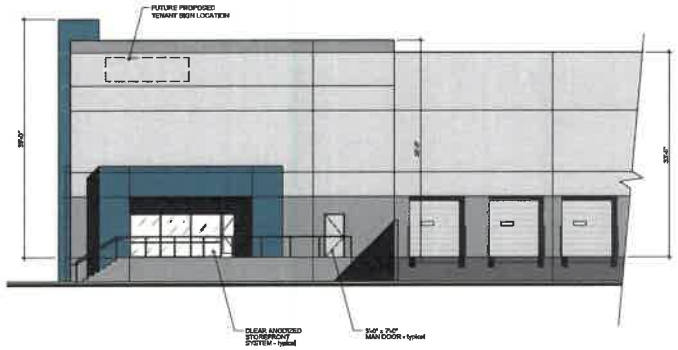
DEDEAUX PROPERTIES





SOUTH ELEVATION

EAST ELEVATION



NORTH ELEVATION

ENLARGED EXTERIOR ELEVATIONS

SCHEME 9

13 December 2019

Exhibit B

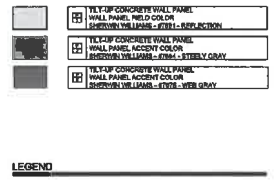
A-5

PLOT PLAN NO. 190032

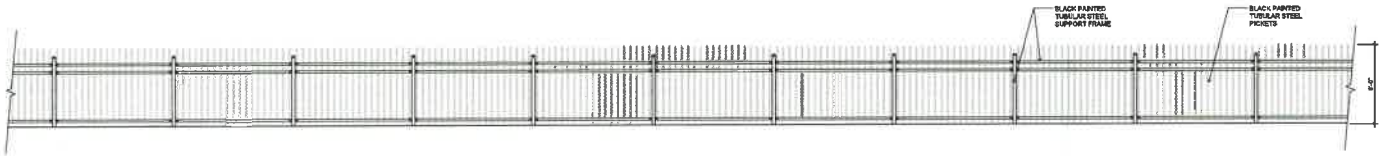
Carlile Coatsworth Architects, Inc

Harvill Avenue Terminal
Riverside County, California

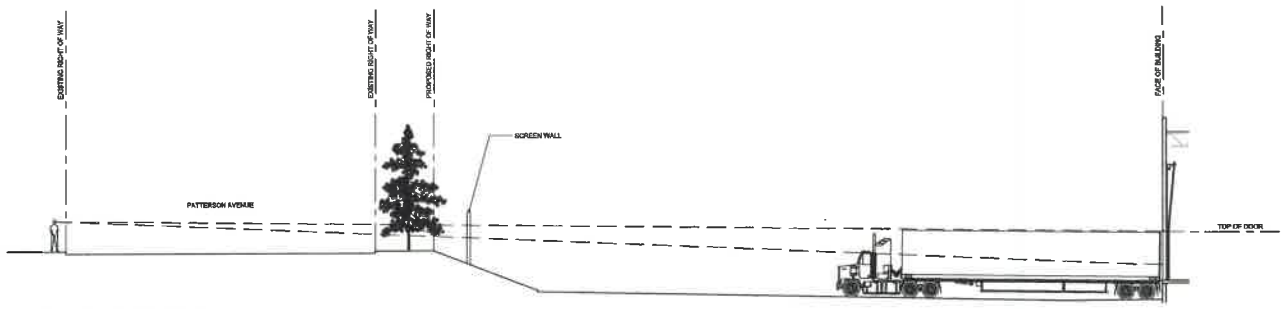
DEDEAUX PROPERTIES



ENLARGED CONCRETE SCREEN WALL



ENLARGED PAINTED TUBE STEEL FENCE



SITE SECTION A

ENLARGED SITE ELEVATIONS AND SECTION

SCHEME 9

13 December 2019

Exhibit W

A-6

PLOT PLAN NO. 190032

Carlile Coatsworth Architects, Inc

Harvill Avenue Terminal
Riverside County, California

DEDEAUX PROPERTIES

RIVERSIDE COUNTY
PLANNING DEPARTMENT

John Hildebrand
Interim Planning Director

MITIGATED NEGATIVE DECLARATION

Project/Case Number: PPT190032

Based on the Initial Study, it has been determined that the proposed project, subject to the proposed mitigation measures, will not have a significant effect upon the environment.

PROJECT DESCRIPTION, LOCATION, AND MITIGATION MEASURES REQUIRED TO AVOID POTENTIALLY SIGNIFICANT EFFECTS. (see Environmental Assessment/Initial Study and Conditions of Approval)

COMPLETED/REVIEWED BY:

By: Deborah Bradford Title: Contract Project Planner Date: February 9, 2021

Applicant/Project Sponsor: DP Harvill LLC, Lou Monville Date Submitted: October 15, 2019

ADOPTED BY: Planning Director

Person Verifying Adoption: _____ Date: _____

The Mitigated Negative Declaration may be examined, along with documents referenced in the initial study, if any, at:

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

For additional information, please contact Deborah Bradford at (951) 955-6646.

Please charge deposit fee case#: CEQ190121

FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (CEQ/EA) Number: CEQ190121
Project Case Type (s) and Number(s): PPT190032
Lead Agency Name: Riverside County Planning Department
Address: P.O. Box 1409, Riverside CA 92502-1409
Contact Person: Deborah Bradford
Telephone Number: 951.955.6646
Applicant's Name: Ben Horning, Dedeaux Properties
Applicant's Address: 1299 Ocean Avenue, 9th Floor, Santa Monica, CA 90401

I. PROJECT INFORMATION

Project Description: The proposed Harvill Avenue and Rider Street Terminal Project (project) is located within the County of Riverside on Rider Street between Patterson Avenue and Harvill Avenue (Exhibits 1 and 2).The project proposes to construct a truck terminal building ranging in size up to 55,700 square feet (including a 5,000-square-foot office), with up to 99 dock doors for trucks; and a 305,450-square-foot parking area with 159 trailer parking spaces, 40 standard parking spaces, three accessible parking spaces, and two electric vehicle spaces. The project would also construct four water quality management basins at the eastern portion of the site. A trash recycling enclosure and up to 55,609 square feet of landscaping with a 10-foot landscaping setback at the western portion of the site (near an existing cell tower located outside of the project boundary) would also be included on-site. In addition, a 30-foot future street dedication on Patterson Avenue is proposed (Exhibit 3).

The project includes off-site improvements along the frontage of the project site, Harvill Avenue, and along the property line on Patterson Avenue. Off-site improvement work would include widening the existing street, curb, gutter, sidewalks, and landscaping along Patterson Avenue and Harvill Avenue. The project would connect to existing utilities for water, sewer, and electricity.

The County of Riverside General Plan Land Use Element designates the project site as Community Development Foundation, and the site is located within the Mead Valley Area Plan (MVAP) (County of Riverside 2019). Within the MVAP, the project land use is designated as Business Park (BP) (Exhibit 4). Additionally, the site is zoned as Manufacturing-Service Commercial (M-SC) (Exhibit 5). The BP designation allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, clean industry, and supporting retail uses. Building intensity ranges from 0.25 to 0.6 FAR. Regional access is provided to the site via Interstate 215 (I-215) to the east, and local access to the site is available via Harvill Avenue, Rider Street, and Patterson Avenue. Ingress and egress to the site would be provided via two 40-foot driveways along Harvill Avenue. Hours of operation of the project would be 24-hours per day, 5 to 7 days per week. It is anticipated that there would be 20-30 employees on-site each day, with fewer employees on-site during weekend operation.

Phasing and Construction
Construction is expected to begin early 2021 and is expected to last for 10 months. On-site and off-site construction activities are listed in Table 1, below.

Table 1: On-site and Off-site Construction Schedule

Phase	Estimated Phase Start Date	Estimated Phase End Date	Total Number of Working Days per Week	Total Number of Working Days
Demolition/Removal of Hardscape	—	—	—	0
Site Preparation	1/1/2021	1/14/2021	5	10
Frontage Improvements (Site Preparation)	1/1/2021	1/4/2021	5	2
Frontage Improvements (Grading)	1/5/2021	1/8/2021	5	4
Frontage Improvements (Paving)	1/9/2021	1/22/2021	5	10
Grading	1/15/2021	2/25/2021	5	30
Building Construction	2/26/2021	10/31/2021	5	176
Paving	2/26/2021	3/25/2021	5	20
Architectural Coating	10/4/2021	10/31/2021	5	20

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

B. Total Project Area:

Residential Acres: N/A	**Lots:** N/A	**Units:** N/A	**Projected No. of Residents:** N/A
Commercial Acres: N/A	**Lots:** N/A	**Sq. Ft. of Bldg. Area:** N/A	**Est. No. of Employees:** N/A
Industrial Acres: 11.15	**Lots:** 1	**Sq. Ft. of Bldg. Area:** 55,700	**Est. No. of Employees:** 20-30
Other: N/A			

C. Assessor's Parcel Number(s): 317-170-043
Street References: Patterson Avenue and Rider Street

D. Section, Township and Range Description or reference/attach a Legal Description: The project is located within Township 04 South, Range 04 West, Section 12, within the *Steele Peak and Perris, California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map.

E. Brief description of the existing environmental setting of the project site and its surroundings: The project site is located in Riverside County, California, between Patterson Avenue and Harvill Avenue, on Assessor's Parcel Number (APN) 317-170-043, about 1,000 feet west of I-215 (Exhibit 1). The undeveloped project site is bounded by railroad tracks to the north, Harvill Avenue to the east, undeveloped land to the south, and Patterson Avenue to the west. March Air Reserve Base is located approximately 2.24 miles northeast of the site. The project site is within the March Air Reserve Base Airport Influence Area Boundary and within Compatibility Zone C2.

The project site is vacant and undeveloped and consists of one irregular shaped parcel totaling 11.15 acres. Evidence of tilling/disking is present on-site. The surrounding area includes the following:

1. North: Vacant/undeveloped land/American Tower Corporation cell tower
2. South: Vacant land, borders Rider Street
3. East: Vacant Land and I-215
4. West: Patterson Avenue, Metropolitan Water District of Southern California facility, and Stardust Arabians, a horse facility

The project site is generally surrounded by vacant land and roadways, in addition to a railway easement located to the north. An American Tower Corporation cell tower is located northwest of the site, outside of the project boundary. and aboveground utility poles and wires are present within the site.

The project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (WRC-MSHCP) area, but it is not located within a criteria cell of the WRC-MSHCP. Development of the project site would require compliance with the WRC-MSHCP.

The project is currently served by and would connect to existing utilities from the following utility providers:

- Electricity—Southern California Edison (SCE)
- Natural Gas—SoCal Gas
- Sewage—Eastern Municipal Water District (EMWD)
- Potable water—EMWD
- Solid Waste Removal—Riverside County Department of Waste Resources
- Telecommunication—Verizon
- Storm Drainage—Riverside County Flood Control District

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The project is designated as BP by the MVAP and zoned as M-SC. The project is consistent with the land use designation, zoning classification, and the surrounding area. The project would not require a rezone or amendment to the MVAP.
2. **Circulation:** The project would result in an increase in vehicle trips in the project area. However, impacts would be reduced to a less than significant level through the implementation of mitigation.
3. **Multipurpose Open Space:** The project is consistent with all appliable policies of the Multipurpose Open Space Element of the Mead Valley Area Plan and General Plan.
4. **Safety:** The site is located within a low to moderate liquefaction zone, and not within an Alquist-Priolo earthquake fault zone. Implementation of mitigation would reduce impacts related to ground shaking, erosion, and subsidence to a less than significant level. The project is not located within a flood hazard zone and meets all other safety requirements.
5. **Noise:** The project would introduce new sources of construction and operational noise. However, noise impacts would be reduced to a less than significant level through the implementation of mitigation.
6. **Housing:** The project does not include housing and would not result in a direct or indirect increase in population. Furthermore, because the project site is vacant, the project would not displace existing housing.

7. **Air Quality:** The project has the potential to result in air quality impacts, however, all impacts would be reduced to a less than significant level with the implementation of mitigation.
8. **Healthy Communities:** The project would be consistent with all applicable Healthy Community policies of the General Plan.
9. **Environmental Justice (After Element is Adopted):** N/A

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

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

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

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

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

G. **Adjacent and Surrounding:**

1. **General Plan Area Plan(s):** Mead Valley Area Plan
2. **Foundation Component(s):** Community Development
3. **Land Use Designation(s):** Adjacent areas are generally vacant and include the following land use classifications:
   - North—Public Facilities (PF), Light Industrial (LI)
   - South—Rural Community-Very Low Density Residential (RC-VLDR), BP
   - East—LI
   - West—RC-VLDR, LI, and PF
4. **Overlay(s), if any:** N/A
5. **Policy Area(s), if any:** N/A

H. **Adopted Specific Plan Information**

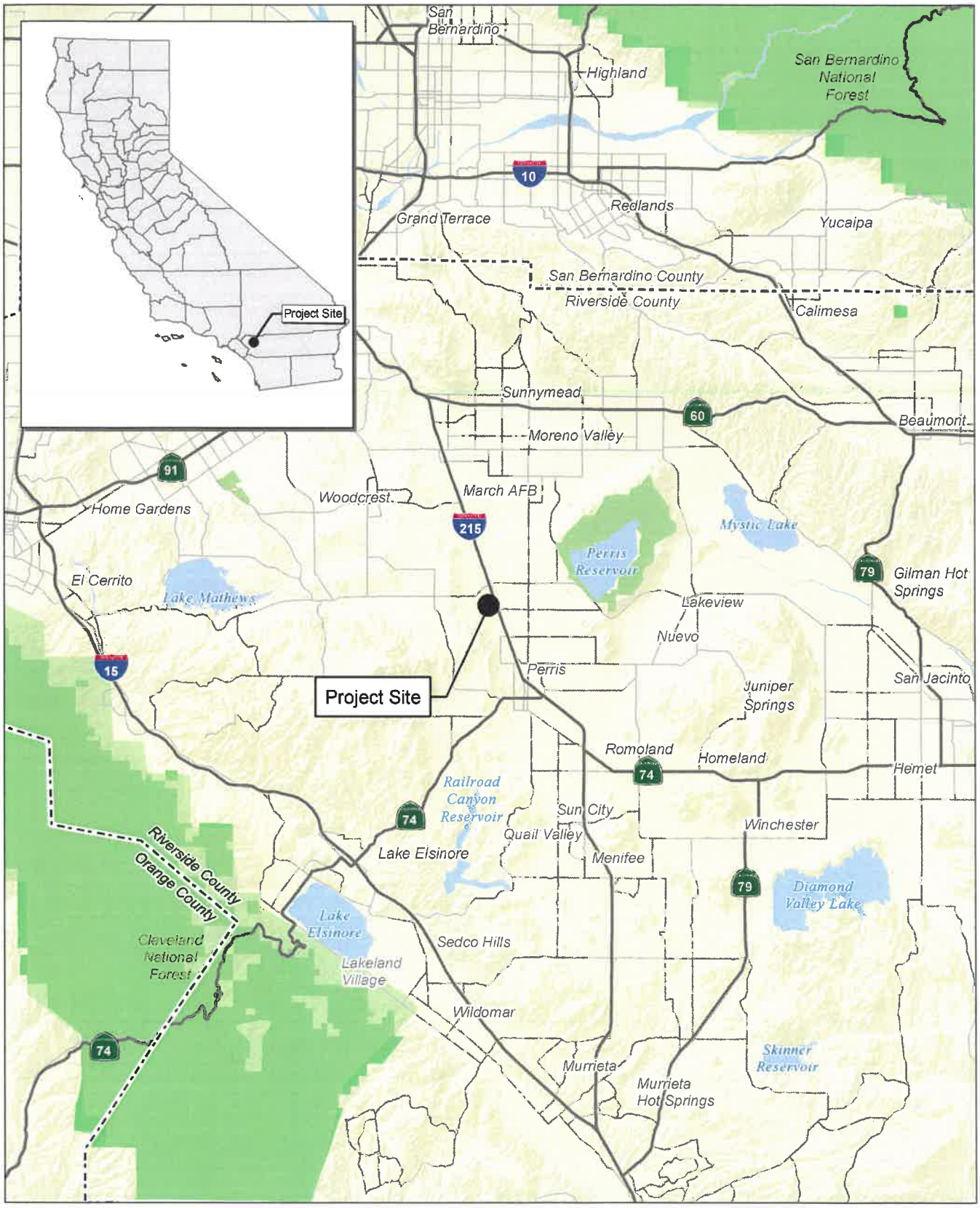
1. **Name and Number of Specific Plan, if any:** Specific Plan No. 100 ("A" Street)
2. **Specific Plan Planning Area, and Policies, if any:** N/A

I. **Existing Zoning:** The site is zoned as Manufacturing-Service Commercial (M-SC)

J. **Proposed Zoning, if any:** N/A

K. **Adjacent and Surrounding Zoning:** Adjacent parcels are currently zoned for the following:

- North—Manufacturing-Service Commercial (M-SC)
- South—Industrial Park (I-P)
- East—Manufacturing Heavy (M-H), M-SC
- West—Residential Agricultural, one-acre minimum (R-A-1), Rural Residential, one-acre minimum (R-R-1)



Source: Census 2000 Data, The CaSIL

FIRSTCARBON SOLUTIONS™

5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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RIVERSIDE COUNTY
HARVILL AVENUE AND RIDER STREET TERMINAL PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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Source: ESRI Aerial Imagery.

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Exhibit 2
Local Vicinity Map

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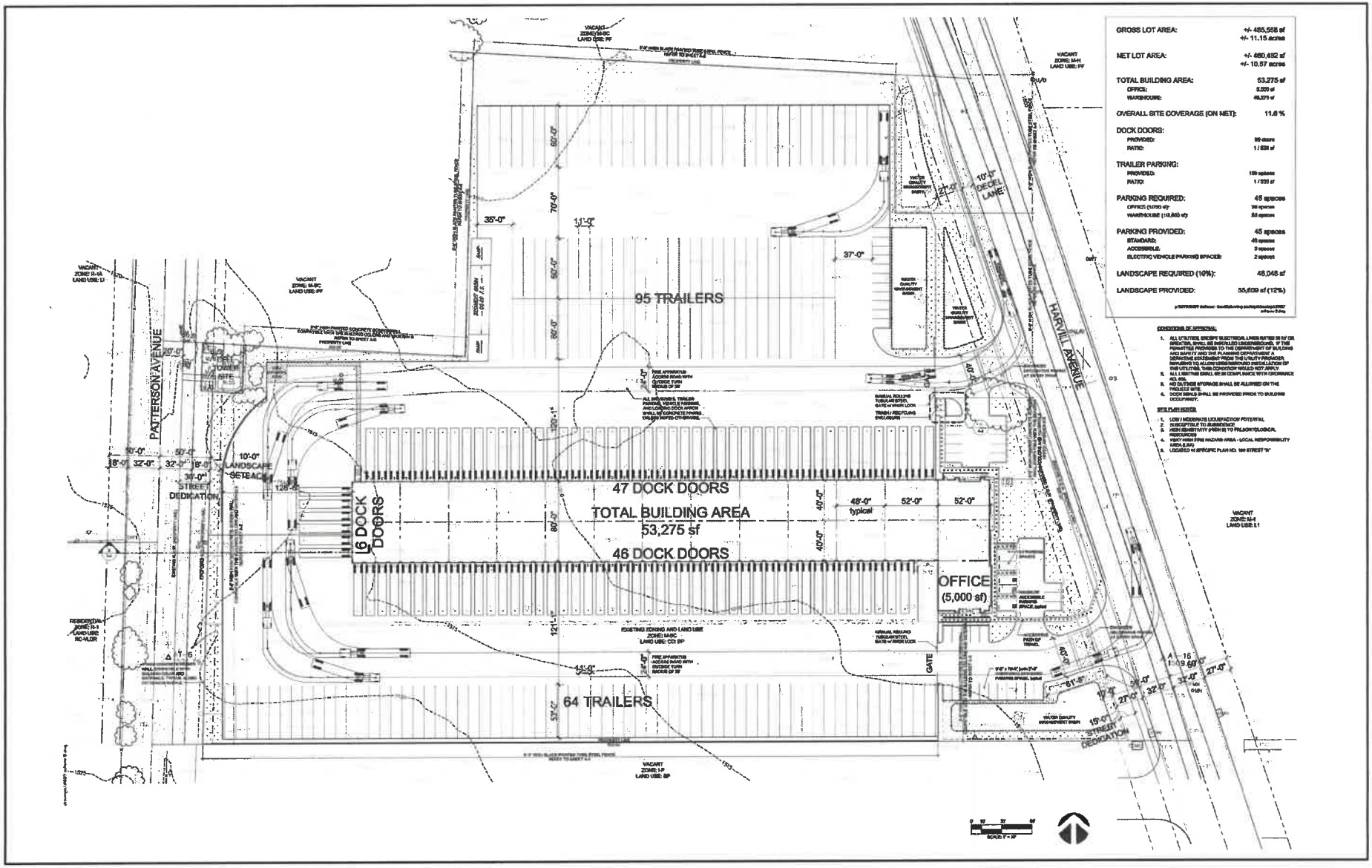

Source: Carlile Coatsworth Architects, Inc., February 19, 2020.

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Exhibit 3
Site Plan

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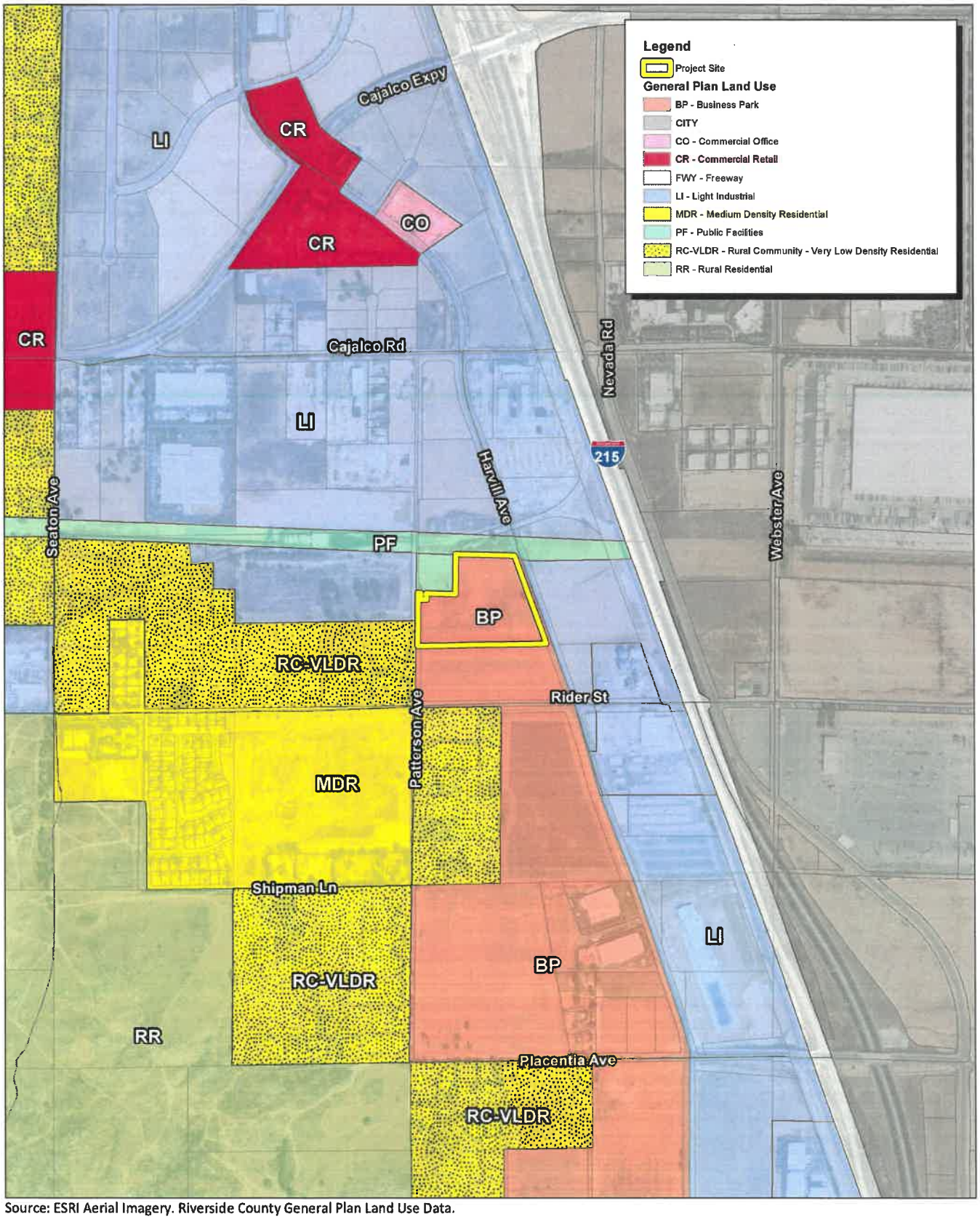

Source: ESRI Aerial Imagery. Riverside County General Plan Land Use Data.

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Exhibit 4
Existing General Plan Land Use

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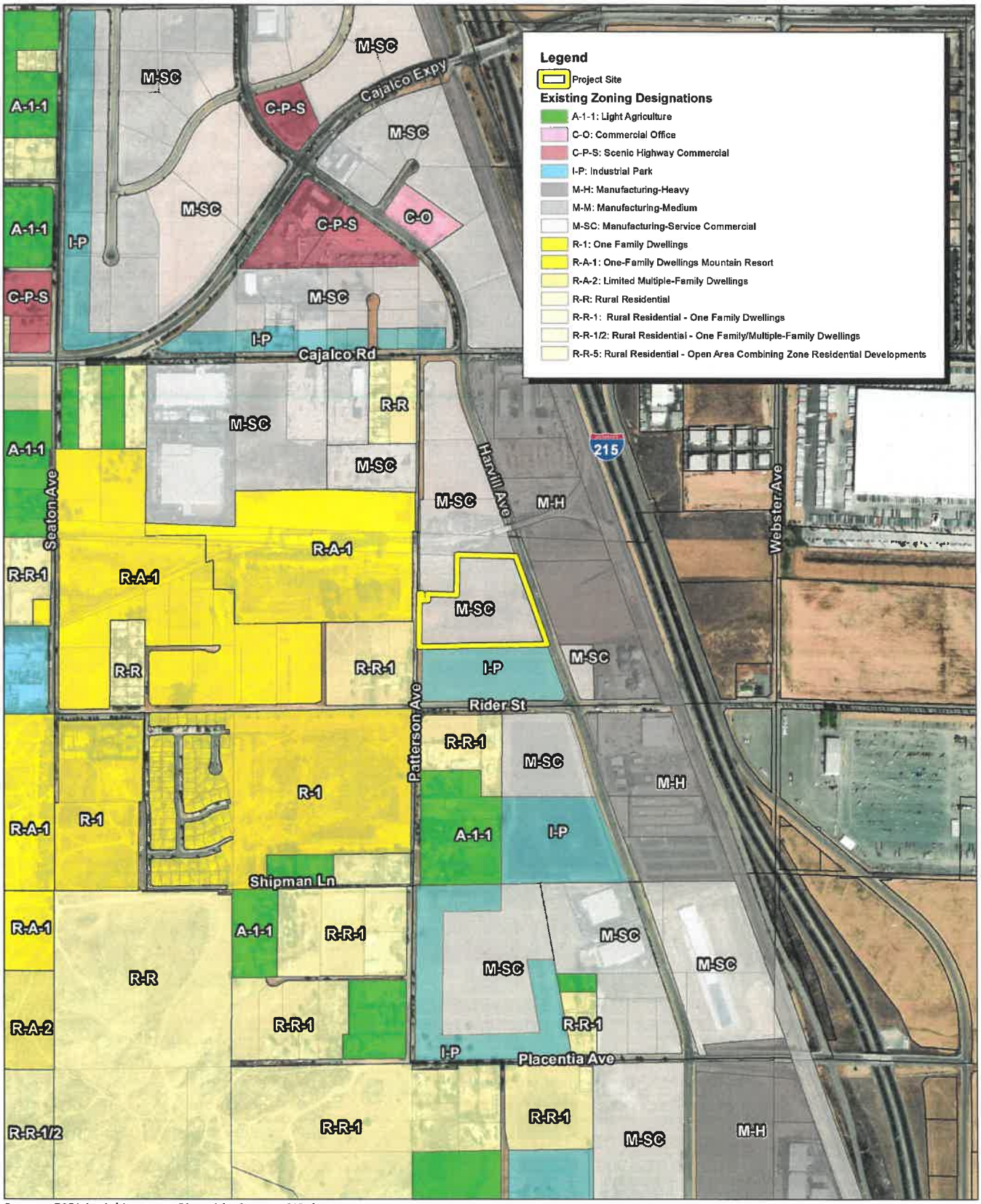

Source: ESRI Aerial Imagery. Riverside County GIS data.

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Exhibit 5
Existing Zoning Designations

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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.

- ☐ Aesthetics
- ☐ Agriculture/Forest Resources
- ☒ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☒ Geology/Soils
- ☒ Greenhouse Gas Emissions
- ☐ Hazards/Hazardous Materials
- ☒ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☒ Noise
- ☒ Paleontological Resources
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☒ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire
- ☒ Mandatory Findings of Significance

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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: John Hildebrand.
Interim Planning Director

Printed Name

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] § 21000-21178.1), this Initial Study has been prepared to analyze the 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 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 project.

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

Source(s): Riverside County General Plan Figure C-8 "Scenic Highways," Riverside County Planning Department, and County of Riverside General Plan, 2015 (pg. OS-52).

Findings of Fact:

a) **No impact.** The project is not located on or near a designated scenic corridor. The project site is about 1,000 feet west of I-215; this portion of the highway is not designated as a scenic corridor, nor is it considered eligible for designation as a scenic corridor. The Ramona Expressway, which is approximately 4,000 feet (0.75 mile) from the site of the project, is eligible for designation as a County scenic corridor, but is not eligible for designation as a State scenic corridor. The County-eligible portion of the Ramona Expressway begins eastward from where it intersects with I-215 and westward from where it intersects with State Route 79 (SR-79). This is approximately 0.78 mile northeast of the site, and due to this distance, topography, and intervening structures, it is not visible from the project site. The closest State-designated scenic corridor is SR-243, which is more than 20 miles east of the project site. Since the site of the project is not located on or near a State Scenic Highway, no impacts to a State Scenic Highway corridor would occur.

b) **Less than significant impact.** Riverside County defines scenic resources as, "areas that are visible to the general public and considered visually attractive" including natural landmarks and prominent or unusual features, scenic vistas, and scenic backdrops. Nearby scenic resources include Lake Perris State Recreation Area, approximately 3.5 miles east of the project site; and Harford Springs County Park, approximately 5.5 miles west of the project site. Scenic vistas can be impacted by development in two ways: (1) a structure may be constructed that blocks the view of a vista; and (2) the vista itself may be altered (i.e., development on a scenic hillside). Scenic vistas in the project area include peaks in the San Jacinto, San Bernardino, and Santa Ana mountain ranges, Box Springs Mountains, Mount Russell, and Moreno Peak. While Lake Perris State Recreation Area is located approximately 3.5 miles from the site, the project would not damage or obstruct these resources because the project would be located on a valley floor where it would not obstruct scenic vistas. There are no unique landmark features or rock outcroppings on or near the project site. While there are mature trees located near the project site and one mature eucalyptus tree located on-site, these are not considered to be prominent scenic resources or vistas. In addition, the project would not remove the existing eucalyptus tree located within the site. The project would also employ construction Best Management Practices such as keeping trash and debris contained to maintain an aesthetically pleasing site.

As such, impacts related to scenic vistas would be less than significant.

c) **No impact.** The project site is located in unincorporated Riverside County, which due to its population is considered an urbanized area. Given that, the project site is zoned for business, manufacturing, and commercial uses; this analysis will discuss whether the project would conflict with applicable zoning and other regulations governing scenic quality. The project area, which is designated as BP by the MVAP and zoned as M-SC by the County of Riverside Zoning Ordinance, would be consistent with current zoning and surrounding land uses. Additionally, there are no scenic overlays that apply to the project. As such, the project would not conflict with applicable zoning and other regulations pertaining to scenic quality, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

Findings of Fact:

Less than significant impact. The project site is approximately 39.5 miles northwest of the Palomar Observatory. Therefore, the site is subject to Riverside County Lighting Ordinance No. 655, which restricts light sources that may have a detrimental effect on astronomical observation and research. Zone B restrictions apply to areas within a 45-mile radius of the Palomar Observatory. Low-pressure sodium lamps are the preferred illuminating source in Zone B. The project would be required to adhere to the provisions of the ordinance, including those related to shielding of light sources, hours of operation for all nonexempt light sources, and lamp types. Compliance with Riverside County Ordinance No. 655 would reduce project impacts related to nighttime use of the Mt. Palomar Observatory to a less than significant level.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

3.	**Other Lighting Issues** a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
	b) Expose residential property to unacceptable light levels?	☐	☐	☒	☐

Source(s): On-site Inspection and Project Application Description, Ordinance No. 915

Findings of Fact:

a) **Less than significant impact.** The project site is surrounded by vacant land and roadways. An American Tower Corporation cell tower is located at the northwestern corner of the site, just outside of the project boundary. Aboveground utility poles and wires are also present. Stardust Arabians, a horse facility, is located approximately 400 feet west of the project site on Patterson Avenue. Surrounding roadways contribute to existing light and glare in this area. The project would have the potential to create new sources of light and glare. Installation and operation of new light sources would be consistent with the intended land use as designated by the zoning designation. Additionally, compliance with all applicable standards and requirements for light fixtures, including County of Riverside Ordinance Nos 655 and 915, would ensure that impacts to daytime or nighttime views are less than significant. Furthermore, the project would utilize glare-resistant building materials and avoid materials with a high potential for glare (i.e., large expanses of glass, etc.) to further reduce the potential for such impacts to occur. As such, impacts related to substantial light and glare would be less than significant.

b) **Less than significant impact.** The project site is zoned as M-SC. Vacant and undeveloped land generally surrounds the site, with I-215 to the east of the site and one single-family residence located approximately 155 feet to the southwest. The single-family residence may be exposed to greater light levels as a result of the project. However, compliance with all applicable standards and requirements for light fixtures would ensure that impacts to the single-family residence are minimized by requiring shielding of and downward directed lighting to prevent the potential spillover of light onto adjacent properties. As such, impacts related to exposure of residential property to unacceptable light levels would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project:					
4.	**Agriculture** a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
	b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	☐	☐	☒	☐

c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	☐	☐	☒	☐
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Source(s): Riverside County General Plan Figure OS-2 "Agricultural Resources," Project Application Materials, Historic Aerials, California Department of Conservation Williamson Act Contract Program and California Department of Conservation Farmland Mapping and Monitoring Program.

Agricultural Resources

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established by the State Legislature in 1982 to assess the location, quality, and quantity of agricultural lands and conversion of these lands over time. The FMMP has established five farmland categories:

- Prime Farmland is farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land must have been used for irrigated agricultural production at some time during the last four years before the mapping date and have the ability to store moisture in soil well.
- Farmland of Statewide Importance is similar to Prime Farmland but contains greater slopes and a lesser ability to store soil moisture.
- Unique Farmland is usually irrigated but may include non-irrigated orchards or vineyards as found in some climate zones in California. This land must still have been cropped some time during four years prior to the mapping date.
- Farmland of Local Importance is important to the local agricultural economy as determined by each county's board of supervisors and local advisory committee.
- Grazing Land is land on which the existing vegetation is suited to the grazing livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

The Williamson Act, codified in 1965 as the California Land Conversation Act, allows local governments to enter into contracts with private landowners, offering tax incentives in exchange for an agreement that the land will remain undeveloped or related open space use only for a period of 10 years.

Forest Resources

CEQA requires the evaluation of forest and timber resources where those resources are present; land as described in Public Resources Code Section 12220(g), timberland as defined by Public Resources Code Section 4526, or property zoned for Timberland Production as defined by Government Code Section 51104(g) on the site or in its vicinity.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CAL FIRE) regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and

forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (ARB).

Findings of Fact:

a) **Less than significant impact.** The project site is located in an area consisting of vacant land. The project site is currently zoned as M-SC under the County of Riverside's Zoning Ordinance and designated as BP in the MVAP. According to the Department of Conservation FMMP, the site is categorized as Farmland of Local Importance. Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use because it is not categorized as such land. Impacts would be less than significant.

b) **Less than significant impact.** The project is located in a vacant but somewhat developed area, and is zoned as M-SC. This designation is not consistent with agricultural uses, and therefore the project would not conflict with agricultural zoning or use because it is not zoned as such. According to historical aerial maps of the project site, the site may have been used for agricultural purposes back in 1948, which ceased between 1948 and 1959. Additionally, the project site is not located on Williamson Act contract land. The nearest Williamson Act contract land is 1.38 miles south of the project site. There is a second Williamson Act contract area located over 4 miles northwest of the project site. As such, the project would not conflict with existing agricultural zoning, agricultural land use or with land subject to a Williamson Act contract or Riverside County agricultural preserve. Impacts would be less than significant.

c) **Less than significant impact.** The project site is zoned as M-SC. The area surrounding the project site is zoned as M-SC, I-P, M-H, R-A-1, R-R, and R-R-1. While the R-R zoning classification allows for land uses such as nurseries, greenhouses, orchards, and other similar uses, the nearest R-R zoned parcel is more than 300 feet from the project site. The project would not cause the development of non-agricultural uses within 300 feet of agriculturally zoned property. As such, impacts would be less than significant.

d) **No impact.** The project site is zoned as M-SC. The project site and immediate surrounding area is not currently zoned for agricultural or farmland uses. Therefore, the project would not involve changes to the existing environment that could result in the conversion of Farmland to non-agricultural use. As such, no impact would occur.

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 Section 4526), or timberland zoned Timberland Production (as defined by Govt. Code Section 51104(g))?	☐	☐	☐	☒
	b) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
	c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	☐	☐	☐	☒

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

Findings of Fact:

a) **No impact.** The project site is zoned as M-SC. The site is not zoned for forest land, timberland, or timberland zoned Timberland Production. As such, the project would not conflict with or cause rezoning of any forest land or timberland zoning areas. No impact would occur.

b, c) **No impact.** According to the Riverside County General Plan Figure OS-3a, the project site is not located within an area containing forestry resources. Therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use. Additionally, the project would not result in other changes that could result in the conversion of forest land to non-forest use. As such, no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (CAP), South Coast Air Quality Management District (SCAQMD) 1993 CEQA Air Quality Handbook, California Air Resource Board (ARB) Maps of State and Federal Area Designations, SCAQMD Air Quality Significance Thresholds, Traffic Impact Analysis prepared by Urban Crossroads, Inc. on February 5, 2020 (see Appendix I), Trip Generation Assessment prepared by Urban Crossroads, Inc. on April 27, 2020 (see Appendix I), SCAQMD 2008 Final Localized Significance Threshold Methodology, State of California Division of Occupational Safety and Health (OSHA) website, California Air Pollution Control Officers Association (CAPCOA) 2009 Health Risk Assessments for Proposed Land Use Projects, California Office of environmental Health Hazard Assessment (OEHHA) 2015 Air Toxics Hot Spots Program-Risk Assessment Guidelines, ARB 2005 Air Quality and Land Use Handbook: A Community Health Perspective, SCAQMD 2007 Odor Detection, Mitigation and Control Technology Forum and Roundtable Discussion, United States Environmental Protection Agency (EPA) Timeline of Major Accomplishments in Transportation, Air Pollution, and Climate Change, SCAQMD 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution.

The analysis in this section is based, in part, on project-specific emissions modeling completed using California Emissions Estimator Model (CalEEMod) Version 2016.3.2. Appendix A of this Draft IS/MND presents the modeling data in its entirety.

Air pollutants relevant to the CEQA checklist questions for Air Quality are briefly described below.

- Ozone is a gas that is formed when reactive organic gases (ROG) and nitrogen oxides (NOX)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are conducive to its formation. Heath effects can include, but not be limited to, irritated respiratory system, reduced lung function, and aggravated chronic lung diseases.
- ROG, or volatile organic compounds (VOCs), are defined as any compound of carbon—excluding carbon monoxide (CO), carbon dioxide (CO_2), carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROG and VOCs, the two terms are often used interchangeably.
- Nitrogen dioxide (NO_2) forms quickly from NO_X emissions. Health effects from NO_2 can include the following: the potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contribution to atmospheric discoloration; increased visits to the hospital for respiratory illnesses.
- CO is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines and motor vehicles operating at slow speeds are a primary source of CO. Higher ambient CO concentrations are generally found near congested transportation corridors and intersections. Potential health effects from CO depends on exposure and can include slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death.
- Sulfur dioxide (SO_2) is a colorless, pungent gas. At levels greater than 0.5 parts per million (ppm), the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SO_X) include SO_2 and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although SO_2 concentrations have been reduced to levels well below state and federal standards, further reductions are desirable because SO_2 is a precursor to sulfate and PM_{10}.
- Respirable Particulate Matter (PM_{10}) and Fine Particulate Matter ($PM_{2.5}$) consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. Health effects from short-term exposure (hours/days) can include the following: irrigation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. Health effects from long-term exposure can include the following: reduced lung function, chronic bronchitis, changes in lung morphology, or death.
- Toxic Air Contaminants (TACs) refer to a diverse group of air pollutants that can affect human health but have not had ambient air quality standards established for them. Diesel particulate

matter (DPM) is a toxic air contaminant that is emitted from construction equipment and diesel fueled vehicles and trucks. Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.

The project site is located in the South Coast Air Basin (SoCAB) within the jurisdiction of the SCAQMD. The SCAQMD has developed regional and localized significance thresholds to evaluate construction and operational emissions within its jurisdiction.

Regional Thresholds

While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, the SCAQMD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions (Table 2). If the Lead Agency finds that the project has the potential to exceed these air pollution thresholds, the project should be considered to have significant air quality impacts.

Table 2: SCAQMD Regional Thresholds of Significance

Pollutant	Construction	Operations
Regional Thresholds		
NO_X	100 lbs/day	55 lbs/day
VOCs	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day

Notes:
NO_X = nitrogen oxides
VOC = volatile organic compounds
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less
$PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
SO_X = sulfur oxides
CO = carbon monoxide
Source of regional thresholds: South Coast Air Quality Management District (SCAQMD). 2019. South Coast AQMD Air Quality Significance Thresholds. April. Website: http://www.aqmd.gov/docs/default.-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. Accessed January 13, 2020.

Localized Air Quality Significance Thresholds

The SCAQMD recommends that all air quality analyses include a localized assessment of both construction and operational emissions on nearby sensitive receptors. The SCAQMD has developed localized significance thresholds (LSTs) to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs represent the maximum mass emissions from a project site that would not result in pollutant concentrations that exceed National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS). LSTs are based on the ambient concentrations of that pollutant within the Source Area Receptor (SRA) where a project is located, the distance to the nearest sensitive receptor, and the size of the project site, all of which are the primary factors that influence pollutant concentrations.

The SCAQMD has provided the Final Localized Significance Threshold Methodology (dated June 2003, revised 2009) and the Final Methodology to Calculate $PM_{2.5}$ and $PM_{2.5}$ Significance Thresholds (October 2006) for guidance. The LST Methodology assists lead agencies in analyzing localized air quality impacts, particularly CO, NO_X, PM_{10}, and $PM_{2.5}$. The SCAQMD also provided screening look up tables for projects that disturb less than or equal to 5 acres in size. The appropriate LSTs can be determined based on the project's SRA, size, and distance to nearest sensitive receptor. The appropriate SRA for the localized significance thresholds is Perris Valley (SRA 24) since this area includes the project site. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables of maximum daily construction and operational emissions for projects that disturb less than or equal to 5 acres in size. The nearest off-site sensitive receptor is a single-family residence located approximately 155 feet southwest of the project boundary. However, the project includes street improvements, and therefore the distance between the construction area and the nearest sensitive receptor was determined to be 35 meters (115 feet). LSTs were obtained for sensitive receptors located 25 meters from the source area.

Construction

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds." CalEEMod calculates construction emissions based on the number and types of construction equipment, equipment hours, rates of emission, and the maximum daily disturbance activity possible for each piece of equipment for several land use projects and their developmental intensity. The daily maximum disturbed area during construction serves as a factor in determining the project size value of the LSTs for construction. Table 3 shows the maximum daily disturbed acreage during site preparation, and grading based on the types and numbers of construction equipment used for each construction activity, as identified by CalEEMod. As shown in Table 3, the maximum daily area disturbed during construction is 5.3 acres. Therefore, the maximum daily disturbed area during construction was set as 5 acres for the localized assessment of construction impacts.

Table 3: Equipment Specific Site Preparation and Grading Disturbed Area Rates

Phase Name[1]	Off-road Equipment Type	Equipment Quantity	Operating Hours per Day	Acres Graded per 8-hour Day	Acres Graded per Day
Site Preparation	Rubber Tired Dozers	3	8.00	0.5	1.50
	Crawler Tractor	4	8.00	0.5	2.00
Site Preparation (Frontage Improvements)	Graders	1	8.00	0.5	0.50
	Crawler Tractor	1	8.00	0.5	0.50
Grading (Frontage Improvements)	Rubber Tired Dozers	1	6.00	0.5	0.38
	Crawler Tractor	1	7.00	0.5	0.44
				Maximum Daily Disturbed Area	*5.31*
Grading	Excavators	2	8.00	0	0.00
	Graders	1	8.00	0.5	0.50
	Rubber Tired Dozers	1	8.00	0.5	0.50
	Scrapers	2	8.00	1	2.00
	Crawler Tractor	2	8.00	0.5	1.00
				Maximum Daily Disturbed Area	*4.00*

Notes:
[1] Assumes overlap of construction activities based on schedule presented in Table 6.

Operation
As noted earlier, the SCAQMD has defined LSTs for project areas up to 5 acres in size. The project is approximately 11.15 acres in size. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine which pollutants require additional detailed analysis. This screening approach is conservative (in terms of over-predicting local impacts) as it assumes that all on-site emissions associated with the project would occur within a concentrated 5-acre area rather than over the physical size of the project, which in the present case is 11.15 acres. As an example, if the LSTs were available to a 11.15-acre project, the resulting LSTs would be larger than the LSTs for a 5 acre project since the LSTs increase with project size. Therefore, the use of the LSTs for a 5-acre project provides a conservative estimate of the project's operational LSTs.

Table 4 below shows the LSTs for NO_2, CO, PM_{10}, and $PM_{2.5}$ for both construction and operational activities.

Table 4: SCAQMD Local Air Quality Thresholds of Significance

Activity	Allowable Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction	270	1,577	13	8
Operation	270	1,577	4	2

Notes:
Source: SCAQMD Mass Rate Look-Up Tables for a 5-acre site in SRA 24 (Perris Valley) for sensitive receptors located 25 meters (82 feet) from the project site.

Carbon Monoxide Hotspot Thresholds

A CO hotspot represents a condition wherein high concentrations of CO may be produced by motor vehicles accessing a congested traffic intersection under heavy traffic volume conditions. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Accordingly, vehicle emissions standards have become increasingly more stringent. Before the first vehicle emission regulations, cars in the 1950s were typically emitting about 87 grams of CO per mile.

Since the first regulation of CO emissions from vehicles (model year 1966) in California, vehicle emissions standards for CO applicable to light duty vehicles have decreased by 96 percent for automobiles, and new cold weather CO standards have been implemented, effective for the 1996 model year. Currently, the CO standard in California is a maximum of 3.4 grams/mile for passenger cars (with provisions for certain cars to emit even less). With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations in the SCAQMD have steadily declined.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy

intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day.

Considering this information, the project would result in a less-than-significant impact to localized CO concentration if the project traffic would not increase traffic volumes at affected intersections to more than those modeled in the 2003 AQMP.

Health Risk Significance Thresholds

For pollutants without defined significance standards or air contaminants not covered by the standard criteria pollutants cited above, the definition of substantial pollutant concentrations varies. For TACs, "substantial" is taken to mean that the individual cancer risk exceeds a threshold considered a prudent risk management level.

The County of Riverside has not adopted thresholds related to health risks. However, the SCAQMD has defined several health risk significance thresholds that it recommends Lead Agencies use in assessing a project's health risk impacts. Therefore, the following SCAQMD thresholds are used for this analysis.

Project-Specific Health Risk Significance Thresholds
The SCAQMD has established the following project-specific health risk significance thresholds:

- Maximum Incremental Cancer Risk: >=10 in 1 million.
- Hazard Index (project increment) >=1.0.

A significant impact would occur if a project's impacts exceeded any of these thresholds.

Cumulative Health Risk Significance Thresholds
The SCAQMD has published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (SCAQMD 2003). In this report, the SCAQMD clearly states (page D-3):

> . . . the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.
>
> Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

South Coast Air Basin Attainment Status

The United States Environmental Protection Agency (EPA) and the ARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

Each standard has a different definition, or "form" of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual $PM_{2.5}$ standard is met if the 3-year average of the annual average $PM_{2.5}$ concentration is less than or equal to the standard.

The current attainment designations for the SoCAB are shown in Table 5. With respect to the CAAQS, the Riverside County portion of the SoCAB is nonattainment for ozone, PM_{10}, and $PM_{2.5}$, and attainment or unclassified for all other pollutants.

Table 5: South Coast Air Basin Attainment Status

Pollutant	State Status	National Status
Ozone (1-hour)[1]	Nonattainment	Nonattainment
Ozone (8-hour)	Nonattainment	Nonattainment
CO	Attainment	Attainment (Maintenance)
NO_2	Attainment	Unclassifiable/Attainment
SO_2	Attainment	Unclassified/Attainment
PM_{10}	Nonattainment	Attainment (Maintenance)
$PM_{2.5}$	Nonattainment	Nonattainment
Lead (SoCAB) Lead (Riverside County portion of SoCAB)	Attainment Attainment	Nonattainment (Partial) Unclassified/Attainment
Hydrogen Sulfide (H_2S)	Attainment	—
Sulfates	Attainment	—
Vinyl Chloride	Attainment	—

Notes:
CO = carbon monoxide
NO_2 = nitrogen dioxide
SO_2 = sulfur dioxide
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less
$PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
[1] On June 15, 2005, the 1-hour ozone NAAQS was revoked for all areas except the 8-hour ozone nonattainment Early Action Compact (EAC) areas. However, the SoCAB has not attained this standard based on 2008-2010 data and is still subject to anti-backsliding requirements.
Source: California Air Resource Board (ARB). 2020. Maps of State and Federal Area Designations. Website: https://ww3.arb.ca.gov/desig/adm/adm.htm. Accessed May 20, 2020.

Findings of Fact:

a) Less than significant impact with mitigation incorporated. The *SCAQMD CEQA Air Quality Handbook* states that there are two key indicators to evaluate whether or not a project conflicts with, or obstructs the implementation of the applicable air quality plan, which would be the 2016 Air Quality Management Plan (AQMP) adopted by the SCAQMD on March 3, 2017. These indicators are: (1) whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and, (2) whether a project is inconsistent with the growth assumptions incorporated into the air quality plan, and thus, whether it would interfere with the region's ability to comply with federal and California air quality standards.

Considering the recommended indicators in the CEQA Handbook, this analysis uses the following criteria to address this potential impact:

- **Criterion 1:** Project's contribution to air quality violations (SCAQMD's first indicator);
- **Criterion 2:** Assumptions in AQMP (SCAQMP's second indicator); and
- **Criterion 3:** Compliance with applicable emission control measures in the AQMPs.

Criterion 1: Project's Contribution to Air Quality Violations

According to the SCAQMD, the project is consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

If a project's emissions exceed the SCAQMD regional thresholds for NO_X, VOC, PM_{10}, or $PM_{2.5}$, it follows that the emissions could cumulatively contribute to an exceedance of a pollutant for which the basin is in nonattainment (ozone, PM_{10}, $PM_{2.5}$). An exceedance of a nonattainment pollutant at a monitoring station would not be consistent with the goals of the AQMP—to achieve attainment of pollutant standards. As discussed further in Section 6-Air Quality, Impact (b), of this Draft IS/MND, the project would not exceed the SCAQMD's regional thresholds of significance after incorporation of Mitigation Measure (MM) AIR-1. MM AIR-1 requires the use of off-road construction equipment that meet emissions standards for Tier 4 Interim engines for all equipment with engines greater than 100 horsepower. Incorporation of this measure is required to reduce the potential impact related the maximum daily generation of NO_X during construction of the project to a less-than-significant level. The project would not exceed the SCAQMD's regional thresholds of significance during construction or operation of the project after implementation of MM AIR-1. Therefore, the project would be consistent with the AQMP after incorporation of mitigation. The project meets this criterion.

Criterion 2: Assumptions in AQMP

According to Chapter 12 of the SCAQMD CEQA Air Quality Handbook, the purpose of the General Plan consistency finding is to determine whether a project is inconsistent with the growth assumptions incorporated into the air quality plan and thus, whether it would interfere with the region's ability to comply with federal and California air quality standards. The applicable General Plan for the project is the County of Riverside General Plan, which was adopted prior to adoption of the SCAQMD's latest AQMP. The County of Riverside General Plan Land Use Element designates the project site as Community Development Foundation, and the site is located within the Mead Valley Area Plan (MVAP). Within the MVAP, the project land use is designated as Business Park (BP) (Exhibit 4). Additionally, the site is zoned as Manufacturing-Service Commercial (M-SC) (Exhibit 5). The BP designation allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, clean industry, and supporting retail uses. Building intensity ranges from 0.25 to 0.6 FAR.

Based on the current General Plan land use designation, emissions related to development of the project site would have been included in growth forecasts for the current AQMP as non-residential development. The *SCAQMD CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities. The project would include construction and development of a 55,700-square-foot truck terminal (including a 5,000-square-foot office) and would not engage in any activities that would constitute a significant project as defined by the *SCAQMD CEQA Air Quality Handbook*.

Furthermore, Section 29, Population and Housing, Impact (a), analyzes the project's short-term and long-term impacts related to the project's growth-inducing potential of unplanned growth in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies. The assessment under Section 29 concluded that there would be no potentially significant impacts associated with growth inducement as a result of project implementation. Because there would be no potentially significant impacts related to long-term operations of the project, it follows that the project would not result in growth and associated emissions unforeseen in any local or regional plans. The overall development of the project site would not be inconsistent with the growth assumptions incorporated into the air quality plan. Therefore, the project would not be significant with regards to the second criterion.

Criterion 3: Control Measures

The project would also comply with all applicable rules and regulations of the AQMP. For example, SCAQMD Rule 403 would apply because the project would include earthmoving activity during construction. Rule 403 governs emissions of fugitive dust during construction and operation activities. The rule requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Compliance with this rule is achieved through application of standard Best Management Practices (BMPs). These BMPs include application of water or chemical stabilizers to disturbed soils; covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour; sweeping loose dirt from paved site access roadways; cessation of construction activity when winds exceed 25 miles per hour; and establishing a permanent ground cover on finished sites. The project's compliance with all applicable SCAQMD rules and regulations would ensure consistency with the applicable AQMP control measures.

Summary

In summary, the project would meet all three criteria, with implementation of MM AIR-1 required to meet the first criterion. The project would not result in a cumulatively considerable net increase of any criteria pollutant and would not exceed the growth assumptions in the AQMP. The project would comply with all applicable SCAQMD rules and regulations. Accordingly, the project would not conflict with or obstruct implementation of the applicable air quality plans; therefore, this impact would be less than significant after incorporation of mitigation.

b) **Less than significant impact with mitigation incorporated.** This impact is related to the cumulative effect of a project's regional criteria pollutant emissions. As described above, the region is currently nonattainment for ozone, PM_{10}, and $PM_{2.5}$. By its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants is a result of past and present development within the air basin, and this regional impact is a cumulative impact. In other words, new development projects (such as the project) within the air basin would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of regional air quality

standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. All new development that would result in an increase in air pollutant emissions above those assumed in regional air quality plans would contribute to cumulative air quality impacts.

The cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. According to Section 15064(h)(4) of the CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the project's incremental effects would be cumulatively considerable.

Rather, the determination of cumulative air quality impacts for construction and operational emissions is based on whether the project would result in regional emissions that exceed the SCAQMD regional thresholds of significance for construction and operations on a project level. Projects that generate emissions below the SCAQMD significance thresholds would be considered consistent with regional air quality planning efforts would not generate cumulatively considerable emissions.

The project's regional construction and operational emissions, which include both on- and off-site emissions, are evaluated separately below. Construction and operational emissions from the project were estimated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. A detailed description of the assumptions used to estimate emissions and the complete CalEEMod output files are contained in Appendix A.

Construction Regional Emissions

Construction emissions are described as "short-term" or temporary in duration; however, they have the potential to represent a significant impact with respect to air quality. Construction of the project would result in the temporary generation of VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions from construction activities such as site preparation, grading, building construction, architectural coating, and asphalt paving. Fugitive particulate matter dust emissions are primarily associated with earth disturbance and grading activities, and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on-site and off-site. Construction-related NO_X emissions are primarily generated by exhaust emissions from heavy-duty construction equipment, material and haul trucks, and construction worker vehicles. VOC emissions are mainly generated by exhaust emissions from construction vehicles, off-gas emissions associated with architectural coatings, and asphalt paving.

As shown in Table 6, the project is anticipated to begin as early as January 2021 and is anticipated to be completed in October 2021. The anticipated construction schedule reflects the construction start date and the construction phase durations estimated by the project applicant. The construction schedule used in the analysis represents a reasonable worst-case analysis scenario since a delay in construction dates into the future would result in using emission factors for construction equipment that decrease as the analysis year increases, due to improvements in technology and the need to meet more stringent regulatory requirements. Therefore, construction emissions would decrease if the construction schedule moves to later years. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required by the CEQA Guidelines. Based on project-specific information, it was assumed that 29,000 cubic yards of material would be imported, and 29,000 cubic yards of material would be exported during site grading. The import of 29,000 cubic yards of material and the export of 29,000 cubic yards of material were represented in CalEEMod during grading activities. All other soil was assumed to balance on-site. For a more detailed description of the construction emissions modeling parameters and assumptions, please refer to Appendix A.

Table 6: Conceptual Construction Schedule

Construction Activity	Conceptual Construction Schedule		Working Days	Working Days
	Start Date	End Date		
Site Preparation	1/1/2021	1/14/2021	5	10
Frontage/Roadway Improvements	1/1/2021	1/22/2021	5	16
Grading	1/15/2021	2/25/2021	5	30
Building Construction	2/26/2021	10/31/2021	5	176
Paving	2/26/2021	3/25/2021	5	20
Architectural Coating	10/4/2021	10/31/2021	5	20

Source: Appendix A, pages A.1-8 and A.1-90

Table 7 presents the project's maximum daily construction emissions for each construction activity and during the entire construction duration using the worst-case summer or winter daily construction-related criteria pollutant emissions for each construction activity. The maximum daily emissions shown in Table 7 assumes overlap of construction activities based on the schedule presented in Table 6. The complete CalEEMod output files are included as part of Appendix A.

Table 7: Regional Construction Emissions by Construction Activity (Unmitigated)

Construction Activity	Regional Pollutant Emissions (pounds per day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation	4.0	40.9	21.9	0.0	9.3	5.8
Frontage/Roadway Improvements	1.0	10.3	6.8	0.0	2.3	1.4
Grading	5.5	99.7	38.6	0.2	10.1	4.6
Building Construction	4.2	36.2	35.5	0.1	3.9	2.2
Paving	2.3	13.3	15.3	0.0	0.9	0.7
Architectural Coating	30.9	2.0	3.1	0.0	0.5	0.2
Maximum Daily Emissions[2]	**35.1**	**110.0**	**50.8**	**0.3**	**12.4**	**7.3**
SCAQMD Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**

Notes:
[1] Assumes compliance with SCAQMD Rule 403.
[2] Assumes overlap of construction activities based on schedule presented in Table 6.
VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X =sulfur oxides;
PM_{10} = particulate matter with aerodynamic diameter less than 10 microns;
$PM_{2.5}$ = particulate matter with aerodynamic diameter less than 2.5 microns.
Source of emissions: Appendix A, pages A.1-34 through A.1-85 and A.1-109 through A.1-144.
Source of significance thresholds: South Coast Air Quality Management District (SCAQMD). 2019. South Coast AQMD Air Quality Significance Thresholds. April. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. Accessed January 13, 2020.

As shown in above in Table 7, construction of the project would exceed the regional significance threshold for NO_X emissions prior to the incorporation of mitigation. Therefore, the project would have a potentially significant impact related to air quality during project construction prior to the incorporation of mitigation. Mitigation Measure MM AIR-1, requiring the use of off-road construction equipment that meet emissions standards for Tier 4 Interim engines for all equipment with engines greater than 100 horsepower, would be necessary to reduce the potential impact to a less-than-significant level. Equipment tiers refer to a generation of emission standards established by the EPA and ARB that apply to diesel engines in off-road equipment. The "tier" of an engine depends on the model year and horsepower rating; generally, the newer a piece of equipment is, the greater the tier it is likely to have. Excluding engines greater than 750 horsepower, Tier 1 engines were manufactured generally between 1996 and 2003. Since Tier 1 emission standards were established by the EPA in 1994, increasingly more stringent Tier 2, Tier 3, and Tier 4 (interim and final) standards were adopted by the EPA and the ARB.

Table 8 presents the project's maximum daily construction emissions after the incorporation of Mitigation Measure MM AIR-1.

Table 8: Regional Construction Emissions by Construction Activity (Mitigated)

Construction Activity	Regional Pollutant Emissions (pounds per day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation	1.3	14.7	23.4	0.0	7.8	4.4
Frontage/Roadway Improvements	0.8	5.8	7.2	0.0	2.0	1.1
Grading	2.6	73.7	44.3	0.2	8.4	3.1
Building Construction	3.7	31.2	37.2	0.1	3.7	1.9
Paving	1.6	12.0	17.7	0.0	0.5	0.3
Architectural Coating	30.9	2.0	3.1	0.0	0.5	0.2
Maximum Daily Emissions	**34.6**	**79.5**	**54.9**	**0.3**	**10.4**	**5.5**
SCAQMD Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Assumes compliance with SCAQMD Rule 403.
[2] Assumes overlap of construction activities based on schedule presented in Table 6.
VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X =sulfur oxides;
PM_{10} = particulate matter with aerodynamic diameter less than 10 microns;
$PM_{2.5}$ = particulate matter with aerodynamic diameter less than 2.5 microns.
Source of emissions: Appendix A, pages A.1-178 through A.1-229 and A.1-254 through A.1-291.
Source of thresholds: South Coast Air Quality Management District (SCAQMD). 2019. South Coast AQMD Air Quality Significance Thresholds. April. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. Accessed January 13, 2020.

As shown in Table 8, the project's regional daily construction emissions would not exceed any of the SCAQMD thresholds of significance after the implementation of Mitigation Measure MM AIR-1. Furthermore, all construction activities would comply with applicable SCAQMD rules and regulations. Therefore, the project would not result in a cumulatively considerable net increase of construction emissions after incorporation of Mitigation Measure MM AIR-1. The cumulative impact from construction of the project would be less than significant with mitigation incorporated.

Operational Regional Emissions

Following construction of the project, long-term operational emissions would be generated, resulting from the day-to-day operations. Operational emissions for land use development projects are typically distinguished as mobile-, area-, and energy-source emissions. Area-source emissions are associated with natural gas combustion for space and water heating, landscape maintenance activities, and periodic architectural coatings. Energy-source emissions are those associated with electricity and natural gas consumption and are more relevant for GHG emissions than air quality pollutants. Mobile-source emissions are associated with the project's motor vehicles that would travel to and from the project site. Assumptions used to estimate mobile-source emissions that would be generated by the project operations are described below.

Industrial land use projects, including truck terminal projects, can be expected to have longer than average truck trip lengths compared to the default trip length in CalEEMod (6.9 miles to 16.6 miles for the Riverside County portion of the South Coast Air Basin). For the purposes of estimating mobile-source emissions from trucks during project operations, a one-way truck trip length of 40 miles was assumed based on recommendations from the SCAQMD for warehouse-type projects. To use a longer trip length for trucks, the modeling of the project's mobile operations was split into two separate CalEEMod runs: (1) area-source emissions, energy-source emissions, and passenger vehicle mobile-source emissions; and (2) truck mobile-source emissions. The CalEEMod default fleet mix for the Riverside County portion of the South Coast Air Basin was used as the basis for the determining the passenger car fleet mix used in the first operational run. The number of daily operational vehicle trips and the vehicle fleet mix were estimated based on project-specific information, consistent with the modified fleet mix presented in the Traffic Impact Analysis and the Trip Generation Assessment prepared for the project as shown in Table 9. In addition, it was assumed that the project's truck trips during operations would be generated from trucks with 2010 model year or newer engines from the start of operations in 2021. ARB's established regulations on diesel truck emission requires the state-wide implementation of "clean" (i.e., model year 2010 or newer) trucks by 2023. By 2023, nearly all trucks and buses operating in California are expected to have 2010 model year engines or equivalent to meet the ARB's established state-wide regulations on diesel truck emission. The data, assumptions, and calculations used to determine the fleet mixes for the mobile operations of the project are included in Appendix A.

Table 9: Vehicle Trip Generation Summary During Operations

Parameters	Passenger Vehicles	Trucks	Total Daily Trips
Daily Trips	480 daily trips	564 daily trips	**1,044**
Fleet Mix	46.0 percent	54.0 percent	—

Sources:
Urban Crossroads. 2020. Dedeaux Harvill Truck Terminal (PPT190032) Traffic Impact Analysis. February 5.
Urban Crossroads. 2020. Dedeaux Harvill Terminal Trip Generation Assessment. April 27.

The project's maximum daily operational emissions for each operational activity were estimated for the summer and winter scenarios. Table 10 presents the project's maximum daily criteria pollutant operational emissions (the highest between the summer and winter scenarios) and compares them to the applicable regional thresholds of significance.

Table 10: Regional Operational Pollutant Emissions

Operational Activity	Regional Pollutant Emissions (pounds per day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	1.4	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile—Passenger Vehicles	0.8	1.0	13.1	0.0	4.3	1.2
Mobile—Trucks	2.0	51.7	15.6	0.5	19.9	5.9
Total Operational Emissions	**4.2**	**52.7**	**28.8**	**0.6**	**24.2**	**7.1**
SCAQMD Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Emissions shown represent the maximum daily emissions from summer and winter seasons for each operational emission source and pollutant. Therefore, total daily operational emissions represent maximum daily emissions that could occur throughout the year.
VOC = volatile organic compounds; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X =sulfur oxides;
PM_{10} = particulate matter with aerodynamic diameter less than 10 microns;
$PM_{2.5}$ = particulate matter with aerodynamic diameter less than 2.5 microns.
Source of emissions: Appendix A, pages A.1-314 through A.1-343 and A.1-371 through A.1-410.
Source of significance thresholds: South Coast Air Quality Management District (SCAQMD). 2019. South Coast AQMD Air Quality Significance Thresholds. April. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. Accessed January 13, 2020.

As shown in Table 10, the project's regional daily operational emissions would not exceed any of the SCAQMD thresholds of significance. Considering that the project's long-term operational emissions would not exceed any significance thresholds, the project would not result in a cumulatively considerable net increase of operational emissions. The cumulative impact from long-term operation of the project would be less than significant.

c) **Less than significant impact with mitigation incorporated.** This impact evaluates the potential for the project's construction and operational emissions to expose sensitive receptors to substantial pollutant concentration. Sensitive receptors are defined as individuals who are sensitive to air pollution including children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as NO_2 and CO), commercial and/or industrial facilities would be considered sensitive receptors.

The nearest off-site sensitive receptor is a single-family residence located approximately 155 feet southwest of the project boundary. However, the project includes street improvements, and therefore the distance between the nearest construction area and the nearest sensitive receptor was determined to be 35 meters (115 feet). Other off-site sensitive receptors include, but are not limited to, existing residences located south, southwest, west, and northwest of the project site. In addition to existing sensitive receptors, this analysis also considered areas zoned to allow future residential development as sensitive receptors; see Exhibit 5 for the existing zoning designations in the project vicinity.

To result in a less than significant impact, the following criteria must be true:

- **Criterion 1:** LST assessment: emissions and air quality impacts during project construction or operation must be below the applicable LSTs.
- **Criterion 2:** A CO hotspot assessment must demonstrate that the project would not result in the development of a CO hotspot that would result in an exceedance of the CO ambient air quality standards.
- **Criterion 3:** A toxic air contaminant analysis must demonstrate that the project would not result in significant health risk impacts to sensitive receptors. This would be achieved by demonstrating that construction or operation of the project would not result in an exceedance of the health risk significance thresholds.

Criterion 1: LST Analysis—Criteria Pollutants

Localized Construction Analysis

The LST Methodology only applies to on-site emissions and states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only on-site emissions were compared with the applicable LSTs.

Table 11 presents the project's maximum daily on-site emissions compared with the applicable LSTs. The LSTs have been obtained from the LST Methodology for a project located in SRA 24 (Perris Valley), a 5-acre project site, for sensitive receptors located 25 meters (82 feet) from the project site. The maximum daily on-site construction emissions shown in Table 11 assumes overlap of construction activities based on schedule presented in Table 6. As noted in Table 11, emission estimates account for implementation of SCAQMD Rule 403.

Table 11: Localized Construction Significance Analysis—Unmitigated

Activity	On-site Emissions (pounds per day)1			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation	40.5	21.2	9.1	5.8
Frontage/Roadway Improvements	9.9	6.3	2.3	1.4
Grading	46.4	30.9	5.5	3.2
Building Construction	29.8	28.3	1.6	1.5
Paving	12.9	14.7	0.7	0.6
Architectural Coating	1.5	1.8	0.1	0.1
Maximum Daily On-site Construction Emissions[2]	**56.3**	**43.0**	**11.3**	**7.2**
Localized Significance Threshold	**270**	**1,577**	**13**	**8**
Exceed Threshold?	**No**	**No**	**No**	**No**

Notes:
[1] Assumes compliance with SCAQMD Rule 403.
[2] Assumes overlap of construction activities based on schedule presented in Table 6.
VOC = volatile organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; $PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers.
The PM_{10} and $PM_{2.5}$ emissions reflect the combined exhaust and mitigated fugitive dust emissions in accordance with SCAQMD Rule 403.

Activity	On-site Emissions (pounds per day)1			
	NO_X	CO	PM_{10}	$PM_{2.5}$

Source of emissions: Appendix A, pages A.1-34 through A.1-85 and A.1-109 through A.1-144.
Source of thresholds: South Coast Air Quality Management District (SCAQMD). 2008. Final Localized Significance Threshold Methodology. Revised July 2008. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed February 1, 2019. for SRA 24, 5-acre site, 25 meters from nearest sensitive receptor.

As shown in Table 11, the project's unmitigated maximum daily on-site emissions would not exceed any of the applicable SCAQMD LSTs. Therefore, the project's on-site construction activities would not cause or contribute substantially to an existing or future ambient air quality standard violation. Accordingly, the project's on-site construction-related criteria air pollutant and ozone precursor concentrations would not expose sensitive receptors to substantial pollutant concentrations and therefore, this impact would be less than significant.

Localized Operational Analysis

Similar to the construction LST analysis above, the applicable operational LSTs were obtained for a project located in SRA 24 with the nearest sensitive receptor being 25 meters away. Long-term operations would occur for the proposed logical center on the 11.15-acre project site. Because LSTs are provided for 1-, 2-, and 5-acre sites, LSTs were obtained for a 5-acre site as a conservative estimate.

As described above, the LST Methodology recommends that only on-site emissions are evaluated using LSTs. Because a majority of the project's mobile-source emissions would occur on the local and regional roadway network away from the project, only the on-site area-, energy-, and mobile-source emissions were included in this analysis. A trip length of 0.1 mile was used in the modeling input assumptions to account for on-site emissions from mobile sources. The average on-site Table 12 presents the project's maximum daily on-site emissions compared with the appropriate LSTs.

Table 12: Localized Operational Significance Analysis—Unmitigated

Emissions Source	Pounds per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area	0.00	0.05	0.00	0.00
Energy	0.03	0.03	0.00	0.00
Mobile—Passenger Vehicles	0.13	1.81	0.04	0.01
Mobile—Trucks	24.02	7.45	0.06	0.02
Maximum Daily On-site Operational Emissions	**24.2**	**9.3**	**0.1**	**<0.1**
Localized Significance Threshold	**270**	**1,577**	**4**	**2**
Exceed Threshold?	**No**	**No**	**No**	**No**

Notes:
NO_x = nitrogen oxides; VOC = volatile organic compounds; CO = carbon monoxide; PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; $PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers.
Source of emissions: Appendix A pages A.1-411 through A.1-480.

Emissions Source	Pounds per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Source of thresholds: South Coast Air Quality Management District (SCAQMD). 2008. Final Localized Significance Threshold Methodology. Revised July 2008. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed February 1, 2019, for SRA 24, 5-acre site, 25 meters from nearest sensitive receptor.				

As shown in Table 12, the project's maximum daily on-site operational emissions would not exceed any of the applicable SCAQMD LSTs. Therefore, the project's operational activities would not cause or contribute substantially to an existing or future ambient air quality standard violation. Accordingly, the project's operational criteria air pollutant and ozone precursor concentrations would not expose sensitive receptors to substantial pollutant concentrations and this impact would be less than significant.

Criterion 2: Carbon Monoxide Hotspot Analysis

The Dedeaux Harvill Truck Terminal Traffic Impact Analysis (see Appendix I) prepared for the project identified the peak-hour traffic volumes for nine intersections that would potentially be affected by the project. As identified in the Traffic Impact Analysis, the maximum peak-hour intersection volume would occur at I-215 Northbound Ramps and Ramona Express interaction during the PM peak-hour. The estimated cumulative traffic volume at this intersection is 4,453 PM peak-hour trips during the "Year 2021 Existing Plus Ambient Growth Plus Project Plus Cumulative Projects" scenario. Using this maximum peak-hour volume, it is estimated that the highest average daily trips at any single intersection within the project area would be approximately 44,530 daily trips. With only 44,530 daily trips distributed along roads within the project vicinity, none of the study area intersections would have peak-hourly traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the local meteorology to conclude that these intersections would yield higher CO concentrations if modeled in detail. Therefore, the operational CO impact would be less than significant.

Criterion 3: Toxic Air Contaminant Analysis

The State of California has determined that long-term exposure to diesel particulate matter (DPM) from diesel-fueled engines poses a chronic health risk. DPM was identified as a carcinogenic toxic air contaminant (TAC) by the ARB in 1998. Exposures to TACs can result in both short-term (acute) or long-term (chronic) non-cancer health impacts. Such impacts could include illnesses related to reproductive effects, respiratory effects, eye sensitivity, immune effects, kidney effects, blood effects, central nervous system, birth defects, or other adverse environmental effects.

TACs—On-site Workers

A variety of state and national programs protect workers from safety hazards, including high air pollutant concentrations. On-site workers are not required to be addressed through this health risk assessment process. A document published by the California Air Pollution Control Officers Association, Health Risk Assessments for Proposed Land Use Projects, indicates that on-site receptors are included in risk assessments if they are persons not employed by the project. Persons not employed by the project would not remain on-site for any significant period. Therefore, a health risk assessment for on-site workers is not required or recommended.

TACs—Construction

Major sources of DPM during construction include off-road construction equipment and heavy-duty delivery truck activities.

Health Risk Assessment

During the construction and operation, the project would result in the emissions of several TACs that could potentially impact nearby sensitive receptors. The SCAQMD has defined health risk significance

thresholds to protect public health. These thresholds are represented as a cancer risk to the public and a non-cancer hazard from exposures to TACs. Cancer risk represents the probability (in terms of risk per million individuals) that an individual would contract cancer resulting from exposure to TACs continuously over a period of several years. The principal TAC emission analyzed in this assessment was DPM from the operation of off-road equipment and diesel-powered delivery and worker vehicles during construction and operation.

For purposes of this analysis, DPM is represented as exhaust emissions of PM_{10}. The construction emissions were assumed to be distributed over the project area with a working schedule of 8 hours per day and 5 days per week. Emissions modeled for 8 hours each day, 5 days per week were adjusted by a factor of 4.2 to convert for use with a 24-hour-per-day, 365-days-per-year averaging period.

The results of the cancer risk and long-term chronic cancer risk health risk assessment prepared for project construction are summarized below. Air dispersion modeling was utilized to assess the project's potential health risks using AERMOD (Version 19191), which is the air dispersion model accepted by the United States EPA and the SCAQMD for preparing health risk assessments. Exhaust emissions of DPM (as PM_{10} exhaust) were estimated using CalEEMod (Version 2016.3.2).The SCAQMD and the California Office of Environmental Health Hazard Assessment (OEHHA) recommends that an exposure duration (residency time) of 30 years be used to estimate individual cancer risk for the maximally exposed individual resident (MEIR).

The cancer risk probability is determined by multiplying the chemical's annual concentration by its cancer potency factor (CPF), a measure of the carcinogenic potential of a chemical when a dose is received through the inhalation pathway. It is an upper-limit estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter (µg/m3) over a lifetime of 30 years. Recent guidance from OEHHA recommends a refinement to the standard point estimate approach with the use of age-specific breathing rates and age sensitivity factors (ASFs) to assess risk for susceptible subpopulations such as children. For the inhalation pathway, the procedure requires the incorporation of several discrete variates to effectively quantify dose for each age group. Once determined, contaminant dose is multiplied by the cancer potency factor in units of inverse dose expressed in milligrams per kilogram per day (mg/kg/day)-1 to derive the cancer risk estimate. Detailed parameters, a detailed description of the methodology, and complete calculations are contained in Appendix A.

Table 13 summarizes the emission rates of unmitigated and mitigated DPM during construction of the project.

Table 13: Project DPM Construction Emissions

Scenario	On-site DPM—Area (tons/year)	Off-site DPM—Road Segments (tons/year)[1]	Total Local DPM Emissions (tons/year)
Unmitigated	0.19481	0.00024	0.19505
Mitigated	0.13164	0.00024	0.13188

[1] The off-site emissions are estimated over four construction vehicle travel routes from within approximately 1,000 feet of the project site (each modeled route is between 0.69 mile and 0.73 mile).
Source: Appendix A-1 (CalEEMod Output) and Appendix A-2 (Construction Health Risk Assessment).

The estimated health and hazard impacts at the MEIR from the project's unmitigated construction emissions are provided in Table 14.

Table 14: Estimated Health Risks and Hazards During Project Construction—Unmitigated

Source	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index[1]
Risks and Hazards at the MEIR: Infants	13.9	0.03
Risks and Hazards at the MEIR: Child	2.3	0.03
Risks and Hazards at the MEIR: Adult	0.4	0.03
Significance Threshold	**10**	**1**
Exceeds Individual Source Threshold?	**Yes**	**No**

Notes:
MEIR = maximally exposed individual resident
[1] Chronic non-cancer hazard index was estimated by dividing the maximum annual DPM concentration (as PM_{10} exhaust) by the REL of 5 $\mu g/m^3$.
Source: Appendix A-2 (Construction Health Risk Assessment).

As shown in Table 14, the project's construction DPM emissions would not exceed the non-cancer hazard index significance threshold; however, the project's construction DPM emissions would exceed the cancer risk significance threshold prior to the application of mitigation. Therefore, the project is required to implement Mitigation Measure MM AIR-1. Table 15, below, summarizes the health and hazard impacts at the maximum impacted sensitive receptor from construction of the project after the implementation of MM AIR-1, which would require the use of off-road construction equipment that meet emissions standards for Tier 4 Interim engines for all equipment with engines greater than 100 horsepower.

Table 15: Estimated Health Risks and Hazards During Project Construction—Mitigated

Source	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index[1]
Risks and Hazards at the MEIR: Infants	9.4	0.02
Risks and Hazards at the MEIR: Child	1.6	0.02
Risks and Hazards at the MEIR: Adult	0.2	0.02
Significance Threshold	**10**	**1**
Exceeds Individual Source Threshold?	**No**	**No**

Notes:
MEIR = maximally exposed individual resident
[1] Chronic non-cancer hazard index was estimated by dividing the maximum annual DPM concentration (as PM_{10} exhaust) by the REL of 5 $\mu g/m^3$.
Source: Appendix A-2 (Construction Health Risk Assessment).

As noted in Table 15, construction of the project would not exceed the cancer risk and non-cancer hazard index significance thresholds after incorporation of mitigation. Therefore, the project would not result in a significant impact on nearby sensitive receptors from TACs during construction after the implementation of Mitigation Measure MM AIR-1.

TACs—Operations
Common sources of TACs include high traffic freeways, distribution centers, large gas dispensing facilities, and dry cleaners. The project proposes to develop a truck terminal building ranging in size up

to 55,700 square feet (including a 5,000-square-foot office) and a 305,450 square-foot parking area on an 11.15-acre site and would have both on-site and off-site sources of TACs during operation. The project would primarily generate passenger vehicle trips from employees and visitors and trucks traveling to and from the project site each day. The main source of DPM from the long-term operations of truck terminals is from combustion of diesel fuel in diesel-powered engines in on-road delivery trucks. As noted in Table 9 and Table 17, truck trips would account for 564 of the 1,044 total daily trips generated by the project. Consistent with the information provided in the project-specific Trip Generation Assessment, the vehicle fleet mix for trucks would consist of Light-Heavy-Duty truck (LHDT), Medium-Heavy-Duty truck (MHDT), and Heavy-Heavy-Duty truck (HHDT). Only a very small number of diesel-fueled passenger vehicles would also be present.

Emissions from motor vehicles depend on the expected vehicle mix (types of trucks), emission factors, (amount of emissions per vehicle mile traveled or hours of idling time), and activity level (miles traveled or hours of idling time). Emission factors are assigned to the expected vehicle mix as a function of vehicle age, vehicle class, speed, and fuel type. The fleet mix for the proposed project was adjusted based on the project-specific fleet mix presented in the Trip Generation Assessment and the CalEEMod default operational fleet mix for the Riverside County portion of the South Coast Air Basin in the 2021 operational year. The operational fleet mix used to assess emissions from the project is shown below in Table 16. The project-specific breakdown of the 564 daily truck trips is shown in Table 17.

Table 16: Vehicle Type Classification

Vehicle Type	Classification	Total Project Fleet Mix	Daily Trips
Passenger Vehicle	LDA	28.2 percent	295
	LDT1	2.0 percent	20
	LDT2	9.6 percent	101
	MDT	6.2 percent	64
2-Axle	LHDT1	4.7 percent	49
	LHDT2	1.5 percent	15
3-Axle	MHDT	35.1 percent	366
4-Axle	HHDT	12.8 percent	134
	Total	**100 percent**	**1,044**

Source: Appendix A.

Table 17: Vehicle Type Classification—Trucks Only

Truck Type	Percent of Truck Fleet	Daily Truck Trips
2-Axle	11.35 percent	64
3-Axle	64.65 percent	366
4-Axle	24.00 percent	134
Total	**100 percent**	**564**

Source: Urban Crossroads. 2020. Dedeaux Harvill Terminal Trip Generation Assessment. April 27.

Although the project is anticipated to result in 564 daily truck trips during operations, the project is not anticipated to expose sensitive receptors to substantial concentrations of TACs during project operations. The nearest existing off-site sensitive receptor is a single-family residence located approximately 155 feet southwest of the project boundary. However, the project includes street improvements, and therefore the shortest distance between a proposed construction area and the nearest sensitive receptor was determined to be 35 meters (115 feet). The ARB Air Quality Land Use Handbook indicates that there is a 70-percent drop off in particulate pollution levels at 500 feet, with relative exposure and health risk dropping substantially within the first 300 feet. In addition, the estimated risk varies with the local meteorology, including wind pattern. As noted in the ARB Air Quality Land Use Handbook, cancer health risks at receptors on the upwind side of a source are much less than cancer risks for receptors at similar distances on the downwind side of the same source. The two prominent average wind directions in the project area are from the west and from the northwest (see Appendix A). There are no existing or planned sensitive receptors within 500 feet east or northeast of the project site, which would be considered the downwind side of the project site. Although vehicle trips generated by the project may come within 100 feet of nearby sensitive receptors, emissions within this distance would be primarily from diesel-powered, on-road trucks traveling on the local roadways. These emissions would be intermittent and dispersed along roadways. Operational emissions for the project were assessed assuming the first year of operations would start in 2021, using assumptions consistent with those used to estimate emissions of regional criteria pollutants. The emission factors, AERMOD output, and emission estimation spreadsheets used to estimate motor vehicle DPM emissions during project operations are provided in Appendix A. Each operational emission source to be evaluated requires geometrical and emission release specifications for use in the air dispersion model. The emission source configurations applied in this assessment are shown in Table 18.

Table 18: Summary of Operational Emission Source Configurations

Emission Source Type	Configuration	Relevant Assumptions
On-site Truck Traffic	Line Volume Sources	• Vehicle height: 12 feet • Vehicle Speed: 10 mph • Length of the line source: distance from the facility entrance to the facility exit, following the designated truck path • Vehicle types: heavy-heavy duty (HHDT), medium heavy duty (MHDT), and light-heavy duty (LHDT) delivery trucks • Emission factors: EMFAC2014, consistent with database used in CalEEMod Version 2016.3.2 • Model year 2010 or newer trucks assumed as a project design feature
On-site Truck Idling	Line Volume Sources	• Idle time: 15 minutes per truck per day • Vehicle type: HHDT, MHDT and LHDT diesel delivery trucks • Emission factors: EMFAC2014, consistent with database used in CalEEMod Version 2016.3.2
Off-site Passenger Vehicle and Truck Traffic	Line Volume Sources	• Four travel links from the project to outlying areas were identified based on the truck turning movement volumes provided in the project-specific traffic report, and emissions were estimated along each travel link. • Vehicle speeds: 25 mph for trucks • Emission factors: EMFAC2014, consistent with database used in CalEEMod Version 2016.3.2
Facility Operations	Project	• 24 hours per day/365 days per year

Source: Appendix A-3 (Operational Health Risk Assessment).

DPM (as PM_{10} exhaust) from long-term operations of the project were used to calculate the cancer health risk and the non-hazard index at the MEIR during project operations. The results of this analysis are summarized in Table 19.

Table 19: Summary of Health Risk Impacts Year 2019-2050

Health Impact Metric	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index[1]
Risks and Hazards at the MEIR over 30-year exposure	1.2	<0.01
SCAQMD Significance Threshold	**10**	**1**
Exceeds Individual Source Threshold?	**No**	**No**

Notes:
MEIR = maximally exposed individual resident
[1] Chronic non-cancer hazard index was estimated by dividing the maximum annual DPM concentration (as PM_{10} exhaust) by the REL of 5 □g/m^3.
Source: Appendix A-3 (Operational Health Risk Assessment).

The maximum cancer risks at the MEIR over a 30-year operational exposure duration would be 1.2 in one million, and the maximum hazard index for chronic HI would be less than 0.1. As noted in Table 19, the health risks and hazard index are below the SCAQMD's thresholds of significance. Therefore, the project's operation would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

d) Less than significant impact. Odors can cause a variety of responses. The impact of an odor is dependent on interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. Odor-related symptoms reported in a number of studies include nervousness, headache, sleeplessness, fatigue, dizziness, nausea, loss of appetite, stomachache, sinus congestion, eye irritation, nose irritation, runny nose, sore throat, cough, and asthma exacerbation.

The SCAQMD's role is to protect the public's health from air pollution by overseeing and enforcing regulations. The SCAQMD's resolution activity for odor compliance is mandated under California Health and Safety Code Section 41700 and falls under SCAQMD Rule 402. This rule on Public Nuisance Regulation states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

The SCAQMD does not provide a suggested screening distance for a variety of odor-generating land uses and operations. However, the San Joaquin Valley Air Pollution Control District (SJVAPCD) does have a screening distance for odor sources. Those distances are used as a guide to assess whether nearby facilities could be sources of significant odors. Projects that would site a new receptor farther than the applicable screening distances from an existing odor source are not likely to have a significant impact. These screening distances by type of odor generator are listed in Table 20.

Table 20: Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile

Source: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guide for Assessing and Mitigated Air Quality Impacts. March. Website: http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Accessed June 2, 2017, and September 28, 2020.

Construction-related Odors

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive properties of diesel PM exhaust, nearby receptors would not be adversely affected by diesel exhaust odors associated with project construction. Impacts would be less than significant.

Operational-related Odors

The project includes the construction and development of a truck terminal building ranging in size up to 55,700 square feet (including a 5,000-square-foot office), parking spaces, and associated landscaping. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feedlots, coffee roasters, asphalt batch plants, and rendering plants. The project would not engage in any of these activities and would not be considered an odor generator as identified in Table 20. Therefore, the project would not be considered a generator of objectionable odors during operations. Minor sources of temporary and transient odors, such as exhaust from combustion engines, are not typically associated with numerous odor complaints. Specifically, odors from both passenger vehicles and heavy-duty trucks are known to have temporary and less concentrated odors. In summary, the project's long-term operational activities would not expose nearby receptors to any substantial odor sources. Considering the low intensity of potential odor emissions, the project's operational activities would not expose receptors to objectionable odor emissions. Impacts would be less than significant.

Mitigation:

MM AIR-1 **Off-road Equipment to Meet EPA or ARB Tier 4 Interim Off-road Emissions Standards.** During construction activities, all off-road equipment with engines greater than 100 horsepower shall meet either EPA or ARB Tier 4 Interim off-road emission standards. The construction contractor shall maintain records documenting compliance with this requirement, including equipment lists. Off-road equipment descriptions and information may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number.

Monitoring: Periodic inspection of equipment records by County of Riverside shall be completed to verify compliance (every three months at a minimum).

BIOLOGICAL RESOURCES Would the project:				
7. Wildlife and Vegetation a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	☐	☒	☐	☐
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	☐	☒	☐	☐
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	☐	☐	☐	☒
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

Source(s): WRC-MSHCP, Biological Resources Due Diligence Memorandum prepared by FirstCarbon Solutions (FCS) (Appendix B), MSHCP Consistency Analysis prepared by FCS on July 18, 2019, WRC Regional Conservation Authority 2019 Permits and Fees, Ordinance No. 810

Findings of Fact:

a) **Less than significant impact with mitigation incorporated.** The project is not located within the Coachella Valley-MSHCP; however, the project is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (WRC-MSHCP). As a result, a MSHCP consistency analysis must be prepared to analyze any MSHCP requirements and biological constraints that apply to potential development within the area of impact.

The project is not located within a WRC-MSHCP Criteria Cell. However, the project site is situated within an additional survey area for burrowing owl. In accordance with WRC-MSHCP guidelines, a focused survey for this species was conducted. The findings of the focused survey are discussed in the MSHCP consistency analysis included in Appendix B. Based on the results of the focused survey, it is recommended that surveys for burrowing owl be conducted prior to construction, in accordance with Mitigation Measure MM BIO-1. Under current conditions, the WRC-MSHCP also requires new industrial development to pay a development fee as established by Ordinance No. 810 .

The project would include improvements to Harvill Avenue, which is adjacent to the project site. Harvill Avenue is a "covered road" under the WRC-MSHCP. These improvements would involve the construction of safety features as well as improvement to accommodate the increased traffic from the project site. These road improvements may require construction permits from the Riverside County Transportation Commission (RCTC).

The MSHCP Consistency Analysis Report provided in Appendix B identifies Best Management Practices (BMPs) for compliance with the WRC-MSHCP. The project would be required to comply with BMPs related to training of project personnel; water pollution and erosion control plans; review of project limits of disturbance; avoidance of habitats used by target species of concern; avoidance of nesting season; diversion of streams; equipment storage, fueling, and staging areas; erodible fill material; construction monitoring; removal of exotic species that prey upon or displace target species; construction employee activity; and inspection of the project site. The payment of applicable development fees and implementation of required BMPs and Mitigation Measure MM BIO-1 is required to ensure the project would not conflict with the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Impacts would be less than significant with implementation of mitigation.

b) **Less than significant impact with mitigation incorporated.** The project is located within the *Steele Peak, California* USGS 7.5-minute USGS Topographical Quadrangle. Descriptions and analysis in this section are based on results from California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California (IREPC) database searches, as well as the Due Diligence Memorandum and the MSHCP Consistency Analysis Report completed by FCS on July 18, 2019 and November 20, 2019, respectively. These supporting documents are provided in Appendix B.

Database searches determined that one State or federally-listed plant species and six State or federally-listed wildlife species have the potential to occur within the USGS *Steele Peak, California* 7.5-minute quadrangle. These include Munz's onion (*Allium munzii*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), Stephens' kangaroo rat (*Dipodomys stephensi*), quino checkerspot

butterfly (Euphydryas editha quino), bald eagle (Haliaeetus leucocephalus), coastal California gnatcatcher (*Polioptilia californica californica*), and least Bell's vireo (*Vireo bellii pusillus*).

An on-site survey was conducted on July 10, 2019, by FCS Biologist Vanessa Welsh. It was determined, based in part on the absence of suitable habitat and the high level of disturbance on-site from mowing and disking, that Munz's onion is unlikely to occur on the project site. Impacts to State or federally listed plant species would therefore be less than significant and no further studies are necessary.

None of the six listed wildlife species are expected to occur on-site due to lack of suitable habitat and the high level of disturbance from mowing and disking. These activities reduce the likelihood of the San Bernardino and Stephens' kangaroo rat occurring on-site. The project site lacks suitable riparian habitat for coastal California gnatcatcher and least Bell's vireo. However, the project site and its adjacent areas contain mature trees that support potential habitat for bird species protected under the Migratory Bird Treaty Act (MBTA). Implementation of Mitigation Measure MM BIO-2 would reduce potential impacts to nesting birds to less than significant levels by requiring pre-construction surveys to be conducted and measures to be followed if nesting birds are observed.

c) **Less than significant with mitigation incorporated.** Database searches determined that 12 special-status plant species and 19 special-status wildlife species have the potential to occur within the USGS *Steele Peak, California* 7.5-minute quadrangle.

It was determined, based on the absence of suitable habitat and the high level of disturbance on-site, that all 12 special-status plant species are unlikely to occur on the project site. Many of the species recorded in the literature search are usually found growing in chaparral or grassland habitats or are commonly found growing around vernal pools. None of these habitat types are found on the project site. Impacts to special-status plant species would be less than significant and no further studies are necessary.

Eighteen out of the 19 special-status wildlife species recorded in the database search are unlikely to occur due to lack of suitable habitat and high level of disturbance found on-site. Many of the special-status reptiles recorded in the database search are unlikely due to the lack of cover on-site in the form of chaparral vegetation and rocky crevices in which to shelter. Such species include, coast horned lizard (*Phrynosoma blainvillii*), coastal whiptail (*Aspidoscelis tigris stejnegeri*) and red-diamond rattlesnake (*Crotalus ruber*). Many special-status small mammals recorded in the literature search such as San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) and northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*) are unlikely to occur due to the lack of vegetation cover on-site.

As mentioned earlier, the project site lacks suitable habitat for nesting; however, the project site and adjacent lands contain mature trees that provide potential nesting habitat for bird species protected under the MBTA. Implementation of Mitigation Measures MM BIO-1 and MM BIO-2 is required to reduce potential impacts to nesting birds to less than significant levels.

The only special-status species with potential to occur on the project site is burrowing owl. The project site and its vicinity contain marginally suitable habitat for this species. Neither burrowing owl, nor its main prey species, California ground squirrel (*Otospermophilus beecheyi*) were observed during the habitat assessment and focused burrowing owl survey. No ground squirrel burrows were discovered during these surveys. However, the lack of ground squirrels and ground squirrel burrows are not enough to rule out potential for burrowing owl to be present on this site, as the species has been documented within a mile of the project site. Potential impacts to burrowing owl would be reduced to less than significant levels through the implementation of Mitigation Measure MM BIO-1,

which requires pre-construction surveys to be conducted for this species and identifies measures to be implemented should the species be present.

d) **Less than significant impact.** The project site is located in a largely urbanized area of the County of Riverside, surrounded by roads, I-215, and commercial and residential development. The project site does not support resident or migratory fish species or wildlife nursery sites; therefore, the project is not anticipated to have direct or indirect impacts on wildlife nursery sites. The project is not expected to interfere with the movement of native resident or migratory fish or wildlife species or impede the use of wildlife nursery sites due to the project location, highly disturbed nature, urbanized setting, and lack of biological connectivity to adjacent lands. As such, impacts would be less than significant.

e) **No impact.** Riparian habitats are those on, relating to, or near the banks of a river, stream, creek, spring, seep, pond, or lake. The project site is undeveloped and consists of ruderal and disturbed land, and does not support any aquatic features, natural or man-made water bodies, wetlands, or jurisdictional areas necessary to support riparian vegetation. The project site does not contain riparian habitat or other sensitive natural communities. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact would occur.

f) **No impact.** The project site is vacant and consists of ruderal and disturbed land. The site does not contain any wetlands or other potentially jurisdictional features that may be designated as waters of the United States or State. The project would not have a substantial adverse effect on State or federally protected wetlands. As such, no impact would occur.

g) **No impact.** The project site contains one mature eucalyptus tree. The project does not propose the removal or alteration of any trees. Additionally, the County of Riverside Code of Ordinances does not provide specific regulations for the protection eucalyptus trees or trees on private property. In addition, the project would be required to comply with all policies relating to biological resources outlined in the Multi-purpose Open Space Element of the General Plan. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impact would occur.

Mitigation:

MM BIO-1 **Burrowing Owl.** No more than 30 days prior to the first ground-disturbing activities, the project applicant shall retain a qualified Biologist to conduct a preconstruction survey on the project site. The survey shall establish the presence or absence of western burrowing owl and/or habitat features and evaluate use by owls in accordance with California Department of Fish and Wildlife (CDFW) survey guidelines.

- On the parcel where the activity is proposed, the biologist shall survey the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and owls. The survey shall take place near the sunrise or sunset in accordance with CDFW guidelines. All burrows or burrowing owl shall be identified and mapped. During the breeding season (February 1–August 31), surveys shall document whether burrowing owl are nesting on or directly adjacent to disturbance areas. During the non-breeding season (September 1–January 31), surveys shall document whether burrowing owl are using habitat on or directly adjacent to any disturbance area. Survey results would be valid only for the season during which the survey is conducted.

- If burrowing owl are not discovered, further mitigation is not required. If burrowing owl are observed during the pre-construction surveys, the project applicant shall perform the following measures to limit the impact on the burrowing owl:

  1. Avoidance shall include establishment of a 160-foot non-disturbance buffer zone. Construction may occur during the breeding season if a qualified Biologist monitors the nest and determines that the birds have not begun egg-laying and incubation, or that the juveniles from the occupied burrows have fledged. During the non-breeding season (September 1–January 31), the project applicant shall avoid the owls and the burrows they are using, if possible. Avoidance shall include the establishment of a 160-foot non-disturbance buffer zone.
  2. If it is not possible to avoid occupied burrows, passive relocation shall be implemented. Burrowing owl shall be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. These doors shall be in place for 48 hours prior to excavation. The project area shall be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows shall be excavated using hand tools and refilled to prevent re-occupation. Plastic tubing or a similar structure shall be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.

MM BIO-2 **Nesting Birds.** Construction activities that occur during the nesting season (generally March 1 to August 31) could disturb nesting sites for birds protected by the Migratory Bird Treaty Act (MBTA) and Fish and Game Code. No action is necessary if no active nests are found or if construction occurs during the non-breeding season (generally September 1 through February 14).

Implementation of the following avoidance and minimization measures would reduce impacts to nesting birds.

- To prevent impacts to MBTA-protected birds, nesting raptors, and their nests, removal of trees would be limited to only those necessary to construct the proposed project.
- If any tree removal is necessary, then it would occur outside the nesting season between September 1 and February 14. If trees cannot be removed outside the nesting season, pre-construction surveys shall be conducted within 3 days prior to tree removal to verify the absence of active nests.
- If an active nest is located during pre-construction surveys, the United States Fish and Wildlife Service (USFWS) and/or the California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest. Construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned, or the agencies deem disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100 feet around an active raptor nest and a 50-foot radius around an active migratory bird nest) or alteration of the construction schedule.
- A qualified Biologist shall delineate the buffer using Environmentally Sensitive Area (ESA) Fencing, pin flags, and or yellow caution tape. The buffer zone would be maintained around the active nest site(s) until the young have fledged and are foraging independently.

Monitoring: Developer shall submit survey reports to the County of Riverside for review and approval prior to initiating construction.

CULTURAL RESOURCES Would the project:				
8. Historic Resources a) Alter or destroy a historic site?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?	☐	☐	☐	☒

Source(s): On-site Inspection, Project Application Materials, National Register of Historic Places Website, and Project-specific Phase I Cultural Resources Assessment (CRA) prepared by FCS on January 17, 2019 (Appendix C).

Findings of Fact:

a, b) **No impact.** CEQA Guidelines Section 15064.5 defines "historic resources" as resources listed in the California Register of Historical Resources (CRHR) or determined to be eligible by the California Historical Resources Commission for listing in the CRHR. The criteria for eligibility are generally set by the Historic Sites Act of 1935, which established the National Register of Historic Place (NRHP) and which recognizes properties that are significant at the national, State, and local levels. To be eligible for listing in the NRHP, a district, site, building, structure, or object must possess integrity of location, design, setting, materials, workmanship, feeling and association relative to American history, architecture, archaeology, engineering, or culture. In addition, unless the property possesses exceptional significance, it must be at least 50 years old to be eligible.

As stated in the CRA, historic aerials indicate that the site has historically been undeveloped and used for agricultural purposes. In addition, the pedestrian survey conducted on July 2, 2019, did not identify any historic or prehistoric resources within the project site. There are no existing structures located on-site. Therefore, the project would not cause a substantial adverse change of an historical resource. As such, no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

9. Archaeological Resources a) Alter or destroy an archaeological site?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Source(s): On-Site Inspection, Project Application Materials, and Project-specific Phase I CRA conducted by FCS on January 17, 2019 (Appendix C).

Findings of Fact:

a, b) **Less than significant impact with mitigation incorporated.** Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological

resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories.

As part of the CRA prepared for the project, an intensive pedestrian survey was conducted on July 2, 2019, by FCS Staff Archaeologist Brett Jones. The project site was plowed and covered with various weeds and trash with 50 percent ground visibility. The project site was surveyed with east/west transects at 15-meter intervals. The survey failed to identify archaeological resources within the project site. The records search at the Eastern Information Center indicated that the project area had not been previously surveyed, however there is one historic resource within 0.5-mile of the project site. In addition, the results of the Native American Heritage Commission (NAHC) Sacred Lands File search and desktop searches indicate that it is unlikely for cultural resources to be present in undisturbed native sediments on the project site. Because of the generally low sensitivity of the project area for cultural resources, archaeological monitoring is not recommended. However, there is always the possibility that buried cultural resources are discovered during construction, implementation of Mitigation Measure MM CUL-1 would reduce impacts to a less than significant level through consultation with a qualified Archaeologist at the time when an inadvertent discovery is made. As such, impacts would be less than significant with mitigation incorporated.

c) **Less than significant impact with mitigation incorporated.** The project site is vacant and disturbed. There is a generally low sensitivity of the project area for cultural resources. However, in the event of the accidental discovery of human remains, implementation of Mitigation Measure MM CUL-2 would reduce impacts to a less than significant level. As such, impacts would be less than significant with mitigation incorporated.

Mitigation:

MM CUL-1 **Inadvertent Discovery of Cultural Resources.** In the event that significant cultural resources are discovered during construction activities, operations shall stop within a 100-foot radius of the find and an Archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology shall be consulted to determine whether the resource requires further study. The County shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. The qualified Archaeologist shall make recommendations to the County concerning appropriate measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines, Section 15064.5. Any previously undiscovered resources found during construction within the project area shall be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and will be submitted to the County, the Eastern Information Center, and the State Historic Preservation office, as required.

MM CUL-2 **Accidental Discovery of Human Remains.** In the event of an accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; California State Health and Safety Code Section 7050.5; California Public Resources Code Section 5097.94, and Section 5097.98 shall be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance within 100 feet of the human remains until the Riverside County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code Section 5097.98, or

2. Where the following conditions occur:
   - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission;
   - The descendant identified fails to make a recommendation; or
   - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Then the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance.

Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American Remains:

- When an initial study identifies the existence of, or the probable likelihood of, Native American Remains within a project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The project applicant may develop a plan for treating or disposing of, with appropriate dignity, the human remains, and any items associated with Native American Burials with the appropriate Native Americans as identified by the Native American Heritage Commission.

Monitoring: Any resources found during construction shall be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and submitted to the County, the Eastern Information Center, and the State Historic Preservation office, as required.

ENERGY Would the project:				
10. Energy Impacts a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Source(s): 2018 Riverside County General Plan Air Quality Element, Riverside County 2019 Climate Action Plan ("CAP") Update, Project Application Materials, Southern California Gas Company (SoCalGas) Website, Riverside County Code of Ordinances Chapter 9.52: Noise Regulations, Project-specific emissions modeling (CalEEMod Version 2016.3.2) in Appendix A (Appendix A-1), Project-specific energy consumption calculations provided in Appendix A (Appendix A-5)

Energy sources include electricity, natural gas, and other fuels. Energy is generally transmitted either in the form of electricity, measured in kilowatts (kW)[1] or megawatts (MW),[2] or natural gas measured in therms or cubic feet.[3] Fuel, such as gasoline or diesel, is measured in gallons. Energy usage is typically quantified using the British Thermal Unit (BTU). The BTU is the amount of energy that is required to raise the temperature of one pound of water by 1 degree Fahrenheit. As points of reference, the approximate amount of energy contained in a gallon of gasoline, 100 cubic feet (1 therm) of natural gas, and a kilowatt-hour of electricity are 123,000 BTUs, 100,000 BTUs, and 3,400 BTUs, respectively.

Southern California Edison (SCE) and Southern California Gas (SoCalGas) would provide the proposed project with electricity and natural gas, respectively.

All supporting information for this section is included as part of Appendix A.

Findings of Fact:

a) Less than significant impact. A significant impact would occur if the project would result in the wasteful, inefficient or unnecessary use of energy. Construction and operations are discussed separately below.

Construction

During construction, the project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. It is not anticipated that natural gas would be consumed as part of project construction. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, paving, and building construction. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, frontend loaders, forklifts, and cranes. Based on CalEEMod estimations within the modeling output files used to estimate GHG emissions associated with the project, construction-related vehicle trips would result in approximately 683,550 vehicle miles traveled, and consume an estimated 26,570 gallons of gasoline and diesel combined during the entire construction duration (Appendix A). Additionally, on-site construction equipment would consume an estimated 48,211 gallons of diesel fuel (Appendix A).

Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Additionally, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

[1] 1 kW = 1.000 watts; a watt is a derived unit of power that measure rate of energy conversion. 1 watt is equivalent to work being done at a rate of 1 joule of energy per second. In electrical terms, 1 watt is the power dissipated by a current of 1 ampere flowing across a resistance of 1 volt.
[2] 1 MW = 1 million watts
[3] A therm is a unit for quantity of heat that equals 100,000 BTU. A BTU is the quantity of heat required to raise the temperature of 1 pound of liquid water 1 degree Fahrenheit at a constant pressure of 1 atmosphere.

According to the County of Riverside's Municipal Code, for private construction projects located within one-quarter of a mile from an inhabited dwelling, construction activities are permitted between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. As on-site construction activities would be restricted between these hours, it is anticipated that the use of construction lighting would be minimal. Single-wide mobile office trailers, which are commonly used in construction staging areas, generally range in size from 160 square feet to 720 square feet. Overall, construction activities are estimated to last 10 months. A typical 720-square-foot construction office trailer would consume approximately 5,690 kWh during the 10-month construction phase.[4] No unusual project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. Construction-related impacts would be less than significant.

Operation

The operational phase of the project would consume energy as part of building operations and transportation activities. Building operations for the project would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, lighting, and electronics, as well as parking lot lighting.

The County of Riverside General Plan contains policies within its Air Quality Element that promote energy conservation. These policies are reinforced in the County of Riverside Climate Action Plan (CAP) Update. Many of the policies call for action to be taken by the County and would not be applicable to an individual development project. Other goals and policies encourage more efficient use, as noted in the following goals and policies:

- **AQ 5.1:** Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.
- **AQ 5.2:** Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments.
- **AQ 5.3:** Update, when necessary, the County's Policy Manual for Energy Conservation to reflect revisions to the County Energy Conservation Program.
- **AQ 5.4:** 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.
- **AQ 20.10:** Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.
- **AQ 20.11:** Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment.

Of the policies listed in the County of Riverside CAP Update, the following measures that promote efficient consumption of energy resources would be pertinent to the to the project:

- **R1-EE1: California Building Code Title 24:** California's building efficiency standards are updated regularly to incorporate new energy efficiency technologies. The code was most recently updated in 2016 and went into effect for new development in 2017. For projects implemented after January 1, 2017, the California Energy Commission estimates that the 2016

[4] Energy use was estimated using CalEEMod for a 720-square-foot general office building in Riverside County; see Appendix A

Title 24 energy efficiency standards will reduce consumption by an estimated 28 percent for residential buildings and 5 percent for commercial buildings, relative to the 2013 standards. These percentage savings relate to heating, cooling, lighting, and water heating only; therefore, these percentage savings were applied to the estimated percentage of energy use by Title 24.

- **R2-EE11: Exceed Energy Efficiency Standards in New Commercial Units:**
  - Educate County staff and developers on future Title 24 updates and additional energy efficiency opportunities for new non-residential development.
  - Promote Tier 1 and Tier 2 Green Building Ratings such as LEED, Build It Green, or Energy Star certified buildings.
- **R2-CE1: Clean Energy:**
  - Outreach to the community to promote clean energy incentives.
  - Require solar panel installation on new residential buildings.
  - Require solar panel installation on new commercial buildings and commercial parking lots.
  - Encourage energy storage system installation with solar panels.
- **R2-L1: Tree Planting for Shading and Energy Saving:**
  - Work with the community to support nonprofit tree-planting groups within the County consisting of volunteers to plant and care for trees correctly and safely.
  - Develop and promote a County tree-planting program for new development at plan check.
- **R2-L2: Light Reflecting Surfaces for Energy Saving:** Potential actions for this measure include:
  - Comply with Title 24 requirements on installing enhanced cool roofs.
  - Comply with Title 24 requirements on installing cool pavements.

Due to the project's compliance with Title 24 energy efficiency standards, the project would also comply with many of these voluntary regulations and design guidelines. Compliance with these standards would ensure that building energy consumption would not be wasteful, inefficient, or unnecessary. Based on CalEEMod estimations within the modeling output files used to estimate air pollutant and GHG emissions associated with the proposed project, building operations would consume approximately 274,160 kilowatt-hours (kWh) of electricity per year, and an estimated 120,271 kilo-BTU per year of natural gas (Appendix A). The project's truck terminal building would be designed and constructed in accordance with the State's Title 24 energy efficiency standards.

The project would be designed and constructed in accordance with the County's latest adopted energy efficiency standards, which are based on the State's Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards, widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. Furthermore, the project would be required to comply with applicable policies in the County of Riverside General Plan and County of Riverside CAP Update that promote efficient energy consumption. Additionally, implementation of Mitigation Measure MM GHG-1 requires the project to include features necessary to garnish 100 points from the CAP Update's Screening Tables. This mitigation measure is necessary to reduce GHG emissions and is not required for energy-related impacts; however, implementation of Mitigation Measure MM GHG-1 would further reduce energy-related effects. Compliance with these policies would ensure that building energy consumption would not result in the use of energy in a wasteful, inefficient, or unnecessary manner. Therefore, the operational impacts related to building electricity and natural gas consumption would be less than significant.

Operational energy would also be consumed during vehicle trips associated with the project. The project proposes to construct a truck terminal building ranging in size up to 55,700 square feet (including a 5,000-square-foot office), a 305,450-square-foot parking area, and associated improvements. Fuel consumption would be primarily related to vehicle use by employees, visitors, and truck deliveries traveling to and from the project site. The project is located near the Interstate 215. As discussed in Section 37-Transportation of this Draft IS/MND, the nearest Riverside Transit Authority (RTA) routes are Routes 27 and 208/212. In addition, RTA Route 41 runs along Cajalco Road and Ramona Expressway (0.77-mile northeast). As such, the project would be in proximity to two regional routes of travel.

Based on CalEEMod estimations within the modeling output files used to estimate air pollutant and GHG emissions associated with the project, the project is anticipated to result in a total of approximately 9.8 million vehicle miles traveled annually. This estimate is based on the assumption that the project would generate 1,044 total daily trips, 564 of which are anticipated to be from heavy-duty trucks (Table 9). The data, assumptions, and calculations used to determine the fleet mixes for the mobile operations of the project are included in Appendix A.

Project-related passenger vehicle trips are anticipated to result in 2.1 million vehicle miles traveled and consume an estimated 75,205 gallons of gasoline and diesel combined on an annual basis. Project-related truck trips would result in approximately 7.7 million vehicle miles traveled and consume an estimated 865,643 gallons of gasoline and diesel combined on an annual basis (see Appendix A). Fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. For these reasons, transportation fuel consumption would not be wasteful, inefficient, or unnecessary.

Summary

The project would not result in an inefficient, wasteful, or unnecessary use of energy during either construction or operation of the project. Impacts would be less than significant.

b) Less than significant impact. A significant impact would occur if the project would conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Title 24 energy efficiency standards and Renewables Portfolio Standard (RPS) are discussed below, as well as the County of Riverside General Plan and the County of Riverside CAP Update. Impacts related to project construction and operations are discussed separately below.

Construction

As described above, the project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, frontend loaders, forklifts, and cranes. Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. California regulations (CCR Title 13, §§2449(d)(3) and 2485) limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The project would be required to comply with these regulations. Therefore, it is anticipated that the construction phase of the project would not conflict with State or local renewable or energy efficiency objectives. Construction-related energy impacts would be less than significant.

Operation

The proposed project would be served with gas provided by SoCalGas. Furthermore, SoCalGas has set a voluntary goal to reduce their own electricity usage. Their energy conservation program seeks to reduce GHG emissions, advance new technologies in energy-efficiency and emerging, renewable

energy, and lower estimated electricity consumption at company facilities through comprehensive energy-efficiency retrofits and by incorporating energy-efficient measures into new construction.

The proposed project would be served with electricity provided by SCE, which was required to meet California's RPS standards of 33 percent by the 2020 mandate. SCE's 2017 power mix included 32 percent eligible renewable (biomass and waste, geothermal, eligible hydroelectric, solar, and wind), 8 percent large hydroelectric, 20 percent natural gas, 6 percent nuclear and 34 percent unspecified sources of power. SCE would be required to meet California's RPS standards of 60 percent by 2030 and carbon-free sourced-electricity by 2045.

Furthermore, as previously discussed, energy conservation policies and standards have been established at the state and county levels. The project would comply with all applicable and mandatory regulations. Specifically, the project's buildings would be designed and constructed in accordance with the County's latest adopted energy efficiency standards, which are based on the State's Title 24 energy efficiency standards. These standards would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

As discussed in Impact 6(a) above, the Air Quality Element of the County of Riverside General Plan contains policies that encourage efficient use of energy resources. The project would not conflict with or obstruct any of these General Plan policies.

As described in Impact 6(a), the County of Riverside CAP Update contains several energy efficiency measures. Most of these reduction measures contained in the County of Riverside CAP Update cannot be implemented by an individual development project. Neither construction nor operations of the project would impede implementation of these measures. Furthermore, the project would achieve consistency with applicable measures through compliance with existing regulations. Therefore, the project would not conflict with or obstruct any energy efficiency measures included in the County of Riverside CAP Update. Additionally, implementation of Mitigation Measure MM GHG-1 requires the project to include features necessary to garnish 100 points from the CAP Update's Screening Tables. This mitigation measure is necessary to reduce GHG emissions and is not required for energy-related impacts; however, implementation of MM GHG-1 would further reduce energy-related effects.

The project would be required to comply with any mandatory regulations and design guidelines. The project would be required to comply with the Title 24 energy efficiency standards and would benefit from the requirement for SCE to comply with State's RPS mandates. The project would not obstruct or conflict with any of the voluntary policies or measures in the County's General Plan or CAP Update. As such, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Operational energy impacts would be less than significant.

Summary

As discussed above, energy conservation in the construction and operation of the proposed project would support Riverside County's strategy to reduce energy demand. Therefore, the project would not conflict with State or local renewable or energy efficiency objectives. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:				
11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	☐	☐	☒	☐

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

Source(s): Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones"; Riverside County General Plan Chapter 6: Safety Element; Geotechnical Investigation: Proposed Warehouse Building, NWC Harvill Avenue & Rider Street, by Sladden Engineering dated July 16, 2019 (Appendix D); California Department of Conservation. 2019 EQ Zapp: California Earthquake Hazards Zone Application.

Findings of Fact:

Less than significant impact. Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely to occur along active faults and typically occurs during earthquakes of magnitude 5.0 or higher. Ground rupture only affects the area immediately adjacent to a fault.

The Alquist-Priolo (AP) Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo (AP) Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet).

Southern California is known for having seismically active regions that may be susceptible to seismic activity at any point in time. This is due to active faults that traverse the seismically active areas. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated AP Earthquake Fault Zone.

The project specific Geotechnical Investigation (Appendix D) states that there is the low potential for surface rupture within the project site, and the potential for strong seismic shaking to occur during the design life of the project, as the project is within the influence of several active fault systems. The nearest faults include the San Jacinto—San Jacinto Valley Fault, which is 0.95 mile from the site; the San Jacinto—San Bernardino Fault, which is 1.27 miles from the site, and the Elsinore—Glen Ivy Fault, which is 1.35 miles from the site.

The Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones" indicates that the project is not located adjacent to or in a known fault zone. Additionally, the Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist indicates that the project is not in an earthquake hazard zone. Therefore, the project is not in an earthquake hazard zone and would not expose substantial people or structures to significant risk of loss, injury, or death due to a rupture of a known fault. Because the project is in a seismically active region of the State, the project would comply with the California Building Standards Code seismic design parameters and all other applicable building standards and regulations. As such, impacts related to the rupture of a known fault would be reduced to a less than significant level.

Mitigation: No mitigation is required.

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 Figure S-3 "Generalized Liquefaction," Geotechnical Investigation: Proposed Warehouse Building, NWC Harvill Avenue & Rider Street, by Sladden Engineering dated July 16, 2019 (Appendix D).

Findings of Fact:

No impact. Liquefaction describes the behavior whereby a saturated or partially saturated soil substantially loses strength and stiffness in response to an applied stress, usually strong ground shaking during an earthquake. A low relative density and loose consistency of the granular materials, shallow groundwater table (50 feet or less), long duration, and high acceleration of seismic shaking are some of the factors that can cause liquefaction. Presence of predominately cohesive or fine-grained materials and/or absence of saturated conditions can preclude liquefaction.

The Riverside County General Plan Figure S-3 "Generalized Liquefaction" indicates low to moderate liquefaction susceptibility at the proposed project site. The Geotechnical Investigation found that the recorded depth of groundwater in the site vicinity was greater than 50 feet, which indicates that the risk of liquefaction is negligible (Sladden 2009). The Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist indicates that the site has not been evaluated by the California Geological Survey for liquefaction hazards. As such, impacts associated with liquefaction would not occur.

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 Figure S-4 "Earthquake-Induced Slope Instability Map," and Figures S-16 (showing General Ground Shaking Risk), Geotechnical Investigation: Proposed Warehouse Building, NWC Harvill Avenue & Rider Street, by Sladden Engineering, dated July 16, 2019 (Appendix D), and Map My County v. 8.1. Riverside County.

Findings of Fact:

Less than significant impact with mitigation incorporated. The project site is located in Southern California and would therefore be subject to strong ground shaking associated with seismic activity. The site is located near faults with the potential to cause moderate to large earthquakes. Figure S-16 of the Riverside County General Plan Safety Element places the area in a "very high" risk category for general ground shaking. According to the Geotechnical Investigation, the site may be subjected to ground motions of up to 0.52g. The project is located outside of an AP Earthquake Fault Zone and is not located in an earthquake hazard zone. Compliance with seismic design parameters and implementation of Mitigation Measure MM GEO-1 would ensure that impacts are reduced to less than significant levels. Therefore, impacts would be less than significant with mitigation incorporated.

Mitigation:

MM GEO-1: Implementation of Recommendations Listed in Geotechnical Investigation

The Applicant's Engineer shall implement the following during construction:

Earthwork and Grading. All earthworks including excavation, backfill and preparation of the subgrade soil, shall be performed in accordance with the geotechnical recommendations presented in the Geotechnical Investigation and portions of the local regulatory requirements, as applicable. All earthworks shall be performed under the observation and testing of a qualified soil engineer. The following measures for the proposed project are based on observations from the field investigation program, laboratory testing and geotechnical engineering analysis.

Stripping. Areas to be graded shall be cleared of any structures, vegetation, associated root systems, subsurface improvements and debris. All areas scheduled to receive fill shall be cleared of old fills and any irreducible matter. The strippings shall be removed off-site or stockpiled for later use in landscape areas. Voids left by obstructions shall be properly backfilled in accordance with the compaction recommendations of this report.

Preparation of the Building Areas. In order to achieve firm and uniform foundation bearing conditions, overexcavation and recompaction shall be implemented throughout the building areas. All artificial fill and native low density near surface soil shall be removed to competent native soil or to a depth of 3 feet below the bottom of the footings, whichever is deeper. Remedial grading shall extend laterally, a minimum of five feet beyond the foundation limits. The exposed surface shall then be scarified, moisture conditioned to within two percent of optimum moisture content, and compacted to at least 90 percent relative compaction. The competency of native soil encountered within the excavation bottoms shall be generally evaluated based upon the minimums of 85 percent relative compaction or 85 percent saturation.

Compaction. Soil to be used as engineered fill shall be free of organic material, debris, and other unsuitable material, and shall not contain irreducible matter (cobbles) greater than eight (8) inches in maximum dimension. All fill materials shall be placed in thin lifts, not exceeding six inches in a loose condition. If import fill is required, the material shall be of a low to non-expansive nature and shall meet the following criteria:

Plastic Index	Less than 12
Liquid Limit	Less than 35
Percent Soil Passing #200 Sieve	Between 15 percent and 35 percent
Maximum Aggregate Size	6 inches

The subgrade and all fills shall be compacted with acceptable compaction equipment, to at least 90 percent relative compaction. The bottom of the exposed subgrade shall be observed by a representative of Sladden Engineering prior to fill placement. Compaction testing shall be performed on all lifts in order to verify proper placement of the fill materials. Table 2 of the Geotechnical Investigation provides a summary of the excavation and compaction recommendations.

Shrinkage and Subsidence. Volumetric shrinkage of the material that is excavated and replaced as controlled compacted fill shall be anticipated. It is estimated that this shrinkage could vary from 10 to 15 percent. Subsidence of the surfaces that are scarified and compacted shall be between I and 2 tenths of a foot. This would vary depending upon the type of equipment used, in the moisture content of the soil at the time of grading and the actual degree of compaction attained. Additional losses resulting from the removal of oversized material shall also be expected.

Foundations. Conventional Shallow Spread Footings. Footings shall extend at least 12 inches beneath lowest adjacent grade. Isolated square or rectangular footings shall be at least two feet

square and continuous footings shall be at least 12 inches wide. Continuous footings shall be designed using an allowable bearing pressure of 1800 pounds per square foot (psf) and isolated pad footings shall be designed using an allowable bearing pressure of 2000 psf. Allowable increases of approximately 200 psf for each additional 1 foot of width and 250 psf for each additional 6 inches in depth shall be used, if desired. The maximum allowable bearing pressure shall be 3000 psf. The allowable bearing pressures are applicable to dead and frequently applied live loads. The allowable bearing pressures may be increased by 1/3 to resist wind and seismic loading. Care shall be taken to see that bearing or subgrade soil is not allowed to become saturated from the ponding of rainwater or irrigation. Drainage from the building area shall be rapid and complete.

All footing excavations shall be observed by a representative of the project geotechnical consultant to verify adequate embedment depths prior to placement of forms, steel reinforcement or concrete. The excavations shall be trimmed neat, level and square. All loose, disturbed, sloughed or moisture- softened soil and/or any construction debris shall be removed prior to concrete placement. Excavated soil generated from footing and/or utility trenches shall not be stockpiled within the building envelope or in areas of exterior concrete flatwork.

Lateral Design. Resistance to lateral loads can be provided by a combination of friction acting at the base of the slabs or foundations and passive earth pressure along the sides of the foundations. A coefficient of friction of 0.45 between soil and concrete shall be used with consideration to dead load forces only. A passive earth pressure of 275 pounds per square foot, per foot of depth, shall be used for the sides of footings that are placed against properly compacted native or approved non-expansive import soil. Passive earth pressure shall be ignored within the upper 1 foot except where confined (such as beneath a floor slab).

Slabs on Grade. In order to reduce the risk of heave, cracking and settlement, concrete slabs-on-grade shall be placed on properly compacted fill as outlined in the previous sections of this report. The slab subgrades shall remain near optimum moisture content and shall not be permitted to dry prior to concrete placement. All slab subgrades shall be firm and unyielding. Disturbed soil shall be removed and then replaced and compacted to a minimum of 90 percent relative compaction.

Slab thickness and reinforcement shall be determined by the Structural Engineer. All slab reinforcement shall be supported on concrete chairs to ensure that reinforcement is placed at slab mid- height. A minimum floor slab thickness of 4.0 inches in office areas and 6.0 inches in warehouse areas shall be implemented.

Slabs with moisture sensitive surfaces shall be underlain with a moisture/vapor retarder consisting of a polyvinyl chloride membrane such as 10-mil Visqueen, or equivalent. All laps within the membrane shall be sealed and at least 2 inches of clean sand shall be placed below and over the membrane to promote uniform curing of the concrete and to reduce the potential for punctures.

Retaining Walls. Cantilever retaining walls shall be designed using "active" pressures. Active pressures shall be estimated using an equivalent fluid weight of 35 pounds per cubic foot (pcf) for native backfill soil with level free draining backfill conditions. At rest pressures shall be utilized when considering restrained walls. An equivalent fluid weight of 55 pcf shall be implemented for restrained walls with level backfill conditions.

Preliminary Pavement Design. Asphalt concrete pavements shall be designed in accordance with Topic 608 of the Caltrans Highway Design Manual based on R-Value and Traffic Index. The design R-Value was assumed to be in excess of 60. On-site and any imported soil shall be

tested for R-Value. The actual R-Value of subgrade soil shall be determined prior to final pavement design.

Asphalt concrete shall conform to the latest edition of the Standard Specifications for Public Works Construction ("Greenbook" or Caltrans). Class II aggregate base shall conform to Greenbook or Caltrans Standard Specifications, latest edition. The aggregate base course shall be compacted to at least 95 percent of the maximum dry density as determined by ASTM Method D 1557.

Corrosion Series. The soluble sulfate concentrations of the surface soil were determined to be 260 parts per million (ppm). The soil is considered to have a "negligible" corrosive potential with respect to concrete. The use of Type V cement and special sulfate resistant concrete mixes may be necessary. However, the soluble sulfate concentration shall be reevaluated after the grading and compaction work is completed. Soluble sulfate content of the surface soil shall be reevaluated after grading and appropriate concrete mix designs shall be established based upon post-grading test results.

The Ph levels of the surface soil was 9.0. Based on soluble chloride concentration testing (60 ppm) the soil is considered "low" corrosive with respect to normal grade steel. The minimum resistivity of the surface soil was found to be 7,700 ohm-cm that suggests the site soil is considered to be "low" corrosive with respect to ferrous metal installations. A corrosion expert shall be consulted regarding appropriate corrosion protection measures.

Utility Trench Backfill. All utility trench backfill shall be compacted to a minimum of 90 percent relative compaction. Trench backfill materials shall be placed in lifts no greater than six inches in a loose condition, moisture conditioned (or air-dried) as necessary to achieve near optimum moisture conditions, and then mechanically compacted in place to a minimum relative compaction of 90 percent. A representative of the project geotechnical consultant shall test the backfill to verify adequate compaction.

Drainage. All final grades shall be provided with positive gradients away from foundations to provide rapid removal of surface water runoff to an adequate discharge point. No water shall be allowed to be pond on or immediately adjacent to foundation elements. In order to reduce water infiltration into the subgrade soil, surface water shall be directed away from foundations to an adequate discharge point.

Limitations. The findings and recommendations presented in the Geotechnical Investigation are based upon an interpolation of the soil conditions between the exploratory bore locations and extrapolation of these conditions throughout the proposed building area. If conditions encountered during grading appear different than those indicated in this report, Sladden Engineering shall be notified.

The mitigation measures from the Geotechnical Investigation are contingent upon monitoring of the grading operation by a representative of Sladden Engineering. All measures are considered to be tentative pending Sladden Engineering's review of the grading operation and additional testing, if indicated. If others are employed to perform any soil testing, Sladden Engineering shall be notified prior to such testing in order to coordinate any required site visits by our representative and to assure indemnification of Sladden Engineering.

A pre-job conference shall be held on the site prior to the initiation of site grading. The purpose of this meeting would be to assure a complete understanding of the recommendations presented in this report as they apply to the actual grading performed.

Monitoring: The mitigation measures from the Geotechnical Investigation are contingent upon monitoring of the grading operation by a representative of Sladden Engineering. All measures are considered to be tentative pending Sladden Engineering's review of the grading operation and additional testing, if indicated. If others are employed to perform any soil testing, Sladden Engineering shall be notified prior to such testing in order to coordinate any required site visits by our representative and to assure indemnification of Sladden Engineering.

Once completed, final project plans and specifications shall be reviewed by Sladden Engineering prior to construction to confirm that the full intent of the recommendations presented herein have been applied to design and construction. Following the review of plans and specifications, observation shall be performed by the Soil Engineer during construction to document that foundation elements are founded on/or penetrate into the recommended soil, and that suitable backfill soil is placed upon competent materials and properly compacted at the recommended moisture content.

Tests and observations shall be performed during grading by the Soil Engineer or his representative in order to verify that the grading is being performed in accordance with the project specifications. Field density testing shall be performed in accordance with acceptable ASTM test methods. The minimum acceptable degree of compaction shall be 90 percent for subgrade soil and 95 percent for Class II aggregate base as obtained by the ASTM D1557 test method. Where testing indicates insufficient density, additional compactive effort shall be applied until retesting indicates satisfactory compaction.

A corrosion expert shall be consulted regarding appropriate corrosion protection measures.

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): On-site Inspection, Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map," Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope," and Geotechnical Investigation: Proposed Warehouse Building, NWC Harvill Avenue & Rider Street by Sladden Engineering dated July 16, 2019 (Appendix D).

Findings of Fact:

Less than significant impact. The Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope," indicates that the project site is located at less than a 15 percent slope. Figure S-4 "Earthquake-Induced Slope Instability Map," does not indicate that the project is in an area that is susceptible to seismically induced landslides and rockslides. Furthermore, according to the California Geological Survey, the surrounding area does not have a known history of landslides. The Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist indicates that the site has not been evaluated by the California Geological Survey for seismic landslide hazards. As the project is located on a flat area, landslides are not anticipated to occur on-site. Due to the relatively flat terrain of the project site and compliance with grading and building code regulations, impacts related to landslides would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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?	☐	☒	☐	☐

Source(s): Riverside County General Plan Figure S-7 "Documented Subsidence Areas Map," Geotechnical Investigation: Proposed Warehouse Building, NWC Harvill Avenue & Rider Street by Sladden Engineering, dated July 16, 2019 (Appendix D), California Department of Conservation.

Findings of Fact:

Subsidence can occur where groundwater pumping exceeds groundwater recharge. According to the Riverside County General Plan Figure S-7 "Documented Subsidence Areas Map" the project site is located in a subsidence zone and is considered a susceptible area. However, according to the Geotechnical Investigation, no fissures or other surficial evidence of subsidence were observed at or near the subject site. Based on the observations provided in the Geotechnical Investigation, there is no evidence to suggest that localized subsidence would occur at the project site, however, site specific effects resulting from long term regional subsidence is beyond the scope of the geotechnical investigation. Therefore, implementation of Mitigation Measure MM GEO-1 would be required to reduce impacts resulting from subsidence to a less than significant level. Impacts would be less than significant with mitigation incorporated.

Mitigation: Implement Mitigation Measure MM GEO-1

Monitoring: Applicant's Engineer is responsible for monitoring, as described in Mitigation Measure GEO-1.

16.	**Other Geologic Hazards** a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	☐	☐	☒	☐

Source(s): On-site Inspection, Project Application Materials, and Geotechnical Investigation: Proposed Warehouse Building, NWC Harvill Avenue & Rider Street by Sladden Engineering, dated July 16, 2019 (Appendix D).

Findings of Fact:

Less than significant impact. A seiche is a wave that reverberates on the surface of water in an enclosed or semi-enclosed basin, such as a reservoir, lake, or bay, in response to ground shaking during an earthquake. The project is located approximately 2 miles from Lake Perris. The Geotechnical Investigation states that the risk if seiche at the site is considered negligible. Therefore, impacts would be less than significant.

The proposed project site is not located in a special flood hazard area, defined as a 100-year flood zone in the Riverside County General Plan. According to the Geotechnical Investigation (Appendix D), debris flows or mudflows are generally initiated on slopes; because of the flat nature of the site and the composition of surface soil, the risks associated with debris flows are considered remote. Additionally, the site is relatively flat and therefore is not at a significant risk of mudflow due to inundation from flooding or from landslides. The site is not located near volcanic hazards. Impacts would therefore be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

17.	**Slopes**				
	a) Change topography or ground surface relief features?	☐	☐	☐	☒
	b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	☐	☐	☒	☐
	c) Result in grading that affects or negates subsurface sewage disposal systems?	☐	☐	☒	☐

Source(s): Riv. Co. 800-Scale Slope Maps, Project Application Materials, and Slope Stability Report, Geotechnical Investigation: Proposed Warehouse Building, NWC Harvill Avenue & Rider Street by Sladden Engineering dated July 16, 2019 (Appendix D).

Findings of Fact:

a) No impact. According to the Geotechnical Investigation (Appendix D), the site is relatively flat and would not necessitate grading beyond minor cuts and fills and remedial grading. In addition, the site would be balanced, as the amount of cut and fill would be the same (29,000 cubic yards exported and 29,000 cubic yards imported). A substantial change of topography or ground surface relief features would not result from project implementation. The report states that risks associated with slope instability should be considered negligible. As such, there would be no impacts.

b) Less than significant impact. The project would not include cut or fill slopes higher than 10 feet. The highest slopes on the project site would be approximately 6 feet in height. According to the site plans, slopes greater than 3:1 shall be stabilized with erosion control ground cover, and mulch material with "binder" material shall be applied for erosion control. Incorporation of standard erosion control measures will reduce potential impacts to a less than significant level. As such, impacts related to project slopes greater than 2:1 or higher than 10 feet would be less than significant.

c) Less than significant impact. According to the Geotechnical Investigation (Appendix D), the grading during construction of the proposed building would be limited to minor cuts and fills; remedial grading was recommended. Site drainage appears to be controlled via sheet flow and surface infiltration. According to the site plans, rock riprap material would be installed where drain lines connect to infiltration areas. While grading would occur, the project would not result in grading that affects or negates on-site or off-site subsurface sewage disposal systems. Impacts resulting from grading would be less than significant in this regard.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

18.	**Soils**				
	a) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
	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?	☐	☐	☒	☐

c) Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Source(s): United States Department of Agriculture Soil Conservation Service Soil Surveys, Project Application Materials, On-site Inspection, Soils Report, and Geotechnical Investigation: Proposed Warehouse Building, NWC Harvill Avenue & Rider Street by Sladden Engineering dated July 16, 2019 (Appendix D).

Findings of Fact:

a) **Less than significant impact with mitigation incorporated.** Topsoil erosion associated with construction or operational activities is expected to result in less than significant impacts. Erosion control ground cover would be established on slopes, and mulch material with "binder" material would be applied for erosion control. Therefore, erosion risk would be limited to the grading and construction phase. During site preparation, grading, construction, and paving, existing vegetation and root systems would be removed, exposing the soil to the potential for erosion. Implementation of Mitigation Measure MM GEO-1 would reduce the potential for topsoil erosion. Therefore, impacts would be less than significant with mitigation incorporated.

b) **Less than significant impact.** Expansive soils are soils that expand and shrink in response to changes in water availability. The change in soil volume can expose buildings to added stress that can cause structural damage. Expansive soils typically contain a high percentage of clay content. Soils on-site consist of Gravel Pits (GP), Greenfield sandy loam, 0 to 2 percent slopes (GyA); Greenfield sandy loam, 2 to 8 percent slopes, eroded (GyC2); Hanford fine sandy loam, 0 to 2 percent slopes (HgA); Monserate sandy loam, 5 to 8 percent slopes, eroded (MmC2); Ramona sandy loam, 0 to 2 percent slopes (RaA); and Ramona sandy loam, 2 to 5 percent slopes, eroded (RaB2).

   Sandy loam soils typically have a low clay content and are therefore not considered expansive soils. Consequently, the Geotechnical Investigation (Appendix D) found that the materials underlying the site are considered to have a "very low" expansion potential. Impacts related to expansive soils would be less than significant.

c) **No impact.** The project does not propose the use of septic tanks or alternative wastewater disposal systems. The project would connect to the County's public sewage and wastewater treatment facilities. As such, no impact would occur.

Mitigation: Implementation of Mitigation Measure MM GEO-1 is required.

Monitoring: Applicant's Engineer, as described in Mitigation Measure GEO-1.

19. Wind Erosion and blows and from project either on- or off-site. a) Be impacted by or result in an increase in wind erosion and blows and, either on- or off-site?	☐	☒	☐	☐

Source(s): Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map," Ord. No. 460, Article XV, and Ord. No. 484.

Findings of Fact:

Less than significant impact with mitigation incorporated. The Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map" indicates that the proposed project area has moderate susceptibility to wind erosion. According to the site plans, erosion control ground cover would be established on slopes, and mulch material with "binder" material would be applied for erosion control. Therefore, erosion risk would be limited to the grading and construction phase. Implementation of Mitigation Measure MM GEO-1 related to earthwork and grading, specifically for stripping, preparation of the building areas and compaction, would reduce the risk of erosion during the construction phase. As such, impacts would be less than significant with mitigation incorporated.

Mitigation: Implementation of Mitigation Measure MM GEO-1.

Monitoring: Applicant's Engineer, as described in Mitigation Measure GEO-1.

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 2018 Air Quality Element, Riverside County 2019 Climate Action Plan ("CAP") Update, Project Application Materials, SCAQMD 2008 Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, Traffic Impact Analysis Prepared by Urban Crossroads, Inc. on February 5, 2020 (Appendix I), Trip Generation Assessment prepared by Urban Crossroads, Inc. on April 27, 2020 (Appendix I), and California's 2017 Climate Change Scoping Plan, Project-specific emissions modeling (CalEEMod Version 2016.3.2) in Appendix A (Appendix A-1).

This section evaluates the possible impacts related to GHG emissions that could result from construction and operation of the project. Information included in this section is based on project-specific GHG emissions modeling results utilizing CalEEMod, Version 2016.3.2. The modeling data is provided in its entirety in Appendix A.

Greenhouse Gas Emissions

Gases that trap heat in the atmosphere are referred to as GHGs. The effect is analogous to the way a greenhouse retains heat. Prominent GHGs that naturally occur in the Earth's atmosphere are water vapor, carbon dioxide (CO_2), methane (CH_4), oxides of nitrogen (NO_X), and ozone. There have been significant legislative and regulatory activities that directly and indirectly affect climate change and GHGs in California. The primary climate change legislation in California is Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, focusing on reducing GHG emissions in California. The proposed project would generate a variety of GHG emissions during construction and operation, including several defined by AB 32 such as CO_2, CH_4, and nitrous oxide.

To describe how much global warming a given type and amount of GHG may cause, the CO_2 equivalent (CO_2e) is used. The calculation of the CO_2 equivalent is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent reference gas, CO_2. For example, CH_4's warming potential of 25 indicates that CH_4 has 25 times greater warming effect than CO_2 on a molecule-per-molecule basis. A CO_2 equivalent is the mass emissions of an individual GHG multiplied by its global warming potential.

Thresholds of Significance

SCAQMD GHG Thresholds

The project site is located within the SoCAB portion of Riverside County. SoCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

The SCAQMD formed a working group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the air basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document—Interim CEQA GHG Significance Threshold (Interim GHG Thresholds) that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
  - All land use types: 3,000 metric tons (MT) carbon dioxide equivalents (CO_2e) per year
  - Based on land use type: residential: 3,500 MT CO_2e per year; commercial: 1,400 MT CO_2e per year; or mixed-use: 3,000 MT CO_2e per year.
- Tier 4 has the following options:
  - Option 1: Reduce business as usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3, 2020 target for service population (SP), which includes residents and employees: 4.8 MT CO_2e/SP/year for projects and 6.6 MT CO_2e/SP/year for plans
  - Option 4, 2035 target: 3.0 MT CO_2e/SP/year for projects and 4.1 MT CO_2e/SP/year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD provided substantial evidence in support of its threshold approach. The SCAQMD discusses its draft thresholds in the following excerpt:

> "The overarching policy objective with regard to establishing a GHG significance threshold for the purposes of analyzing GHG impacts pursuant to CEQA is to establish a performance standard or target GHG reduction objective that will ultimate contribute to reducing GHG emissions to stabilize climate change. Full implementation of the Governor's Executive Order S-3-05 would reduce GHG emissions 80 percent below 1990 levels or 90 percent below current levels by 2050. It is anticipated that achieving

the Executive Order's objective would contribute to worldwide efforts to cap GHG concentrations at 450 ppm, thus, stabilizing global climate.

As described below, staff's recommended interim GHG significance threshold proposal uses a tiered approach to determining significance. Tier 3, which is expected to be the primary tier by which the AQMD will determine significance for projects where it is the lead agency, uses the Executive Order S-3-05 goal as the basis for deriving the screening level. Specifically, the Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to some type of CEQA analysis, including a negative declaration, a mitigated negative declaration, or an environmental impact."

In summary, the SCAQMD's draft threshold uses the Executive Order S-3-05 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 ppm, thus stabilizing global climate. In 2010, the SCAQMD Tier 3 threshold was expanded to include non-industrial projects, as explained in the minutes from the most recent working group meeting.

County of Riverside GHG Thresholds

The County of Riverside adopted the County of Riverside Climate Action Plan (CAP) in December 2015, which was updated in November 2019. The CAP utilizes a GHG emissions reduction target of a 15 percent decrease from 2008 levels by the year 2020, in order to meet the requirements of AB 32 and SB 375. The 2019 CAP Update was approved on December 17, 2019. The 2019 CAP Update refines the County's efforts to meet GHG reduction strategies, specifically for the years 2035 and 2050. The 2019 CAP Update builds upon the GHG reduction strategies in the 2015 Climate Action Plan. In addition, the CAP Update re-evaluates the County's GHG reduction targets and existing reduction strategies. The CAP, and now the CAP Update, were prepared in order to provide a qualified reduction plan for which future development within Riverside County can tier and thereby streamline the environmental analysis necessary under CEQA.

The process developed in the CAP Update for determining significance of GHG impacts from new development projects includes (1) apply an emissions level that is determined to be less than significant for small projects, and (2) utilizing Screening Tables to mitigate project GHG emissions that exceed the threshold level. The CAP Update has provided a threshold of 3,000 MT CO_2e per year used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. As noted in the CAP Update, the purpose of the Screening Tables is to provide guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. Each option incorporated into a project as mitigation or a project feature (collectively referred to as "feature") provided in the CAP Screening Tables is assigned a point value and according to the document. If a project garners at least 100 points, it would be consistent with the reduction quantities anticipated in the County's CAP Update. Projects that do not garner 100 points using the CAP Screening Tables would be required to provide additional analysis to determine the significance of GHG emissions. The applicable screening table, which includes a description and an assigned point value for each possible project feature, is included in Appendix A.

GHG Thresholds Used to Evaluate Project Impacts

The California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006, that required GHGs emitted in California be reduced to 1990 levels by the year 2020. The 2020 goal was first introduced in Executive Order S-3-05, which set goals to reduce statewide emissions to 1990

levels by 2020 and 80 percent below 1990 levels by 2050.[5] The goal of Executive Order S-3-05 to reduce GHG emissions to 1990 levels by 2020 was codified by AB 32. Executive Order B-30-15 establishes an interim goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The 2030 goal was codified under SB 32 in 2016. The 2017 Climate Change Scoping Plan Update addressing the SB 32 targets was adopted on December 14, 2017.

As described above, AB 32 and SB 32 codified State targets and directed State regulatory agencies to develop rules and regulations to meet the targets. AB 32 and SB 32 do not stipulate project-specific requirements. Specific requirements that would apply to individual development projects are codified in rules and regulations developed by regulatory agencies such as ARB and SCAQMD, and local actions such as the County of Riverside CAP Update.

As previously described, the Riverside County CAP and CAP Update were prepared in order to provide a qualified reduction plan for which future development within Riverside County can tier and thereby streamline the environmental analysis necessary under CEQA. Impacts related to the project's GHG emissions are evaluated against the thresholds presented in the Riverside County CAP Update. The first CEQA Checklist question (criterion a) would be evaluated by first screening the project based on the 3,000 MT CO_2e per year threshold. If the 3,000 MT CO_2e per year threshold is exceeded, then specific mitigation from the CAP Update's Screening Tables will be selected to garner a total of 100 points or greater. According to the CAP Update, such projects that implement 100 points of mitigation measures from the Screening Tables would be determined to have a less than significant individual impact for GHG emissions. The second CEQA Checklist question (criterion b) would be evaluated by determining if the proposed project is consistent with the CAP, which is the applicable plan adopted by the County for reducing GHG emissions.

Findings of Fact:

a) **Less than significant impact with mitigation incorporated.** Both construction period and operational period activities have the potential to generate GHG emissions. GHG emissions generated from construction and operations of the project are addressed below.

Construction Emissions

The project would generate GHG emissions during construction activities resulting from emission sources such as construction equipment, haul trucks, and construction worker vehicles. Although these emissions would be temporary and short-term in nature, they could represent a substantial contribution of GHG emissions. Construction emissions were modeled using CalEEMod version 2016.3.2. See Appendix A for detailed modeling parameters and assumptions. According to the SCAQMD guidance, construction emissions are amortized over the life of the project—defined as 30 years—added to the operational emissions and compared to the applicable interim GHG significance threshold tier.

Table 21 presents the project's total construction emissions, which are amortized over the assumed lifetime of the project and added with annual operational emissions.

[5] The Executive Order S-3-05 2050 target has not been codified by legislation. Studies have shown that, in order to meet the 2050 target, aggressive pursuit of technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required.

Table 21: Construction-related GHG Emissions by Construction Activity (Unmitigated)

Construction Activity	Total GHG Emissions (MT CO_2e per year)
Site Preparation	18
Frontage/Roadway Improvements	8
Grading	347
Building Construction	620
Paving	22
Architectural Coating	6
Total Construction Emissions	**1,021**
Emissions Amortized Over 30 Years[1]	**34**

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent
Totals may not appear to sum exactly due to rounding.
[1] Construction GHG emissions are amortized over the 30-year lifetime of the project.
Source: FCS, Appendix A, pages A.1-1 through A.1-33 and A.1-86 through A.1-108.

Operational Emissions

Operational or long-term emissions would occur over the life of the project. Project operations were modeled for the 2021 operational opening year, following the completion of construction. Sources for operational emissions are summarized below and are described in more detail provided above in Section 6, Air Quality, and Appendix A. Sources for operational GHG emissions include:

- **Motor Vehicles:** These emissions refer to GHG emissions contained in the exhaust from the cars and trucks that would travel to and from the project site. Consistent with the methodology detailed in Section 6, Air Quality, and Appendix A of this Draft IS/MND, project-specific parameters were applied in the analysis used to estimate GHG emissions from motor vehicles. A summary of pertinent assumptions used to estimate GHG emissions from mobile-source emissions are described below.
    - Operational mobile-source emissions were estimated using the of passenger vehicle trips and truck trips presented in the Traffic Impact Analysis and the Trip Generation Assessment prepared for the project. Truck trips would account for 564 of the 1,044 total daily trips generated by the project.
    - The modeling of the project's mobile operations was split into two runs: (1) area-source emissions, energy-source emissions, and passenger vehicle mobile-source emissions; and (2) truck mobile-source emissions.
    - The distribution of trucks was estimated based on project-specific information, consistent with the modified fleet mix presented in the Trip Generation Assessment prepared for the project.
    - It was assumed that the project's truck trips during operations would be generated from trucks with 2010 model year or newer engines from the start of operations in 2021.
    - A one-way truck trip length of 40 miles was assumed based on recommendations from the SCAQMD for warehouse-type projects.

- **Natural Gas:** These emissions refer to the GHG emissions that occur when natural gas is burned on the project site. Natural gas uses could include heating water, space heating, dryers, stoves, or other uses. Typical natural gas usage for truck terminals include heating water and space heating.
- **Indirect Electricity:** These emissions refer to those generated by off-site power plants to supply electricity required for the project.
- **Area Sources:** These emissions refer to those produced during activities such as landscape maintenance.
- **Water Transport:** These emissions refer to those generated by the electricity required to transport and treat the water to be used on the project site.
- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the project.

Table 22 presents the estimated annual GHG emissions from the project's operational activities. As shown in Table 22, the project would generate approximately 9,650 MT CO_2e per year after the inclusion of 34 MT CO_2e per year from project construction. This GHG emission level would exceed the CAP Update's screening threshold of 3,000 MT CO_2e per year. This would be considered a potentially significant impact.

Table 22: Operational Greenhouse Gas Emissions - Unmitigated

GHG Emissions Source	GHG Emissions (MT CO_2e per year)
Area	0
Energy	73
Mobile - Passenger Vehicles	651
Mobile - Trucks	8,819
Waste	26
Water	47
Amortized Construction Emissions	34
Total Annual Project Emissions	**9,650**
Applicable Threshold of Significance	**3,000**
Exceeds Threshold of Significance (Additional Analysis Required)?	**Yes**

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent
Source of emissions: FCS, Appendix A, pages A.1-292 through A.1-313 and A.1-344 through A.1-370.
Source of application threshold of significance: County of Riverside. 2019. County of Riverside Climate Action Plan Update.

Pursuant to the CAP, if the 3,000 MT CO_2e per year threshold is exceeded, then specific mitigation from the CAP's Screening Tables shall be selected to garner a total of 100 points or greater. According to the CAP, projects that implement 100 points of mitigation measures from the Screening Tables would be determined to have a less than significant individual impact for GHG emissions. Therefore, with

implementation of Mitigation Measure MM GHG-1, the project would have a less than significant impact on the generation of GHG emissions.

b) **Less than significant impact with mitigation incorporated.** This impact is addressed by assessing the project's consistency with the Riverside County's General Plan, the County of Riverside Climate Action Plan Update, and ARB's adopted 2017 Scoping Plan Update.

Riverside County General Plan

The Riverside County General Plan was adopted in December 2015 and updates to the Air Quality Element were adopted on July 17, 2018. The Riverside County General Plan includes goals, objectives, and policies to achieve GHG reductions through sound planning measures, such as limiting water consumption, reducing waste, managing growth in a manner that accommodates growing populations without allowing urban sprawl, by reducing vehicle miles travelled and subsequently, emissions from motorized vehicles. Relevant General Plan policies that could reduce GHG emissions listed below are present in the Air Quality Element of the County's General Plan.

- **AQ 20.10:** Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.
- **AQ 20.11:** Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment.
- **AQ 20.14:** Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance 859 and increase use of non-potable water.
- **AQ 21.1:** The County shall require new development projects subject to County discretionary approval to incorporate measures to achieve 100 points through incorporation of the Implementation Measures (IMs) found in the Screening Tables within the Riverside County Climate Action Plan. One hundred points represent a project's fare-share of reduction in operational emissions associated with the developed use needed to reduce emissions down to the CAP Reduction Target.
  - For the purposes of this policy, the "operational life" of a new development shall be defined as a 30-year span with construction emissions amortized over the 30 years.
  - For the purposes of this policy, "new development" refers to private development occurring pursuant to a discretionary land use approval issued by the County of Riverside and subject to binding Conditions of Approval. This definition generally corresponds to projects found non-exempt pursuant to CEQA, but is nevertheless subject to the sole discretion of the County of Riverside as lead agency.
  - Other methods for showing GHG emissions reductions may be used provided such methods are both scientifically defensible and show actual emission reduction measures incorporated into project design, mitigation or alternative selection. That is, reductions must not be illusory "paper" reductions achieved merely through baseline manipulation.
  - Nothing in this policy shall be construed as accepting any proposed discretionary project from any legally applicable CEQA requirements or explicitly limiting the scope any analyses required to show CEQA compliance.
- **AQ 21.2:** Implementation Measures found necessary for a given project pursuant to the CAP Screening Tables shall be incorporated into a project's Mitigation and Monitoring Programs as required mitigation measures under CEQA to ensure the measures are implemented appropriately. Such Implementation Measures may also be separately incorporated into the Conditions of Approval issued by the County. In the event no Mitigation and Monitoring Program

is required for a project, the Implementation Measures shall be incorporated into a project's Conditions of Approval issued by the County.

As detailed above in Impact GHG-1, with implementation of MM GHG-1, the project would garnish 100 points from the CAP's Screening Tables. The project would also comply with all applicable rules and regulations. As such, development of the project would be consistent with the relevant General Plan policies that aim to reduce GHG emissions.

County of Riverside CAP

The CAP has developed a process for determining significance of GHG impacts from new development projects that includes (1) apply an emissions level that is determined to be less than significant for small projects, and (2) utilizing Screening Tables to mitigate project GHG emissions that exceed the threshold level. The CAP provides a screening threshold of 3,000 MT CO_2e per year, which was based on capturing 90 percent of emission from all projects in the County. Any project that exceeds the 3,000 MT CO_2e per year threshold has been determined by the CAP to create significant levels of GHG emissions that can be mitigated by garnering a minimum of 100 points of mitigation measures from the CAP's Screening Tables.

As detailed above under threshold 20(a) above, the project's annual operational plus amortized construction emissions would create 9,650 MT CO_2e per year, which would exceed the CAP's screening threshold of 3,000 MT CO_2e per year. This would be considered a potentially significant impact.

As detailed above under threshold 20(a), with implementation of Mitigation Measure MM GHG-1, the project would garnish 100 points from the CAP's Screening Tables. According to the CAP, projects that implement 100 points of mitigation measures from the Screening Tables would be considered compliant with the CAP. Therefore, with implementation of Mitigation Measure MM GHG-1, the project would comply with the applicable plan for reducing GHG emissions.

SB 32 2017 Scoping Plan Update

The 2017 Climate Change Scoping Plan Update addressing the SB 32 targets was adopted on December 14, 2017. Table 23 provides an analysis of the project's consistency with the 2017 Scoping Plan Update measures. As shown in Table 23, many of the measures are not applicable to the project, while the project is consistent with strategies that are applicable.

Table 23: Consistency with SB 32 2017 Scoping Plan Update

2017 Scoping Plan Update Reduction Measure	Project Consistency
SB 350 50 percent Renewable Mandate. Utilities subject to the legislation will be required to increase their renewable energy mix from 33 percent in 2020 to 50 percent in 2030.	**Not Applicable.** This measure would apply to utilities and not to individual development projects. The project would purchase electricity from a utility subject to the SB 350 Renewable Mandate.
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels.	**Not Applicable**. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency over time. The project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received.

2017 Scoping Plan Update Reduction Measure	Project Consistency
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	**Not Applicable.** This is a Statewide measure that cannot be implemented by a project applicant or lead agency. However, vehicles accessing the project site would benefit from the standards.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario). Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.	**Consistent with Mitigation.** The project is industrial in nature and would support truck and freight operations. It is expected that deliveries throughout the State would be made with an increasing number of ZEV delivery trucks, including trips that would be coming to and from the project site. MM GHG-2 through MM GHG-4 would require the project to install infrastructure for the support and operation of zero and near-zero freight vehicles and equipment powered by renewable energy.
Sustainable Freight Action Plan The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	**Consistent with Mitigation.** This measure applies to owners and operators of trucks and freight operations. The project is industrial in nature and would support truck and freight operations. MM GHG-2 through MM GHG-4 would require the project to install infrastructure for the support and operation of zero and near-zero freight vehicles and equipment powered by renewable energy.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	**Consistent.** The project would not include major sources of black carbon. This measure revolves around ARB's SLCP Reduction Strategy that was released in April 2016 as a result of SB 650. SB 650 required the State to develop a strategy to reduce emissions of SLCPs. DPM reductions have come from strong efforts to reduce on-road vehicle emissions. Car and truck engines used to be the largest sources of anthropogenic black carbon emissions in California, but the State's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years. These policies are based on existing technologies.
SB 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include a sustainable communities strategy for reduction of per capita vehicle miles traveled.	**Not Applicable.** The project does not include the development of a Regional Transportation Plan.
Post-2020 Cap-and-Trade Program. The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	**Not Applicable.** The project is not one targeted by the cap-and-trade system regulations, and, therefore, this measure does not apply to the project. However, the post-2020 Cap-and-Trade Program indirectly affects people and entities who use the products and services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers.

2017 Scoping Plan Update Reduction Measure	Project Consistency
Natural and Working Lands Action Plan. The ARB is working in coordination with several other agencies at the federal, State, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor's Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California's natural and working land.	**Not Applicable**. The project site is in a built-up urban area and would not be considered natural or working lands.

Source: California Air Resource Board (CARB). 2017. California's 2017 Climate Change Scoping Plan. November. Website: https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed January 13, 2020.

As discussed in Table 23, the project would not conflict with any applicable 2017 Scoping Plan Update reduction measures with implementation of MM GHG-2 through MM GHG-4.

Summary

As discussed above, the project would not conflict with the County of Riverside's CAP Update after incorporation of Mitigation Measure MM GHG-1. A shown in Table 23, implementation of the project would not conflict with the reduction measures proposed in SB 32 after incorporation of Mitigation Measures MM GHG-2 through MM GHG-4. Considering this information, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of GHGs. The impact would be less than significant with mitigation incorporated.

Mitigation:

MM GHG-1 **Climate Action Plan Points or Emissions Reductions.** Prior to issuance of building permits, the applicant shall provide documentation to the County of Riverside Planning Department demonstrating that the project would implement project features that would achieve at least 100 points from the appliable County of Riverside's Climate Action Plan Update Greenhouse Gas Emissions Screening Table or achieve equivalent emission reductions from other measures approved by the County of Riverside.

MM GHG-2 **Electric Vehicle Charging Stations.** The project shall be designed to incorporate a minimum of 8 percent of all vehicle parking spaces (including for trucks) with electric vehicle charging spaces, consistent with the applicable California Green Building Standards Code Tier 1 Nonresidential Voluntary Measure (Section A5.106.5.3.1). Electric vehicle charging spaces shall provide electrical vehicle charging infrastructure to support future installation of electric vehicle supply equipment and shall meet the design space requirements of California Green Building Standards Code Section 5.106.5.3.2.

MM GHG-3 **Infrastructure to Support Electric Powered Equipment.** All buildings shall be designed to provide infrastructure to support use of electric-powered forklifts and/or other interior vehicles.

MM GHG-4 **Provision of Electric Infrastructure.** All buildings shall be designed to provide electric infrastructure to support use of exterior yard trucks and on-site vehicles. The operation of yard trucks that are used to move trailers and on-site vehicles within the project site

shall be powered by electricity unless the project applicant can reasonably demonstrate that specific equipment is not available for a particular task.

Monitoring: Applicant and/or Construction contractor shall provide documentation demonstrating compliance to the County of Riverside, as described in Mitigation Measures GHG-1, GHG-2, GHG-3, and GHG-4.

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

Source(s): Project Application Materials, County of Riverside 2018 Multi-Jurisdictional Local Hazard Mitigation Plan, County of Riverside General Plan Environmental Impact Report (EIR) No. 521 Hazardous Materials and Safety Element Figure 4.13.1 "Hazardous Material Sites", State Water Resources Control Board Geotracker Website, Department of Toxic Substances Control EnviroStor Website, and 2019 Phase I Environmental Site Assessment (Phase I ESA) conducted by Partner Engineering and Science, Inc. (Appendix E).[6]

Findings of Fact:

a) **Less than significant impact.** The project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility that routinely transports, uses, or disposes of hazardous materials. The project consists of the construction of a truck terminal building. It is unknown whether the project would include the routine transport, use, or disposal of hazardous materials outside of the temporary construction period. However, the project would be required to comply with all applicable local and State requirements related to hazardous materials. As such, impacts would be less than significant.

b) **Less than significant impact.** The project consists of the construction of a truck terminal building. The project does not include any uses or characteristics that would create a significant hazard to the public or environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As mentioned above, it is unknown whether

[6] The Phase I ESA includes APN 317-170-044. This parcel includes the 0.05-acre cell tower northwest of the project site, but is not located within the project boundary.

the project would include the routine transport, use, or disposal of hazardous materials. However, compliance with applicable local and State requirements would reduce impacts to a less than significant level. Additionally, the project specific Phase I ESA (Appendix E) did not identify any asbestos-containing materials (ACM) or lead based paint (LBP) on-site during the reconnaissance survey. However, as previously mentioned, the existing telecommunications tower structure was included as part of the study and was noted as being built in 2005; therefore, it is unlikely that LBP or ACM is present within the structure. However, LBP samples were not taken at the time of the investigation and actual samples would be required to determine whether LBP is present. The telecommunications tower structure is not within the project boundary. As such, impacts related to the release of hazardous materials into the environment would be less than significant.

c) **Less than significant impact.** The County of Riverside adopted its Emergency Operations Plan in 2006. In addition, the County implemented a Multi-jurisdictional Local Hazard Mitigation Plan (LHMP) in July 2018, which assesses the County's current and future natural hazard risks. The project consists of a truck terminal building. The project does not include any characteristics that would physically impair or otherwise interfere with the County of Riverside Emergency Operations Plan or evacuation in the project vicinity. As such, impacts would be less than significant.

d) **Less than significant impact.** There are no existing schools located within 0.25 mile of the project site. The nearest school is Val Verde High School, located approximately 0.39 mile northeast of the site, east of the I-215. Oak Grove at the Ranch is located approximately 0.47 mile southwest of the project. As there are no schools located within 0.25 mile of the project site, impacts related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing school would be less than significant.

e) **Less than significant impact.** According to Figure 4.13.1 of the Hazardous Materials and Safety Element of the County of Riverside General Plan EIR, the nearest major hazardous materials sites include March Air Force Base, March Air Reserve Base, Camp Haan Rifle Range, Camp Haan Site Y, Sites 24 and 40 at March Air Reserve Base, Riverside National Cemetery, and Techalloy. None of these sites include the project site. According to the Envirostor and Geotracker websites, the nearest hazardous site is a Leaking Underground Storage Tank (LUST) site located at 23480 Rider Street (McNally Enterprises), approximately 0.11 mile southeast of the site. The case for this site was closed as of August 2000; therefore, no potential hazards related to the subject site are anticipated to occur. The project site itself is not on a list of hazardous materials sites, as documented in the Phase I ESA (see Appendix E). Therefore, the project would not create a significant hazard to the public or environment. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

22.	**Airports** a) Result in an inconsistency with an Airport Master Plan?	☐	☐	☒	☐
	b) Require review by the Airport Land Use Commission?	☐	☐	☒	☐
	c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐

d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Source(s): Riverside County General Plan Figure S-20 "Airport Locations," GIS database, and 2015 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Findings of Fact:

a-c) Less than significant impact. The nearest airport to the project site is Perris Valley Airport, located approximately 5.27 miles southeast of the site. Currently, Perris Valley Airport does not have an Airport Master Plan. However, the Riverside County Airport Land Use Compatibility Plan established policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. The project is located outside of the Perris Valley Airport Land Use Compatibility zone. However, the site is within compatibility Zone E of the March Air Reserve Base Land Use Compatibility Zone. As outlined in the March Air Reserve Base Land Use Compatibility Plan, there are no restrictions for Zone E. However, land uses that attract very high concentrations of people in confined areas are discouraged within Zone E. Employees on-site would range from 20-30 employees during the week, and less on weekends. Therefore, the project would not result in an inconsistency with the March Air Reserve Base Land Use Compatibility Plan. As such, impacts would be less than significant.

The project was brought before the County of Riverside Airport Land Use Commission on May 14, 2020, which found the project to be consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The project would not require additional review by the Airport Land Use Commission. Impacts would be less than significant.

As mentioned above, the project would not result in an inconsistency with the March Air Reserve Base Land Use Compatibility Plan. Furthermore, while March Air Reserve Base is located approximately 2 miles northeast of the project site, it is not a public airport or public use airport. As such, project would not result in a safety hazard for people working or residing in the project area. Therefore, impacts would be less than significant.

d) No impact. As mentioned above, the nearest airport to the project is March Air Reserve Base, located approximately 2 miles northeast of the site. However, this is not a public airport. The project is not located within the vicinity of a private airstrip. Therefore, the project would not result in a safety hazard for people residing or working in the project area. as such, no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:				
23. Water Quality Impacts a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	☐	☒	☐	☐
d) Result in substantial erosion or siltation on-site or off-site?	☐	☒	☐	☐
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	☐	☒	☐	☐
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
g) Impede or redirect flood flows?	☐	☐	☒	☐
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	☐	☐	☒	☐
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Source(s): Riverside County General Plan Figure S-9 "Special Flood Hazard Areas," Figure S-10 "Dam Failure Inundation Zone," Riverside County Flood Control District Flood Hazard Report/Condition, GIS database; Eastern Municipal Water District 2015 Urban Water Management Plan; and Geotechnical Investigation: Proposed Warehouse Building, NWC Harvill Avenue & Rider Street, by Sladden Engineering on July 16, 2019 (Appendix D), Federal Emergency Management Agency (FEMA) Flood Map Service Center, Project Specific Water Quality Management Plan (WQMP) prepared by Tony R. Walker Engineering, Inc. dated October 8, 2019 (Appendix F), Preliminary Hydrologic and Hydraulic Analysis prepared by Tony R. Walker dated October 8, 2019, Preliminary Off-site Hydraulic Analysis prepared by Tony R. Walker Engineering, Inc. dated October 8, 2019 (Appendix F).

Findings of Fact:

a) **Less than significant impact.**

Short-Term Construction Impacts

The project includes the construction of a truck terminal facility. Project related activities during construction and operation have the potential to degrade surface and/or groundwater quality.

Under Section 402 of the Clean Water Act, the EPA has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges from construction activities disturbing one acre or more of land. In California, the California State Water Resources Control Board (State Water Board) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The State Water Board works in coordination with the Regional Water Quality Control Boards (RWQCBs) to preserve, protect, enhance, and restore water quality. The County of Riverside is located within the jurisdiction of the Santa Ana RWQCB.

Dischargers whose projects disturb 1 or more acres of soil (or whose projects disturb less than 1 acre but are part of a larger common plan of development that in total disturbs one or more acres), are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling, or

excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. To obtain coverage for discharges under the General Construction Permit, dischargers are required to electronically file the Permit Registration Documents, which include a Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents required by the General Permit and mail the appropriate permit fee to the State Water Board.

The proposed project would disturb approximately 11.15 acres of land. Construction activities would be subject to compliance with NPDES requirements, which include obtaining coverage under the General Construction Permit by filing the Permit Registration Documents (a Notice of Intent and SWPPP, among others), as well as the pertinent provisions of the County of Riverside Code. Compliance with the NPDES requirements would ensure that the project's construction-related impacts to water quality would be less than significant.

Long-term Operational Impacts

The Municipal Storm Water Permitting Program regulates stormwater discharges from Municipal Separate Storm Sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable. Maximum Extent Practicable is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify what best management practices (BMPs) will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

The Riverside County Flood Control District and County of Riverside, and the City of Perris discharge pollutants from their MS4s. Stormwater and non-stormwater flows are conveyed through the MS4s and are discharged to surface water bodies of the Riverside County Region. Discharges from Riverside County's Phase I MS4s are regulated through the Riverside County MS4 Permit (Order No. R8-2010-0033 NPDES No. CAS618033, as amended by Order No. R8-2013-0024) pursuant to section 402(p) of the Federal Clean Water Act.

The MS4 permit requires the development and implementation of a program addressing stormwater pollution issues in development planning for private projects; the County of Riverside has adopted Ordnance No. 754.2 Establishing Stormwater/Urban Runoff and Management Discharge Controls to address pollutants in stormwater discharge.

Tony R. Walker Engineering, Inc. prepared the Project Specific Water Quality Management Plan (WQMP) for the proposed project dated October 8, 2019 (Appendix F). The WQMP would reduce the discharge of pollutants into urban runoff from the proposed project by managing site runoff volumes and flow rates through application of the application and use of low impact development (LID) and source control BMPs after the construction phase of the proposed project,

The project would be required to comply with all applicable water quality standards and waste discharge requirements and would therefore not degrade surface or groundwater quality. As such, the project's compliance with these local, State, and federal policies and regulations, including preparation of a WQMP, would ensure that short-term and long-term project-related impacts to water quality would be less than significant.

b) Construction Impacts

Less than significant impact. Grading and construction within the site would expose ground surfaces and increase the potential for erosion and off-site transport of sediment in stormwater runoff. Additionally, the use of heavy equipment, machinery, and other materials during construction could

result in adverse water quality impacts if spills encounter stormwater, and if polluted runoff enters downstream receiving waters (e.g., the Varner Road storm drain). The proposed project site is 11.15 acres. Construction activities involving more than 1 acre must obtain coverage under the National Pollutant Discharge Elimination System (NPDES) permit for construction-related activities from the State Water Resources Control Board (State Water Board). The permit requires a project applicant to prepare and implement a project-specific Storm Water Pollution Prevention Plan (SWPPP), which includes Best Management Practices (BMPs) intended to reduce erosion, sedimentation, and non-permitted discharges of materials during construction. The BMPs to be used during construction typically include sandbags, silt fencing, and general housekeeping measures to prevent stormwater contact with construction materials. The project applicant must develop and implement a SWPPP that demonstrates compliance with the State NPDES permit and provide protection of water quality during the project construction. Therefore, impacts to water quality during construction activities would be less than significant.

Operational Impacts

Less than significant impact. The Eastern Municipal Water District (EMWD) provides water service to the project site. According to the EMWD 2015 Urban Water Management Plan (UWMP), groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. Groundwater from portions of the West San Jacinto Basin require desalination for potable use. The EMWD owns and operates two desalination plants that convert brackish groundwater from the basin into potable water. If water supply is low, the EMWD can implement its Water Shortage Contingency Plan and its Water Supply Action Plan. Additionally, the Metropolitan Water District of Southern California has developed dry year storage for dry years through groundwater and surface water reservoirs to help meet demands. The UWMP indicates that the EMWD is anticipated to have sufficient water supplies through the year 2040 for single and multiple dry years. Furthermore, compliance with the NPDES and implementation of a SWPPP and a WQMP would result in a less than significant impact with regard to violation of water quality standards. It is not anticipated that the project would utilize groundwater supplies, and the project would implement bioretention BMPs that would aid in groundwater recharge. As such, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge that may impede sustainable groundwater management of the basin. Impacts would be less than significant.

c) **Less than significant impact with mitigation incorporated.** The project does not propose alteration of the course of a stream or river. The site is currently a previously graded vacant/undeveloped lot without impervious surfaces. According to the Geotechnical Investigation (Appendix G), current site drainage appears to be controlled via sheet flow and surface infiltration. Stormwater drainage to the site would be provided by Riverside County Flood Control District. Implementation of Mitigation Measure MM GEO-1 would reduce risks from runoff and ensure adequate drainage of the site. Adherence to these recommendations would reduce risks associated with increased impervious surfaces. As such, impacts would be less than significant with mitigation incorporated.

d) **Less than significant impact with mitigation incorporated.** The project proposes the addition of impervious surfaces, which may result in erosion or siltation or increase the amount of surface runoff. Project construction activities would be subject to compliance with NPDES requirements, which include obtaining coverage under the General Construction Permit by filing the Permit Registration Documents (a Notice of Intent and SWPPP, among others), as well as other relevant County of Riverside requirements. The SWPPP would identify erosion-control and sediment-control BMPs that would meet or exceed measures required by the General Construction Permit to control potential construction-related pollutants. As discussed in Impact 18a), implementation of Mitigation Measure MM GEO-1 would help to reduce erosion and siltation. In addition, the project's proposed on-site water quality management basins would assist in reducing erosion and siltation within the site

through the filtration of runoff. Furthermore, implementation of BMPs outlined in the project specific WQMP would further reduce runoff and reduce the potential for substantial erosion on-site or off-site. Therefore, impacts related to erosion and siltation would be less than significant with mitigation.

e) **Less than significant impact with mitigation incorporated.** The project proposes the addition of impervious surfaces, which may increase the amount of surface runoff. As discussed in Impact 18a), the Geotechnical Investigation provides recommendations to reduce risks from runoff and to ensure adequate drainage of the site, as included in Mitigation Measure MM GEO-1. Adherence to these recommendations through the implementation of Mitigation Measure MM GEO-1, as well as implementation of the BMPs included in the project specific WQMP, would reduce the risk of flooding due to runoff. As such, impacts would be less than significant with mitigation incorporated.

f) **Less than significant impact.** As part of Section 402 of the Clean Water Act, the United States Environmental Protection Agency (EPA) has established regulations under the NPDES program to control direct stormwater discharges. Compliance with the requirements of the NPDES would reduce risks of contributing to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

g) **Less than significant impact.** The proposed project site is located outside of the special flood hazard area, defined as a 100-year flood zone in the Riverside County General Plan. Additionally, according to the FEMA Flood Map Service Center, the project site is located within Flood Zone X, an area of minimal flood hazard. Therefore, the project would not impede or redirect flood flows. However, in the event that a flood would occur, the project's on-site water quality management basins would reduce impacts related to flooding to a less than significant level.

h) **Less than significant impact.** The project site is in the San Jacinto Valley watershed area. The project site is located outside of the special flood hazard area, defined as a 100-year flood zone in the Riverside County General Plan. As mentioned above, the project site is located within Flood Zone X, an area of minimal flood hazard. Therefore, the risk of pollutants due to inundation from flooding is low and impacts would be less than significant.

   A tsunami is a sea wave generated by an earthquake, landslide, volcanic eruption, or even by a large meteor hitting the ocean. An event such as an earthquake creates a large displacement of water resulting in a rise or mounding at the ocean surface that moves away from this center as a sea wave. Tsunamis generally affect coastal communities and low-lying (low elevation) river valleys near the coast. The ocean is approximately 35.5 miles southeast of the project site, and therefore the project is not susceptible to seiche or tsunami. Therefore, impacts would be less than significant.

i) **Less than significant impact.** The project site is within the jurisdiction of the Water Quality Control Plan for the Santa Ana River Basin (Basin Plan). The project would be required to comply with all policies and procedures outlined in the Basin Plan. Adherence to the Basin Plan would ensure that impacts related to obstruction of implementation of a Basin Plan would be less than significant. As discussed above, the project includes the construction of four water quality management basins within the site, which would ensure that runoff from the site would be controlled and directed to municipal stormwater control systems or percolate into the groundwater basin. Furthermore, implementation of BMPs outlined in the project-specific WQMP and compliance with permit requirements would further reduce impacts to a less than significant level.

Mitigation: Implementation of Mitigation Measure MM GEO-1.

Monitoring: Applicant's Engineer, as described in Mitigation Measure GEO-1.

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

Source(s): Riverside County General Plan, Mead Valley Area Plan, and Project Application Materials.

Findings of Fact:

a) **Less than significant impact.**

The project site is designated as BP by the MVAP and zoned as M-SC by the County of Riverside Zoning Ordinance. The project would not require a specific plan amendment or rezone and would be consistent with the surrounding land use. In addition, the project would be subject to County of Riverside review to ensure the project complies with the County's land use plan, policies, and regulations prior to the issuance of building permits. The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

Noise Land Use Compatibility

Less than significant impact. For a discussion of the characteristics of noise and further information regarding the applicable noise regulatory framework, refer to Sections 26 and 27, Noise, of this document.

Implementation of the proposed project could introduce new industrial land uses to an ambient noise environment that is in conflict with the County's established noise land use compatibility guidelines. Therefore, a significant impact would occur if the project would result in a conflict with the County's adopted noise land use compatibility standards.

The County of Riverside has adopted noise criteria for land use planning purposes. These criteria set outdoor noise level standards that are normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable for a variety of land uses. For example, exterior noise levels up to 75 dBA CNEL are considered normally acceptable for industrial, manufacturing, utilities, and agriculture land use developments, conditionally acceptable from 70 dBA to 80 dBA CNEL, and clearly unacceptable above 75 dBA CNEL.

The ambient noise environment of the project site has been documented through an ambient noise monitoring effort, as well as through traffic noise modeling. Three short-term noise measurements were taken on Tuesday, October 8, 2019, beginning at approximately 11:30 a.m. and ending at approximately 12:40 p.m. The noise measurements data sheets are provided in Appendix G of this document.

Noise monitoring location ST-1 was taken on the southeast corner of the project site, adjacent to Harvill Avenue. Noise monitoring location ST-2 was taken in the northwest corner of the project site, adjacent to the cell tower area. Noise monitoring location ST-3 was taken in the southwest corner of the project site adjacent to Patterson Avenue. The noise monitoring locations were selected to

document existing ambient noise levels on the project site and to determine compatibility of the proposed project with the County's land use compatibility standards.

The average hourly ambient noise levels were measured at ST-1 to be 70.8 dBA L_{eq}. The average hourly ambient noise levels were measured at ST-2 to be 53.1 dBA L_{eq}. The average hourly ambient noise levels were measured at ST-3 to be 49.8 dBA L_{eq}. The noise measurement data sheets are contained in Appendix G. The short-term noise measurement captured noise from all noise sources in the project vicinity, including traffic on local roadways. These measured daytime ambient noise levels are within the County's "normally acceptable" exterior noise level threshold of 75 dBA CNEL for industrial, manufacturing, utilities, and agriculture land use developments.

The ambient noise environment of the project site has also been documented through traffic noise modeling. The Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate existing and cumulative traffic noise conditions in the vicinity of the project site. The projected future traffic noise levels adjacent to the project site were analyzed to determine compliance with the County's noise and land use compatibility standards. The daily traffic volumes were obtained from the traffic analysis prepared for the project by Urban Crossroads. The resultant noise levels were weighed and summed over a 24-hour period in order to determine the CNEL values. The traffic noise modeling input and output files are included in Appendix G of this document. Table 24 shows a summary of the traffic noise levels for Existing (2019), Existing Plus Project (2019), Cumulative (No Project), and Cumulative Plus Project conditions as measured at 50 feet from the centerline of the outermost travel lane.

Table 24: Traffic Noise Model Results Summary

Roadway Segment	CNEL (dBA) 50 feet from Centerline of Outermost Lane			
	Existing (dBA) CNEL	Existing Plus Project (dBA) CNEL	Cumulative No Project (dBA) CNEL	Cumulative Plus Project (dBA) CNEL
Harvill Avenue–north of Rider Street	68.1	68.7	69.8	69.9

Notes:
[1]Modeling results do not take into account mitigating features such as topography, vegetative screening, fencing, building design, or structure screening. Rather it assumes a worst case of having a direct line of site on flat terrain.

Source: FCS 2020 (Appendix G).

Based on the modeled traffic noise results, the highest noise levels would occur under Cumulative Plus Project traffic conditions. The modeling results in Table 24 show that traffic noise levels along the modeled roadway segment of Harvill Avenue, north of Rider Street, would range up to 69.9 dBA CNEL under Cumulative Plus Project traffic conditions as measured at 50 feet from the centerline of the outermost travel lane. The nearest proposed outdoor use area would be located approximately 55 feet from the centerline of the outermost travel lane of this roadway segment. At this distance, traffic noise levels along this roadway segment would attenuate to approximately 69 dBA CNEL. These traffic noise levels are within the County's "normally acceptable" exterior noise level threshold of 75 dBA CNEL for industrial, manufacturing, utilities, and agriculture land use developments. Therefore, traffic noise impacts on proposed exterior areas of the project site would be less than significant. Traffic noise impacts to the proposed project would be considered less than significant and no mitigation would be required.

The primary ambient noise source in the project vicinity is the airport activity at the nearby airport. The March Air Reserve Base is located approximately 2 miles north of the project site, and while aircraft noise is audible on the project site from aircraft flyovers, the project site is located outside of

the airport's 60 dBA CNEL noise contours. There are no other major noise sources in the vicinity of the project. Therefore, the existing noise environment is compatible with the proposed land use development.

Therefore, the project would not result in a conflict with the County's adopted noise land use compatibility regulations adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

b) **Less than significant impact.** The physical division of an already established community typically refers to the construction of a linear feature, such as an interstate highway, railroad tracks, or removal of a means of access, such as a bridge, which would impact mobility within an existing community and an outlying area. The project does not propose the construction of any roadway, flood control channel, or other structure that would physically divide the surrounding community. The proposed project consists of the construction of a truck terminal building with an office, parking lot, and associated landscaping. The project would be consistent with the surrounding land use and would not divide an established community. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure OS-6 "Mineral Resources Area," United States Department of the Interior Mineral Resource Data System, and Riverside County General Plan: Multipurpose Open Space Element.

Findings of Fact:

a) **Less than significant impact.** According to the Riverside County General Plan, mineral resources are non-renewable and are defined in the State Mining and Reclamation Act of 1975. To designate lands with mineral deposits, the State Mining and Geology Board has created Mineral Resource Zones (MRZs). According to these designations, the project site is located in MRZ-3, defined as "areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined." This land designation indicates that no known mineral resources exist on the site.

According to the General Plan, the presence and importance of mineral resources has not been established for lands designated MRZ-3; therefore, impacts would not affect "known mineral resources." The General Plan EIR No, 521 states that compliance with all applicable laws, regulatory programs, as well as existing and proposed General Plan policies, would lessen significant impacts to below the level of significance. As such, impacts would be less than significant.

b) **Less than significant impact.** The Riverside County General Plan does not designate the site as a mineral resource recovery site. According to the Riverside County General Plan, the significance of mineral deposits is undetermined in lands designated as MRZ-3. The project would not result in the loss of availability of a locally important mineral resource recovery site. Compliance with all applicable laws, regulatory programs, as well as existing and proposed General Plan policies, would lessen significant impacts to below the level of significance. Thus, impacts would be less than significant.

c) **No impact.** No known proposed, existing, or abandoned quarries or mines exist on the project site. There are six quarries or mines located within 2 miles of the project site. These include Blue Gray Granite Quarry, a granite producer located approximately 0.83 mile west of the project site; Middlesworth Clay Deposit, a past producer of clay, located approximately 1.3 miles west of the project site; two unnamed pits that were past producers of stone and granite, located approximately 1.25 miles from the project site; Riverside Co. Gravel Pit, a past stone producer located approximately 1.75 miles northwest of the proposed project site; and Nuevo Granite Quarry, a past producer of stone, located approximately 2.0 miles south of the project site. The project would not potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-20 "Airport Locations," and County of Riverside Airport Facilities Map.

Findings of Fact:

a) & b) Airport noise analysis.

No impact. The nearest airport to the project site is the March Air Reserve Base, located approximately 2 miles northeast of the project site. Because of the orientation of the airport runways, the project site is located outside of the airport's 60 dBA CNEL airport noise contours. The project site is not located within the vicinity of a private airstrip. While aircraft noise is occasionally audible on the project site from aircraft flyovers, aircraft noise associated with nearby airport activity would not expose people working at the project site to excessive noise levels. No impact would occur.

Mitigation: No mitigation required.

Monitoring: No monitoring is required.

27.	**Noise Effects by the Project** a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
	b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐

Source(s): Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure"), Federal Highway Administration (FHWA) 2006 Highway Construction Noise Handbook, Project Application Materials, Noise Supporting Information (Appendix G).

Characteristics of Noise

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing. Most of the sounds that we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. Noise is typically generated by transportation, specific land uses, and ongoing human activity.

The standard unit of measurement of the loudness of sound is the decibel (dB). The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of less than 3 dBA are only perceptible in laboratory environments. A change of 3 dB is the lowest change that can be perceptible to the human ear in outdoor environments. While a change of 5 dBA is considered to be the minimum readily perceptible change to the human ear in outdoor environments.

Since the human ear is not equally sensitive to sound at all frequencies, the A-weighted decibel scale (dBA) was derived to relate noise to the sensitivity of humans, it gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for a number of various sound level metrics, including the day/night sound level (L_{dn}) and the Community Noise Equivalent Level (CNEL), both of which represent how humans are more sensitive to sound at night. In addition, the equivalent continuous sound level (L_{eq}) is the average sound energy of time-varying noise over a sample period and the L_{max} is the maximum instantaneous noise level occurring over a sample period.

Regulatory Framework

The project site is located in an unincorporated area in the County of Riverside. The County of Riverside addresses noise in the Noise Element of its General Plan and in the Noise Control chapter of its Municipal Code.

Riverside County General Plan

The objective of the County's General Plan Noise Element is to provide a systematic approach to identifying and appraising noise problems in the community; quantifying existing and projected noise levels; addressing excessive noise exposure; and community planning for the regulation of noise. To assist with meeting these objectives, the County's Plan establishes Land Use Compatibility for Community Noise Exposure standards, acceptable interior noise levels for noise-sensitive land uses. These standards are summarized below:

The Riverside County General Plan Noise Element identifies noise impact criteria depending on the noise source. Impact criteria that apply to the proposed project include criteria for transportation noise

impacts to noise sensitive land uses (e.g., an airport, freeway or arterial traffic noise in residential areas); and criteria that apply to stationary noise impacts to sensitive land uses (e.g., stationary noise impacting neighboring communities).

Policy N 3.5 requires that a noise analysis be conducted by an acoustical specialist for all proposed projects that are noise producers. Include recommendations for design mitigation if the project is to be located either within proximity of a noise-sensitive land use, or land designated for noise-sensitive land uses.

Policy N 4.1 prohibits facility-related noise received by any sensitive use from exceeding the following worst-case noise levels:

- 45 dBA L_{eq} (10 minute), between the hours of 10:00 p.m. and 7:00 a.m. (nighttime standard)
- 65 dBA L_{eq} (10 minute), between the hours of 7:00 a.m. and 10:00 p.m. (daytime standard)

Policy N 6.3 requires commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits.

Riverside County Code of Ordinances

Riverside County establishes noise regulations in Chapter 9.52 of its Code of Ordinances. Ordinance 847 establishes noise level limits based on land use categories. Sound emanating from heating and air conditioning equipment is exempt from the provisions of this chapter. Sound emanating from private construction projects located within one-quarter of a mile from an inhabited dwelling is also exempt from these noise level limits, provided that construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

Findings of Fact:

a) Substantial temporary or permanent noise increase analysis.

Short Term Construction Noise Impacts

Less than significant impact with mitigation incorporated. For purposes of this analysis, a significant impact would occur if construction activities would result in a substantial temporary increase in ambient noise levels outside of the County's permissible hours for construction that would result in annoyance or sleep disturbance of nearby sensitive receptors.

Construction-related Traffic Noise

Noise impacts from construction activities associated with the project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. One type of short-term noise impacts that could occur during project construction would result from the increase in traffic flow on local streets, associated with the transport of workers, equipment, and materials to and from the project site.

The transport of workers and construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the site. Because workers and construction equipment would use existing routes, noise from passing trucks would be similar to existing vehicle-generated noise on these local roadways. Typically, a doubling of the average daily trip (ADT) hourly volumes on a roadway segment is required in order to result in an increase of 3 dBA in traffic noise levels; which, as discussed in the characteristics of nose discussion above, is

the lowest change that can be perceptible to the human ear in outdoor environments. Project-related construction trips would not be expected to double the hourly traffic volumes along any roadway segment in the project vicinity. For this reason, short-term intermittent noise from construction trips would be minor when averaged over a longer time-period and would not be expected to result in a perceptible increase in hourly- or daily-average traffic noise levels in the project vicinity. Therefore, short-term construction-related noise impacts associated with the transportation of workers and equipment to the project site would be less than significant.

Construction Equipment Operational Noise

The second type of short-term noise impact is related to noise generated during construction on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction related noise ranges to be categorized by work phase. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. Impact equipment such as pile drivers is not expected to be used during construction of this project.

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three or four minutes at lower power settings.

Construction of the project is expected to require the use of scrapers, bulldozers, water trucks, haul trucks, and pickup trucks. The maximum noise level generated by each scraper is assumed to be 85 dBA L_{max} at 50 feet from this equipment. Each bulldozer would also generate 85 dBA L_{max} at 50 feet. The maximum noise level generated by graders is approximately 85 dBA L_{max} at 50 feet. A characteristic of sound is that each doubling of sound sources with equal strength increases a sound level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA L_{max} at a distance of 50 feet from the acoustic center of a construction area. This would result in a reasonable worst-case hourly average of 86 dBA L_{eq}. The acoustical center reference is used because construction equipment must operate at some distance from one another on a project site, and the combined noise level as measured at a point equidistant from the sources would be the worst-case maximum noise level.

Heavy construction equipment would operate along the western boundary of the project site. The closest noise-sensitive receptor to the project site is the single-family residential home located southwest of the project site on Patterson Avenue. The façade of this residence would be located approximately 255 feet from the acoustic center of construction activity where multiple pieces of heavy construction equipment would operate simultaneously during site preparation of the proposed project site. At this distance, worst-case construction noise levels could range up to approximately 76 dBA L_{max}, intermittently, and could have an hourly average of up to approximately 72 dBA L_{eq}, at the façade of the nearest residential receptor.[7]

[7] Noise levels diminish or attenuate as distance from the source increases based on an inverse square rule. Noise levels from construction equipment attenuate at a rate of 6 dB for each doubling of distance between the acoustical center and the noise-sensitive receptor of concern. At a distance of 255 feet, construction noise levels would attenuate approximately 14 dB. (Source: FHWA 2006 Highway Construction Noise Handbook).

Although there would be single event noise exposure potential causing intermittent noise nuisance from project construction activity, the effect on longer-term (hourly or daily) ambient noise levels would be small. However, to prevent potential sleep disturbance, hours of construction should be limited, and best management noise reduction practices should be implemented, as outlined in Mitigation Measure MM NOI-1. Construction activities would be consistent with County of Riverside's Municipal Code and would not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Implementation of Mitigation Measure MM NOI-1 would ensure that project construction activities would not result in a substantial temporary increase in ambient noise levels that would result in annoyance or sleep disturbance of nearby sensitive receptors. Impacts would be less than significant with mitigation incorporated.

Operational/Stationary Source Noise Impacts

Less than significant impact with mitigation incorporated. A significant impact would occur if operational noise levels generated by stationary noise sources at the proposed project site would result in a substantial permanent increase in ambient noise levels in excess of the maximum sound levels established in the County's General Plan. The County's General Plan restricts facility related noise received by any sensitive use from exceeding the following worst-case noise levels:

- 45 dBA L_{eq} (10 minute), between the hours of 10:00 p.m. and 7:00 a.m. (nighttime standard)
- 65 dBA L_{eq} (10 minute), between the hours of 7:00 a.m. and 10:00 p.m. (daytime standard)

As noted in the characteristics of noise discussion, audible increases in noise levels generally refer to a change of 3 dBA or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. A change of 5 dBA is considered the minimum readily perceptible change to the human ear in outdoor environments. Therefore, for purposes of this analysis, an increase of greater than 3 dBA above the established noise performance thresholds would be considered a substantial permanent increase in ambient noise levels.

The project would generate noise from truck loading and unloading activities at industrial loading areas; parking lot activities, which includes people conversing, doors shutting, engine startup, and slow-moving vehicles; and from new exterior mechanical equipment sources, such as rooftop ventilation systems on proposed industrial uses.

Truck Loading Activities

Noise would be generated by loading and unloading activities at the loading zones of the proposed warehouse. Typical noise levels from truck loading and unloading activity can range from 70 dBA to 80 dBA L_{max} as measured at 50 feet. A reasonable worst-case scenario assumes that multiple trucks at the nearest loading bays to the nearest off-site receptor could produce simultaneous loading and unloading activities within a single hour. These reasonable worst-case loading and unloading activities could result in intermittent noise levels ranging up to 59 dBA L_{eq} at the nearest noise sensitive receptor, a single-family residence located on Patterson Avenue southwest of the project site.[8] As a result, noise from these activities would not exceed the daytime noise level standard of 65 dBA L_{eq} but would exceed the nighttime standard of 45 dBA L_{eq} at the nearest noise sensitive receptor. This would be a significant impact and mitigation would be required to ensure this impact is reduced to a less than significant level.

[8] Noise level calculations for loading/unloading activities are contained in Appendix G (Noise Supporting Information).

To prevent potential sleep disturbance, noise reduction features should be implemented, as outlined in Mitigation Measure MM NOI-2. Mitigation Measure MM NOI-2 requires construction of a sound wall, 8 feet tall and 80 feet long, along the southern boundary of the project site starting at the southwest corner. MM NOI-2 also requires installation of rubberized gasket loading dock doors at the 6 loading zones on the west side of the proposed warehouse, and the first 24 loading zones along the south side of the proposed warehouse, starting at the southwest corner. These noise reduction features would reduce loading and unloading activities by a minimum of 18 dBA (a minimum calculated 8 dBA reduction due to the sound wall, and a minimum calculated 10 dBA reduction due to the rubberized gasket loading dock doors) to below the nighttime standard of 45 dBA L_{eq} as measured at the nearest noise sensitive receptor to the southwest of the project site. These loading/unloading activity noise level calculations are provided in Appendix G. Therefore, with implementation of Mitigation Measure MM NOI-2, impacts from operational truck loading activity noise levels would not result in a substantial permanent increase in ambient noise levels in excess of any of the noise performance thresholds. Impacts would be reduced to a less than significant level.

Parking Lot Activities

Truck parking lots are located in the northern portion and along the southern boundary of the project site. Parking activities, including trucks cruising at slow speeds, doors shutting, or trucks starting, would generate approximately 60 dBA to 70 dBA L_{max} at 50 feet. Conversation between two persons at a distance of 3 to 5 feet apart would generate a noise level of 60 dBA L_{eq} at 5 feet, or approximately 40 dBA L_{eq} as measured at 50 feet.

In a reasonable worst-case scenario, assuming one parking movement per parking space within an hour, parking lot activities could result in intermittent noise levels ranging up to 44 dBA L_{eq} at the nearest noise sensitive receptor, a single-family residence located on Patterson Avenue southwest of the project site. The proposed sound wall described in Mitigation Measure MM NOI-2 would provide a minimum calculated 8 dBA reduction in parking lot activity noise levels at the nearest noise sensitive receptor. With implementation of MM NOI-2, parking lot activity noise levels would be reduced to 43 dBA L_{eq}. As a result, noise from these activities would not exceed the daytime noise level standard of 65 dBA L_{eq}, or the nighttime standard of 45 dBA L_{eq} at the nearest noise sensitive receptor. Therefore, noise impacts from operational parking lot activity would not result in a substantial permanent increase in ambient noise levels in excess of any of the noise performance thresholds and would be less than significant with mitigation incorporated.

Mechanical Equipment Operations

At the time of preparation of this analysis, details were not available pertaining to proposed rooftop mechanical ventilation systems for the project; therefore, a reference noise level for typical rooftop mechanical ventilation systems was used. Noise levels from typical rooftop mechanical ventilation equipment are anticipated to range up to approximately 60 dBA L_{eq} at a distance of 25 feet. The mechanical ventilation equipment would be setback at least 10 feet from the edge of the proposed building's rooftop. This would effectively block the line of sight between the equipment and the nearest residential receptor, providing an expected 10 dBA of noise reduction as measured at the nearest residential receptor. Rooftop mechanical ventilation systems could be located up to 435 feet from the nearest noise sensitive receptor, which is a single-family residence on Patterson Avenue southwest of the project site. Taking into account the shielding from the building parapet, noise generated by rooftop mechanical ventilation equipment would attenuate to approximately 35 dBA L_{eq}. Therefore, noise impacts from operational mechanical ventilation equipment would not result in a substantial permanent increase in ambient noise levels in excess of the nighttime standard of 45 dBA L_{eq}, and the impact of mechanical ventilation equipment operational noise levels on sensitive off-site receptors would be less than significant.

Operational/Mobile Source Noise Impacts

Less than significant impact. A significant impact would occur if implementation of the proposed project would result in a substantial increase in traffic noise levels compared with traffic noise levels existing without the project. Similar to the stationary source noise impact analysis above, for purposes of this analysis, an increase of 3 dBA or greater above ambient noise levels would be considered a substantial permanent increase in traffic noise levels.

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate existing (2019) and cumulative traffic noise conditions in the vicinity of the project site. The daily traffic volumes were obtained from the traffic analysis prepared for the project by Urban Crossroads. The resultant noise levels were weighed and summed over a 24-hour period in order to determine the CNEL values. The traffic noise modeling input and output files are included in Appendix G of this document. Table 25 shows a summary of the traffic noise levels for Existing (2019), Existing Plus Project (2019), Cumulative (No Project), and Cumulative Plus Project conditions as measured at 50 feet from the centerline of the outermost travel lane.

Table 25: Traffic Noise Model Results Summary

Roadway Segment	CNEL (dBA) 50 feet from Centerline of Outermost Lane					
	Existing (dBA) CNEL	Existing Plus Project (dBA) CNEL	Increase over Existing (dBA) CNEL	Cumulative No Project (dBA) CNEL	Cumulative Plus Project (dBA) CNEL	Increase over Cumulative No Project (dBA) CNEL
Harvill Avenue–north of Rider Street	68.1	68.7	0.6	69.8	69.9	0.1

Notes:
[1] Modeling results do not take into account mitigating features such as topography, vegetative screening, fencing, building design, or structure screening. Rather it assumes a worst case of having a direct line of site on flat terrain.
Source: FCS 2020 (Appendix G).

The highest traffic noise level increase with implementation of the project would be an increase of 0.6 dBA along Harvill Avenue, north Rider Street, during Existing Plus Project conditions. This increase is well below a 3 dBA increase that would be considered a substantial permanent increase in traffic noise levels compared with traffic noise levels that would exist without the project. Therefore, project-related traffic noise impacts would not result in a substantial permanent increase in ambient noise levels in the project vicinity and the impact would be less than significant.

b) Excessive groundborne vibration or groundborne noise analysis.

Less than significant impact. A significant impact would occur if the project would generate groundborne vibration or groundborne noise levels in excess of established standards. The County of Riverside has not adopted criteria for groundborne vibration impacts. Therefore, for purposes of this analysis, the FTA's vibration impact criteria are utilized. The FTA has established industry accepted standards for vibration impact criteria and impact assessment. These guidelines are published in its Transit Noise and Vibration Impact Assessment Manual.

Groundborne noise is an effect of groundborne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room, and may also consist of the rattling of windows or dishes on shelves. In general, if groundborne vibration levels do not exceed

levels considered to be perceptible, then groundborne noise levels would not be perceptible in most interior environments. Therefore, this analysis focuses on determining exceedances of groundborne vibration levels.

Although groundborne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects such as the shaking of a building can be notable. When assessing annoyance from groundborne vibration, vibration is typically expressed as root mean square (rms) velocity in units of decibels of 1 micro-inch per second. To distinguish these vibration levels referenced in decibels from noise levels referenced in decibels, the unit is written as "VdB."

In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving and operating heavy earthmoving equipment. However, construction vibration impacts on building structures are generally assessed in terms of PPV. For purposes of this analysis, project related impacts are expressed in terms of PPV.

Short-term Construction Vibration Impacts

Of the variety of equipment that would be used during construction, small vibratory rollers would produce the greatest groundborne vibration levels. Impact equipment such as pile drivers is not expected to be used during construction of this project. Small vibratory rollers produce groundborne vibration levels ranging up to 0.101 inch per second (in/sec) PPV at 25 feet from the operating equipment.

The off-site structure nearest to the proposed construction areas where heavy construction equipment would operate is the utility structure on Patterson Ave, west of the project site. The facade of this structure would be located approximately 150 feet from the proposed construction footprint where heavy equipment would operate. At this distance, groundborne vibration levels would attenuate to 0.007 PPV from the operation of a small vibratory roller. This is well below the industry standard vibration damage criteria of 0.3 PPV for this type of structure, a building of engineered concrete and masonry construction.

The closest residential receptors to the project site are the single-family residential home located southwest of the project site on Patterson Avenue. The façade of this residence would be located approximately 255 feet from the footprint of construction activity where heavy construction equipment would operate during site preparation of the proposed project site. At this distance, groundborne vibration levels would attenuate to 0.007 PPV from the operation of a small vibratory roller. This is well below the industry standard vibration damage criteria of 0.2 PPV for this type of structure, a building of non-engineer timber and masonry construction.

Therefore, project construction activities would not generate groundborne vibration or groundborne noise levels in excess of the FTA impact assessment criteria for construction-related groundborne vibration. Therefore, construction-related groundborne vibration impacts to existing off-site receptors would be less than significant.

Operational Vibration Impacts

Implementation of the project would not include any new permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the project vicinity. Additionally, there are no active sources of groundborne vibration in the project vicinity that would produce vibration levels that would be perceptible without instruments within the project site. Therefore, there would be no impact related to operational groundborne vibration.

Mitigation:

MM NOI-1 Construction Noise Mitigation

Implementation of the following multi-part mitigation measure is required to reduce potential construction period noise impacts:

- The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.
- The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from adjacent residences.
- The construction contractor shall ensure that the construction staging areas shall be located to create the greatest feasible distance between the staging area and noise-sensitive receptors nearest the project site.
- The construction contractor shall ensure that construction activities not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

MM NOI-2 Operational Loading/Unloading Noise Mitigation

Implementation of the following mitigation measure is required to reduce potential loading/unloading operational noise impacts:

- A sound wall, 8 feet tall and 80 feet long, shall be constructed along the southern boundary of the project site starting at the southwest corner.
- Rubberized gasket loading dock doors shall be installed at the 6 loading zones on the west side of the proposed warehouse, and the western-most 24 loading zones along the south side of the proposed warehouse, starting at the southwest corner.

Monitoring: Construction contractor, as described in Mitigation Measures NOI-1 and NOI-2.

PALEONTOLOGICAL RESOURCES:				
28. Paleontological Resources a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	☐	☒	☐	☐

Source(s): Riverside County General Plan Figure OS-8 "Paleontological Sensitivity." Paleontological Records Search conducted by Dr. Samuel A. McLeod at the Natural History Museum of Los Angeles (Appendix D)

Findings of Fact:

a) **Less than significant impact with mitigation incorporated.** A Paleontological Records Search was conducted for the project site by Dr. Samuel A. McLeod of the Natural History Museum of Los Angeles County (Appendix D). The search indicated that the museum does not have any vertebrate fossil localities that lie direct within the project site, but they do have localities farther afield from sedimentary deposits similar to those that may occur subsurface within the project site.

The project area contains surficial deposits of Quaternary Alluvium derived primarily as alluvial fan deposits from the hills immediately to the west. These older Quaternary alluvial fan deposits, close to the plutonic igneous source rock immediately to the west, are unlikely to contain significant fossil vertebrates, at least in the uppermost layers. Deeper and finer-grained older Quaternary deposits possibly underlie the surficial Quaternary Alluvium, however, and may contain significant fossil vertebrate remains. The uppermost layers of soil and Quaternary Alluvium in the project area are unlikely to contain significant fossil vertebrates. Excavations that extend down into older and perhaps finer-grained Quaternary deposits, however, may well encounter significant fossil vertebrate remains in finer-grained deposits. Implementation of Mitigation Measure MM PAL-1 would reduce potential impacts to paleontological resources to a less than significant level. As such, impacts would be less than significant with mitigation incorporated.

Mitigation:

MM PAL-1 **Paleontological Monitoring.** Any substantial excavations that extend into older/fine-grained Quaternary deposits in the project area shall be monitored closely to quickly and professionally collect any vertebrate fossil remains without impeding development. If Paleontological resources are discovered during grading or trenching, excavations within a 100-foot radius of the find shall be temporarily halted or diverted and a qualified Paleontologist shall be consulted to determine whether the resource requires further study. The County shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The qualified Paleontologist shall make recommendations to the County on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. If the resources are determined to be unique resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the qualified Paleontologist and recommended to the County. Appropriate mitigation measures for significant resources could include but are not limited to avoidance, data recovery, and excavations of the finds, sediment samples collection, identification, preparation, and preservation of the fossilized materials, curation in an appropriate establishment, and preparation of an itemized findings report. No further grading shall occur in the area of the discovery until the County approves the measures to protect these resources. Any paleontological materials recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the County where they would be afforded long-term preservation to allow future scientific study. All fossil materials recovered during mitigation monitoring shall be cleaned, identified, cataloged, and analyzed in accordance with standard professional practices. The results of the field work and laboratory analysis shall be submitted in a technical report and the entire collection transferred to an approved fossil curation facility.

Monitoring: Qualified Paleontologist, as described in Mitigation Measure PAL-1.

POPULATION AND HOUSING Would the project:				
29. Housing				
a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☐	☒
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)?	☐	☐	☒	☐

Source(s): Project Application Materials, GIS database, Riverside County General Plan Housing Element, T&M Surveying, and ALTA/NSPS Land Title Survey 2019.

Findings of Fact:

a, b) **No impact.** The project site is located in unincorporated Riverside County on land that is currently vacant; no residential dwellings currently exist on the project site. Vacant and undeveloped land surrounds the site, with I-215 to the east of the site and one single-family residence approximately 155 feet to the southwest. As discussed previously, the project site is designated as BP by the MVAP and zoned as M-SC by the County of Riverside Zoning Ordinance. The intended use of this land includes employee-intensive uses such as research and development, technology centers, corporate and support office uses, clean industry and supporting retail uses, and the proposed use would be consistent with that intended by the County; the intended uses of this land do not include residential housing. Therefore, the project would not result in substantial displacement of people or housing that would necessitate the construction of replacement housing elsewhere. Additionally, due to the nature of the project, the project would not increase the demand for housing in this area, as the project's 20-30 employees would likely commute from nearby residential areas such as Moreno Valley and Perris. No impacts would occur.

c) **Less than significant impact**. The CEQA Guidelines identify a project as growth inducing if it fosters economic or population growth or the construction of additional housing either directly or indirectly in the surrounding environment (CEQA Guidelines § 15126.2(d)). New employees from commercial or industrial development and new populations from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of particular significance to the environment. Typically, the growth-inducing potential of a project would be considered substantial if it is unplanned or fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., Southern California Association of Governments [SCAG]). As discussed in Impact 24 (a–b), the project is an industrial building that would be used for office, warehouse, and loading dock purposes and is located in land that is designated as BP by the MVAP and zoned as M-SC by the County of Riverside Zoning Ordinance and the proposed use is therefore consistent with that intended by the County. The project does not propose the development of new homes and residences and would therefore not directly induce population growth. The project would employee an estimated 20-30 people, which would not substantially indirectly induce population growth within the surrounding community. Furthermore, the project

does not propose the extension of roads or other infrastructure that would encourage indirect population growth. Impacts would be 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 General Plan EIR No. 521 Public Services Section, and E-mail Correspondence with Deputy Fire Marshal Adria Reinertson of Riverside County Fire Department (Appendix H), County of Riverside Ordinance No. 659

Findings of Fact:

Less than significant impact. The County of Riverside contracts with CAL FIRE. Under CAL FIRE, the Riverside County Fire Department (RCFD) operates 94 fire stations in 17 battalions throughout the County. Fifty-one of the 94 stations, in addition to three stations operated directly by CAL FIRE, are in unincorporated areas of the County. The CAL FIRE Riverside Unit is one of the largest fire departments in the nation.

The RCFD provides fire suppression, fire prevention, and emergency medical and rescue service, and is equipped to fight wildland and urban emergencies. The nearest fire station to the project site is Station 59, located approximately 2.07 miles east of the project site. In addition, Station 90 is located approximately 1.94 miles to the east of the site across I-215, and Station 1 (RCFD Headquarters) is located approximately 3.43 miles southeast of the project site. According to correspondence with Deputy Fire Marshal, Adria Reinertson, Station 59 has an average response time of 7 minutes and is equipped with one Type 1 Engine and is staffed with three personnel 24 hours a day, 7 days a week (Appendix H). Additionally, the Fire Department would not need to construct new facilities or expand existing facilities to accommodate the project, and the project would not impair response times of the RCFD. Due to the proximity of these stations to the project site, the nature of the project, and the assumption that the project would not result in a substantial increase in population, the project would not result in significant impacts related to fire protection services. Furthermore, the project would be required to pay applicable development impact fees, as outlined in County of Riverside Ordinance No. 659 to further reduce impacts on fire facilities. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

31. Sheriff Services	☐	☐	☒	☐

Source(s): Riverside County General Plan and Riverside County General Plan EIR No. 521, Public Services Section.

Findings of Fact:

Less than significant impact. Law Enforcement services are provided by the Riverside County Sheriff's Department. The Sheriff's Department is a "demand response" agency that maintains limited patrol services. There are nine stations located throughout Riverside County that provide area-level community service. In addition, the Sheriff's Department operates the Moreno Valley Police Department station, which provides law enforcement services to the City of Moreno Valley under contract. The Sheriff's Department operates five adult correction and detention centers throughout Riverside County and operates county juvenile detention facilities.

For unincorporated Riverside County, the Sheriff's Department has a requirement of one sworn officer per 1,000 population. The nearest Sheriff station to the project site is the Perris Station, located approximately 3.47 miles southeast of the site. As previously mentioned, the project is not expected to result in a substantial increase in population, as it is anticipated that employees would be generated from the existing local workforce. As such, the project would not result in an increase in the need for Sheriff services, and therefore would not necessitate the construction of new or expanded Sheriff facilities. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Schools	☐	☐	☒	☐

Source(s): Val Verde Unified School District Website, GIS database, Riverside County General Plan EIR No. 521, Public Facilities Section, and Val Verde Unified School District Attendance Boundary Maps.

Findings of Fact:

Less than significant impact. Riverside County is served by 23 school districts. The majority of these school districts are "Unified School Districts," which provide schooling for grades K-12, although there are some districts within the county that serve K-8 or 9-12. The Riverside County Office of Education reports 467 K–12 school sites, including 17 charter schools, 273 elementary school sites, 75 middle/junior high school sites, 69 high school sites, and 33 continuation/adult education sites.

The project site is within the jurisdictional boundary of Val Verde Unified School District. The nearest school to the project site is Val Verde High School, located approximately 0.39 mile northeast of the site, to the east of the I-215. In addition, Oak Grove at the Ranch is located approximately 0.47 mile southwest of the project site. The project is not expected to result in a substantial increase in population, as it is anticipated that employees would be generated from the existing local workforce. Therefore, the project would not require the construction of new or expanded school facilities. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33. Libraries	☐	☐	☒	☐

Source(s): Riverside County General Plan and Riverside County General Plan EIR No. 521, Public Facilities Section.

Findings of Fact:

Less than significant impact. Library services to the County of Riverside are provided by the Riverside County Library System. Riverside County Library System operates 35 libraries and two book mobiles (one serving western Riverside County, and one serving Coachella Valley) to provide services to unincorporated populations. The library system also operates an automated network deploying over 350 computer/terminal workstations in branches of the Riverside County Library System, Moreno Valley Library, Riverside Public Library, Murrieta Public Library, Murrieta Valley High School, and College of the Desert. The Riverside County Library System manages over 1.3 million items within the system, including the annual checkout of over 3.5 million books, audios, and videos.

The nearest library to the project site is Mead Valley Library, located 2.10 miles east of the site. Because of the nature of the project and because project employees would likely be generated from the existing local workforce, the project would not result in a substantial increase in population. Therefore, the project would not result in the need for new or physically altered library facilities. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

34.	Health Services	☐	☐	☒	☐

Source(s): Riverside County General Plan EIR No. 521, Public Facilities Section

Findings of Fact:

Less than significant impact. Health services in the County of Riverside are provided by Riverside County Regional Medical Center (RCRMC), located in Moreno Valley. The RCRMC also operates a number of adjunct clinics throughout the County. In addition, the Riverside County Department of Public Health operates 10 separate clinics throughout the County.

The RCRMC is a 520,000-square-foot tertiary care and Level II adult and pediatric facility, with a license of 439 beds. All rooms within the facility are single-bed rooms. The RCRMC contains a staff of approximately 2,100 employees and can provide 200,000 annual patient visits in its specialty outpatient clinics and up to 100,000 annual patient visits to the emergency room and trauma unit.

Community-based clinics operated by the Riverside County Department of Public Health provide services such as primary care, including ambulatory care for urgent and chronic illness, family planning, nutrition services, and more. Both public and private providers provide medical services to Riverside County. According to the Riverside County General Plan, the Riverside County Department of Public Health states that Riverside County has only 50 percent of the hospital beds needed to meet current needs. An additional clinic of 15,000 to 20,000 square feet would be needed for every 250,000 increase in population.

The nearest medical facilities to the project site include Kindred Hospital, located 2.16 miles southeast of the site across I-215; RCRMC, located approximately 7.82 miles northeast of the site; and Riverside Community Hospital, located 8.94 miles northwest of the site. As previously mentioned, the project is not expected to result in an increase in population, as employees would be generated from the existing workforce. While there is currently a shortage of hospital beds in Riverside County, the project would not result in the need for new or altered medical facilities. As such, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

Findings of Fact:

a) **No impact.** The project does not include the construction or expansion of recreational facilities, nor would it necessitate the use of parks or recreational facilities. The site is located in an area designated as BP by the MVAP and zoned as M-SC by the County of Riverside Zoning Ordinance; no public parks are located in the immediate vicinity of the site of the proposed project. The closest public park, Paragon Park, is located in the City of Perris, approximately 2.0 miles east of the site of the project. Thus, no impacts would occur.

b) **No impact.** The project would not increase the use of existing neighborhood or regional parks or other recreational facilities. As discussed previously, the project would not add any new residents to the area and would not cause a substantial increase in area population growth. The MVAP designates the use of the land as BP, which allows for employee-intensive uses such as research and development, technology centers, corporate and support office uses, clean industry and supporting retail uses. Therefore, no impacts to parks or recreational facilities are expected. No impacts would occur.

c) **No impact.** The site is not located in a County Service Area (CSA). The site is located directly north of parcels in Riverside County CSA 89 but is not within the CSA. The site is not located in a recreation and park district with a Community Parks and Recreation Plan. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

36. Recreational Trails a) Include the construction or expansion of a trail system?	☐	☐	☐	☒

Source(s): Riverside County General Plan Figure C-6 Trails and Bikeway System, Traffic Impact Analysis prepared by Urban Crossroads, Inc. on February 5, 2020 (Appendix I).

Findings of Fact:

No impact. The project would not include the construction or expansion of a trail system. According to the Riverside County General Plan Figure C-6 Trails and Bikeway System, there are no trails or bikeways on the site on the project site. As listed in the project specific TIA (Appendix I), there is a regional trail along Placentia Street, approximately 0.64 miles south of the project site. Because the project does not include the construction of any new trails or expansion of existing trails, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION Would the project:				
37. Transportation a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☒	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subsection (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Cause an effect upon, or a need for new or altered maintenance of roads?	☐	☐	☒	☐
e) Cause an effect upon circulation during the project's construction?	☐	☐	☒	☐
f) Result in inadequate emergency access or access to nearby uses?	☐	☐	☒	☐

Source(s): Riverside County General Plan Circulation Element, Project Application Materials, Traffic Impact Analysis prepared by Urban Crossroads, Inc. on February 5, 2020, Trip Generation Assessment prepared by Urban Crossroads, Inc. on April 27, 2020 (Appendix I), and Vehicle Miles Traveled (VMT) Screening Analysis Memo prepared by Urban Crossroads, Inc. on August 13, 2020 (Appendix I), Correspondence with Charlene So, Associate Principal, Urban Crossroads, Inc.

Findings of Fact:

Urban Crossroads, Inc. prepared a Traffic Impact Analysis (TIA) for the proposed project, which is included as Appendix I of this document.

Analysis Scenarios

Conditions at the project site were assessed under Existing (2019) Conditions, Existing Plus Project (E +P) Conditions, Existing Plus Ambient Growth Plus Project (EAP 2021) Conditions, and Existing Plus Ambient Growth Plus Project Plus Cumulative (EAPC 2021) Conditions.

Study Area Intersections

Nine study area intersections were selected for the TIA based on consultation with County of Riverside staff. These intersections include:

1. Harvill Avenue and Cajalco Expressway
2. Harvill Avenue and Driveway 1—Future intersection
3. Harvill Avenue and Driveway 2—Future intersection
4. Harvill Avenue and Rider Street
5. Harvill Avenue and Placentia Street
6. I-215 Southbound Ramps & Ramona Expressway
7. I-215 Southbound Ramps & Placentia Avenue—Future intersection
8. I-215 Northbound Ramps & Ramona Expressway
9. I-215 Northbound Ramps & Placentia Avenue—Future intersection

Additionally, the following freeway segments and ramp junctions were evaluated for the TIA:

1. I-215 Freeway Southbound, North of Ramona Expressway
2. I-215 Freeway Southbound, Off-Ramp at Ramona Expressway
3. I-215 Freeway Southbound, On-Ramp at Ramona Expressway
4. I-215 Freeway Southbound, Ramona Expressway to Placentia Avenue
5. I-215 Freeway Southbound, Off-Ramp at Placentia Avenue – Future Ramp Location
6. I-215 Freeway Southbound, On-Ramp at Placentia Avenue – Future Ramp Location
7. I-215 Freeway Southbound, Placentia Avenue to Nuevo Road – Future Freeway Segment
8. I-215 Freeway Northbound, North of Ramona Expressway
9. I-215 Freeway Northbound, On-Ramp at Ramona Expressway
10. I-215 Freeway Northbound, Off-Ramp at Ramona Expressway
11. I-215 Freeway Northbound, Ramona Expressway to Placentia Avenue
12. I-215 Freeway Northbound, On-Ramp at Placentia Avenue – Future Ramp Location
13. I-215 Freeway Northbound, Off-Ramp at Placentia Avenue – Future Ramp Location
14. I-215 Freeway Northbound, Placentia Av. to Nuevo Road – Future Freeway Segment

Existing Traffic Volumes

The intersection Level of Service (LOS) analysis is based on the traffic volumes observed during the peak-hour conditions using traffic data collected in October 2019, while school was in session. The analysis focused on weekday peak-hours from 7:00 a.m. to 9:00 a.m. (referred to as the AM peak-hour) and peak-hour and from 4:00 p.m. to 6:00 p.m. (referred to as the PM peak-hour). Traffic counts were passed on vehicle classification and were converted to passenger-car-equivalent (PCE). Use of PCE in the TIA accounted for the effects of trucks present within the project area. By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slowdown is much longer than for passenger cars and varies depending on the type of vehicle and number of axles.

Future Traffic Volumes

Future year traffic forecasts have been based upon a background (ambient) growth factor of 2 percent per year for 2021 traffic conditions. The ambient growth factor is intended to approximate traffic growth. The total ambient growth is 4.04 percent for 2021 traffic conditions (compounded growth of 2 percent per year over 2 years). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak-hour traffic volumes on surrounding roadways.

Ambient growth has been added to daily and peak-hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

The currently adopted SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (April 2016) growth forecasts for the County of Riverside identifies projected growth in population of 359,500 in 2012 to 499,200 in 2040, or a 39.1 percent increase over the 28-year period. The change in population equates to roughly a 1.18 percent growth rate, compounded annually. Similarly, growth over the same 28-year period in households is projected to increase by 45.1 percent, or 1.33 percent annual growth rate. Finally, growth in employment over the same 28-year period is projected to increase by 122.1 percent, or a 2.89 percent annual growth rate.

Site Access

The project is located at the intersection of Harvill Avenue and Rider Street. Regional access to the project site would be provided by the I-215 Freeway via Placentia Street and Ramona Expressway. This interchange is currently under construction and is on schedule to be in place by 2021, before the project is operational. As such, this connection is assumed to be in place for all future traffic conditions. Interchange improvements include the construction of the ramps and intersection signalization/improvements at both Harvill Avenue and East Frontage Road.

Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. Trip Generation estimates are based on the trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, (10th Edition, 2017) for the Truck Terminal (ITE Land Use Code 30) land use was used to estimate the trip generation. (3) As the ITE Trip Generation Manual does not provide a truck mix, the mix identified in the City of Fontana's Truck Trip Generation Study (2003) has been utilized because this is the best available source for vehicle mix for the proposed land use at this current time.

On April 27, 2020, Urban Crossroads submitted a trip generation memo with a revised trip generation based on information about the end user of the facility (Appendix I).

Based on operational information provided for the future tenant of the facility, the truck mix evaluated in the traffic study is proposed to be modified as follows:

- 2-Axle Trucks = 11.35% (11.3% in the 2020 Traffic Study)
- 3-Axle Trucks = 64.65% (25.7% in the 2020 Traffic Study)
- 4+-Axle Trucks = 24.0% (63.0% in the 2020 Traffic Study)

The truck mix identified above would be applicable to the trip generation evaluated in the 2020 Traffic Study as shown on Table 26. In other words, no changes are proposed to the actual vehicle-based

trip generation presented in the 2020 Traffic Study. As shown on Table 26, the project (with modified truck mix) is anticipated to generate the same trip-ends per day and AM and PM peak-hour trips based on actual vehicles. However, once PCE factors are applied to the modified truck mix, the project is anticipated to generate 1,710 PCE trip-ends per day, with 182 PCE AM peak-hour trips and 172 PCE PM peak-hour trips.

Table 26: Proposed Project Trip Generation Summary (With Modified Truck Mix)

Land Use	Quantity	Units[1]	AM Peak-hour			PM Peak-hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles									
Dedeaux Harvill Truck Terminal	55.700	TSF							
Passenger Cars:			24	27	51	25	23	48	480
Truck Trips:									
2-axle (11.35%):			3	4	7	3	3	6	64
3-axle (64.65%):			18	21	39	19	17	36	366
4+-axle (24.0%):			7	7	14	7	7	14	134
- Truck Trips			*28*	*32*	*60*	*29*	*27*	*56*	*564*
Total Trips (Actual Vehicles) [2]			***52***	***59***	***111***	***54***	***50***	***104***	***1,044***
		Passenger Car Equivalent (PCE)							
Dedeaux Harvill Truck Terminal	55.700	TSF							
Passenger Cars:			24	27	51	25	23	48	480
Truck Trips:									
2-Axle (PCE = 1.5)			5	6	11	5	5	9	96
3-Axle (PCE = 2.0)			36	42	78	38	34	72	732
4+-Axle (PCE = 3.0)			21	21	42	21	21	42	402
- Truck Trips (PCE)			*62*	*69*	*131*	*64*	*60*	*123*	*1,230*
	Total Trips (PCE) [2]		***86***	***96***	***182***	***89***	***83***	***172***	***1,710***

[1] TSF = Thousand Square Feet

[2] Total Trips = Passenger Cars + Truck Trips

Level of Service Analysis Findings

Existing Plus Project (E+P) Conditions

Under Existing to Existing Plus project traffic conditions, study area intersections would continue to operate at an acceptable LOS (LOS D or better) with the exception of the intersection of Harvill Avenue and Placentia Street (LOS F during the AM and PM peak-hours). However, the planned interchange improvements that are anticipated to be in place by 2021 would reduce off-site deficiencies at this intersection to a less than significant level. No off-site deficiencies are anticipated once the interchange improvements have been completed.

The project is anticipated to contribute fewer than 50 peak-hour trips to the freeway segments and ramp junctions. The project's impact to the deficient freeway facilities is less than significant under (E+P) conditions.

Existing Plus Ambient Growth Plus Project (EAP 2021) Conditions

Under EAP 2021 conditions, no additional intersections are anticipated to operate at an unacceptable LOS (LOS E or worse), and no additional deficiencies are anticipated at freeway mainline segments of merge/diverge ramp junctions aside from the locations identified above. The recommended improvements shown at Harvill Avenue and Placentia Street, including signalization have been assumed to be implemented under this scenario. No mitigation is required.

The project is anticipated to contribute fewer than 50 peak-hour trips to the freeway segments and ramp junctions.[9] The project's impact to the deficient freeway facilities is less than significant under EAP 2021 conditions.

Existing Plus Ambient Growth Plus Project Plus Cumulative (EAPC 2021) Conditions

No additional improvements are required to improve EAPC 2021 conditions aside from the improvements identified above. The recommended improvements shown at Harvill Avenue and Placentia Street, including signalization, have been assumed.

Although the project would contribute fewer than 50 peak-hour trips to the freeway segments and ramp junctions, the following I-215 freeway segments and merge/diverge ramp junctions are anticipated to operate at an unacceptable LOS during peak-hours.

- I-215 Freeway Northbound, North of Ramona Expressway (#8) – LOS E AM peak-hour only
- I-215 Freeway Northbound, Ramona Expressway to Placentia Avenue (#11) – LOS E AM peak-hour only
- I-215 Freeway Northbound, Placentia Avenue to Nuevo Road (#14) – LOS E AM peak-hour only

At this time, Caltrans has no near-term fee programs or other improvement programs in place to address the deficiencies caused by development projects on the SHS freeway facilities. The project applicant shall participate in the payment of County of Riverside Transportation Uniform Mitigation Fees/Development Impact Fees (TUMF/DIF) and fair share construction buildout costs based upon the project's impact on existing infrastructure (MM TRANS-1). These fees shall be collected by the County of Riverside, with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

a) **Less than significant impact with mitigation incorporated.** All study intersections are expected to operate under an acceptable LOS, with the exception of the intersection of Harvill Avenue and Placentia Street under Existing Plus Project conditions, the I-215 Northbound North of Ramona Expressway, I-215 Northbound Ramona Expressway to Placentia Avenue, and I-215 Northbound, Placentia Avenue to Nuevo Road under Existing Plus Project conditions. Additionally, the freeway ramp junction at I-215 Southbound, Off-Ramp at Ramona Expressway is expected to operate at an unacceptable LOS under Existing Plus Ambient Growth Plus Project Plus Cumulative conditions. However, the project is expected to result in less than 50 peak-hour trips to freeway segments and ramp junctions, and improvements to Harvill Avenue and Placentia Street are anticipated to be completed before project completion. Therefore, there would be no off-site deficiencies following completion of the improvements. In addition, the project would be required to implement Mitigation

[9] Because Caltrans does not have any significance thresholds in place for Caltrans facilities, a threshold of 50 peak-hour trips to Caltrans freeway facilities has been used for this analysis.

Measure MM TRANS-1, which requires payment of TUMF/DIF fees to assist in the funding of off-site improvements. With implementation of Mitigation measure MM TRANS-1 and implementation of proposed improvements as part of the project, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system.

In an effort to promote alternative modes of transportation, the County of Riverside also includes a trails and bikeway system. There is a proposed Class II bike path along Cajalco Expressway and Regional Trail along Placentia Street within the project area. Existing pedestrian facilities are located along portions of Harvill Avenue, Rider Street, and Placentia Avenue. Field observations conducted in November 2019 by Urban Crossroads, Inc., indicate that there is nominal pedestrian and bicycle activity within the project area. The project as proposed would not conflict with a program, plan, ordinance, or policy addressing bicycle or pedestrian facilities.

Additionally, the County of Riverside is served by the Riverside Transit Authority (RTA). There are currently no existing routes that serve the roadways within the project area near the project. The nearest RTA Routes are Routes 27 and 208/212, which run along the I-215 Freeway (approximately 0.23 mile east). In addition, RTA route is Route 41 runs along Cajalco Road and Ramona Expressway (0.77 mile northeast). 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. As such, the project would be required to work with RTA to accommodate potential bus service to the project site. Therefore, the project would not conflict with any program plan, ordinance, or policy addressing the circulation system. Impacts would be less than significant.

b) **Less than significant impact.** A VMT screening analysis was prepared for the project on August 13, 2020, by Urban Crossroads, Inc. At the time of preparation, the County of Riverside was still in the final stages of development and adoption of their agency-specific VMT Analysis Guidelines and impact thresholds. County staff indicated that the County Guidelines will contain VMT screening criteria that generally follows the recommendations identified in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impact in the California Environmental Quality Act (CEQA).

The County Transportation Analysis Guidelines and Technical Advisory provide details on appropriate screening thresholds, which can be used to identify whether a proposed land use project would result in a less than significant impact without requiring a more detailed analysis. Screening thresholds are broken down into three types: Transit Priority Area (TPA) Screening, Low VMT Area Screening, and Project Type/Size Screening. A land use project meeting one of the screening thresholds is presumed to cause a less than significant impact.

It was determined that the proposed project does not meet the TPA or Low VMT Area screening thresholds, as the project is not located within 0.25 mile of an existing major transit stop, along a high-quality transit corridor, or meet the minimum floor area ratio (FAR) threshold of 0.75. Land use projects of a certain size and that are expected to generate low vehicle trips and associated GHG emissions are also considered to be less than significant. The County Transportation Analysis Guidelines establish that land use projects that fall with the General Light Industrial land use category and that are less than 179,000 square feet are presumed to have a less than significant impact to VMT absent substantial evidence to the contrary. The proposed project would construct an industrial building of 55,700 square feet, which would be less than the small project threshold for general light industrial uses of 179,000 square feet. Therefore, the proposed project meets the Project Type/Size screening threshold criteria and would be assumed to exhibit similar levels of low VMT. Meeting this criterion is sufficient to determine a less than significant impact related to VMT and no additional VMT analysis is required. As such, the proposed project would not be inconsistent with CEQA

Guidelines Section 15064.3, subdivision (b), in relation to potential VMT impacts, and impacts would be less than significant.

c) **Less than significant impact.** The project consists of the construction of a truck terminal facility. The project does not include any dangerous intersections or sharp curves as part of its design. Consequently, the project would include improvements to existing roadways surrounding the site, including street widening along Harvill Avenue and Patterson Avenue. Access to the site would be available via two driveways along Harvill Avenue. The project does not include incompatible uses or equipment that would increase hazards in the project area. All improvements for access and circulation would be designed and constructed in conformance with applicable County requirements to ensure public safety. As such, impacts would be less than significant.

d) **Less than significant impact.** The project consists of the construction of a truck terminal facility. The project would utilize existing roads within the project area, such as Harvill Avenue, Rider Street, Cajalco Road, and Placentia Avenue. The project includes widening of the street along Patterson Avenue and Harvill Avenue. Therefore, the project would not result in a substantial effect upon or result in the need for new or altered maintenance of roads. Impacts would be less than significant.

e) **Less than significant impact.** The project consists of the construction of a truck terminal facility. Construction trips and activities have the potential to result in increased traffic in the project area during the construction process. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project site to reduce potential effects on vehicular circulation within the project area. As such, impacts to circulation during the construction process would be less than significant.

f) **Less than significant impact.** The project consists of the construction of a truck terminal. Access to the project would be provided via two driveways along Harvill Avenue. The project applicant would be required to comply with all applicable Fire Department and Division of Building and Safety regulations related to emergency access. Impacts related to emergency access would be less than significant.

Mitigation:

MM TRANS-1 Payment of Applicable Mitigation/Development Impact Fees. Payment of County of Riverside Transportation Uniform Mitigation Fees/Development Impact Fees (TUMF/DIF) to fund off-site improvements needed to serve cumulative traffic conditions, the Project applicant shall pay the County of Riverside TUMF/DIF and fair share construction buildout costs based upon the project's impact on existing infrastructure. These fees shall be collected by the County of Riverside, with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

Monitoring: Payment of fees to the County of Riverside.

38.	**Bike Trails** a) Include the construction or expansion of a bike system or bike lanes?	☐	☐	☐	☒

Source(s): Project plans, Site Plan

Findings of Fact:

No impact. The project consists of the construction of a truck terminal. The project does not include the construction or expansion of the Riverside County bike system or any existing bike lanes. While

there are existing bike lanes within the project area, the project does not propose or require the construction of new or expansion of these existing lanes. Therefore, impacts related to bike trails would not 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): County Archaeologist, Assembly Bill 52 (AB 52) Tribal Consultation and NAHC Correspondence.

Findings of Fact:

a, b) **Less than significant impact with mitigation incorporated.** AB 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) and may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or EIR is required for a project. When a development application is determined complete subject to CEQA, the lead agency is required to notify the tribe within 14 days and notify the tribe with an invitation to consult. AB 52 identifies examples of mitigation measures that would avoid or minimize impacts to TCRs. AB 52 makes the above provisions applicable to projects that have a Notice of Preparation (NOP) or a Notice of Intent (NOI) to adopt a Negative Declaration/Mitigated Negative Declaration circulated on or after July 1, 2015. AB 52 amends Public Resource Code Section 5097.94 and adds Public Resource Code Sections 21073, 21074, 2108.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3, relating to Native Americans.

The Sacred Lands File record search identified no Native American cultural resource within the project area

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on January 24, 2020. Consultations were requested by the Morongo Band of

Mission Indians who was provided the Phase I cultural report and had no further comments. The Rincon Band of Luiseno Indians. During a March 17, 2020, consultation meeting, the tribe recommended that an archaeologist and a Luiseno monitor be present during ground disturbing activities and that protocols for the discovery of unanticipated resources and/or human remains be put into place. Consultation was concluded on March 17, 2020. The Soboba Band of Luiseno Indians requested to consult in a letter dated February 19, 2020. On February 26, 2020, consultation was initiated, and Soboba recommended that the standard County conditions of approval be placed on the project. The cultural report was provided to the tribe on March 4, 2020, and a meeting was held on September 23, 2020. The conditions of approval were provided to the tribe on September 30, 2020, and consultation was concluded the same day.

Although the tribes did not identify any Tribal Cultural Resources, due to the sensitivity of the area, Mitigation Measures MM TCR-1 and MM TCR-2 have been imposed on the project. With the inclusion of these mitigation measures, impacts to unknown Tribal Cultural Resources will be reduced to a less than significant level. Mitigation:

MM TCR-1 If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

MM TCR-2 Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for Native American Monitor(s).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(s) to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

Monitoring: Archaeological Monitor and Native American Monitor (as needed), with final sign-off by the County Archaeologist, as described in Mitigation Measures TCR-1 and TCR-2.

UTILITIES AND SERVICE SYSTEMS Would the project:				
40. Water a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage systems, whereby the construction or relocation would cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐

Source(s): Project Application Materials, Water Company, and EMWD 2015 UWMP.

Findings of Fact:

a) **Less than significant impact.** The project is in unincorporated Riverside County surrounded by some development and vacant land. The project proposes to construct a truck terminal building ranging in size up to 55,700 square feet (including a 5,000-square-foot office), with up to 99 dock doors for trucks; and a 305,450-square-foot parking area with 159 trailer parking spaces, 40 standard parking spaces, and three accessible parking spaces, and two electric vehicle spaces. The project would also construct four water quality management basins along the eastern portion of the site for the on-site treatment of water quality to County and State regulatory standards. Once operational, the project would employ 20-30 employees. According to the EMWD 2015 UWMP, available supplies are expected to meet current and projected water demands for normal dry and multiple dry years through 2040. The project would connect to existing public water, wastewater, and stormwater drainage facilities, and would not require the off-site construction or relocation of such facilities. As such, impacts would be less than significant.

b) **Less than significant impact.** The project would require water for daily operation and landscape maintenance. According to the EMWD 2015 UWMP, supplies are expected to meet current and projected water demands for normal dry and multiple dry years through 2040. The project is surrounded by vacant land, roadways, and intermittent existing development and located within the service area of EMWD. Therefore, impacts related to sufficient water supply would be 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): Department of Environmental Health Review, Los Angeles CEQA Thresholds Guide Exhibit M.2-12, Sewage Generation Factors, and EMWD Regional Water Reclamation Facilities Fact Sheets for the Perris Valley and Moreno Valley Reclamation Facilities.

Findings of Fact:

a) **Less than significant impact.** The project consists is located within unincorporated Riverside County. Because the project is located in a somewhat developed area and within the service area of EMWD, the project would be served by existing wastewater facilities. As such, the project would connect to existing facilities and would not require the use of septic systems or require the construction of new or relocation of existing facilities. Impacts related to wastewater treatment facilities would be less than significant.

b) **Less than significant impact.** The EMWD would provide wastewater services to the project site. The project would connect to existing water and sewer lines near the site. Based on wastewater generation rates from the City of Los Angeles' CEQA Thresholds Guidelines, project is proposed to

generate approximately 9,469 gallons of wastewater per day for warehouse and office uses. This would not result in a significant impact to the Perris or Moreno Valley EMWD wastewater treatment facilities. Therefore, existing facilities would have adequate capacity to serve the project and would not require additional facilities or services. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

42.	**Solid Waste** a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
	b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	☐	☐	☒	☐

Source(s): Riverside County General Plan, Riverside County General Plan EIR No. 521, Public Services, California Department of Resources Recycling and Recovery (CalRecycle) Estimated Industrial Solid Waste Generation Rates, and CalRecycle Solid Waste Information System: Badlands Landfill, CalRecycle Disposal Rate Calculator.

Findings of Fact:

a) **Less than significant impact.** Waste management services for the project area are provided to the site by Riverside County Department of Waste Resources. The Department operates six active landfills including Badlands Sanitary Landfill, Blythe Sanitary Landfill, Desert Center Sanitary Landfill, Lamb Canyon Sanitary Landfill, Mecca II Sanitary Landfill (which was permanently closed as of October 13, 2019), and Oasis Sanitary Landfill, and administers a contact agreement for waste disposal at the private El Sobrante Landfill. The nearest landfill to the site is Badlands Landfill, located approximately 10.92 miles northeast of the site across I-215. Badlands Landfill has a remaining capacity of 15,748,799 cubic yards as of 2015 and a maximum throughput of 4,800 tons per day. Using CalRecycle's estimated solid waste generation rates for industrial uses of 8.93 pounds per employee per day, the project would generate approximately 267.9 pounds of solid waste per day for 30 employees. The project would not result in a significant increase in solid waste generation, and therefore, impacts would be less than significant.

b) **Less than significant impact.** In 1989, the Legislature adopted the California Integrated Waste Management Act of 1989 (AB 939), in order to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." AB 939 established a waste management hierarchy: Source Reduction, Recycling, Composting, Transformation, and Disposal. The law also required that each County prepare a new Integrated Waste Management Plan and each city prepare a Source Reduction and Recycling Element (SRRE) by July 1, 1991. The SRRE is required to identify how each jurisdiction will meet the mandatory State waste diversion goal of 50 percent by the year 2000. The Act mandated that California's 450 jurisdictions (cities, counties, and regional waste management compacts) implement waste management programs aimed at a 25 percent diversion rate by 1995 and a 50 percent diversion rate by 2000. If the 50 percent goal was not met by the end of 2000, the jurisdiction was required to submit a petition for a goal extension to CalRecycle.

SB 1016 introduced a per capita disposal measurement system that measures the 50 percent diversion requirement using a disposal measurement equivalent. The Bill repealed the State Water

Board 2-year process, requiring instead that the State Water Board make a finding whether each jurisdiction was in compliance with the Act's diversion requirements for calendar year 2006 and to determine compliance for the 2007 calendar year and beyond, based on the jurisdiction's change in its per capita disposal rate. The State Water Board is required to review a jurisdiction's compliance with those diversion requirements in accordance with a specified schedule, which is conditioned upon the State Water Board finding that the jurisdiction complies with those requirements or has implemented its source reduction and recycling element and household hazardous waste element. The Bill requires the State Water Board to issue an order of compliance if the State Water Board finds that the jurisdiction has failed to make a good faith effort to implement its source reduction and recycling element or its household hazardous waste element, pursuant to a specified procedure.

The per capita disposal rate is a jurisdiction-specific index, which is used as one of several "factors" in determining a jurisdiction's compliance with the intent of AB 939, and allows CalRecycle and jurisdictions to set their primary focus on successful implementation of diversion programs. Meeting the disposal rate targets is not necessarily an indication of compliance. CalRecycle reports that Unincorporated Riverside County's Disposal Rate Targets for Reporting Year 2018 are 6.0 pounds per day per resident and 30.6 pounds per day per employee. The project is expected to be serviced by Riverside County Department of Waste Resources. Participation in the County's recycling programs during project construction and operation, including CalRecycle's requirements, would ensure that the project would not conflict with federal, State, and local statutes and regulations related to solid waste. Furthermore, the project would be required to meet standards set forth in California Green Building Standards Code (CALGreen) as well as Title 24. As such, impacts would be 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?	☐	☐	☒	☐
b) Natural gas?	☐	☐	☒	☐
c) Communications systems?	☐	☐	☒	☐
d) Street lighting?	☐	☐	☒	☐
e) Maintenance of public facilities, including roads?	☐	☐	☒	☐
f) Other governmental services?	☐	☐	☐	☒

Source(s): Project Application Materials, Utility Companies, Southern California Gas Company (SoCalGas) Gas Transmission Pipeline Interactive Map-Riverside County, and Google Maps.

Findings of Fact:

a) **Less than significant impact.** Electricity is provided by SCE. Existing overhead power lines are located along Rider Street and Patterson Avenue. The project is surrounded by intermittent existing development and therefore would connect to existing power lines in the project vicinity. Therefore, the project would not require the construction of new or expansion of existing facilities. As such, impacts would be less than significant.

b) **Less than significant impact.** Natural gas is provided by SoCalGas. According to the SoCalGas website, an existing high-pressure transmission line is located along Cajalco Road, north of the

project site. The project would connect to existing natural gas lines, and therefore the construction of new or expansion of existing lines would not be required. Impacts would be less than significant.

c) **Less than significant impact.** Communications systems are provided by Verizon Communications. As previously mentioned, an existing cell phone tower is located just outside of the northwestern boundary of the project site. The project would utilize existing communications systems and would not require new or expanded facilities. Impacts would be less than significant.

d) **Less than significant impact.** Street lighting is maintained by SCE. Street lighting does not currently exist within the project vicinity or on the project site. Therefore, the construction of street lighting in the project area would be required. Construction of street lighting within the project area would be required to comply with applicable regulations related to light and glare. With compliance with these regulations, impacts would be less than significant.

e) **Less than significant impact.** Construction may temporarily impact the maintenance of public facilities including roads. However, the project includes street dedications along Patterson Avenue and Harvill Avenue. Use of roads in the project vicinity would be consistent with current uses and would not require the construction of new or expansion of existing roadway facilities. As such, impacts would be less than significant.

f) **No impact.** There are no other governmental services on the project site or in the project vicinity. Therefore, the project would not impact other governmental facilities or require the construction of new or expansion of existing other governmental facilities. As such, no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-11 "Wildfire Susceptibility," GIS database, Project Application Materials, and E-mail Correspondence with Deputy Fire Marshal, Adria Reinertson, of the Riverside County Fire Department, Riverside County General Plan Safety Element.

Findings of Fact:

a) **Less than significant impact.** The project site is designated as BP and surrounded by vacant land, residential, and industrial uses. Based on the General Plan Safety Element Figure S-11, Wildfire Susceptibility, the project is not located in a State Responsibility Area or a Very High Fire Hazard Severity Zone (VHFHSZ). However, the area immediately to the west of the site is located within a VHFHSZ. The project would be required to comply with the provisions of the California Fire Code, California Building Standards Code, and would require approval by the County of Riverside. As previously mentioned, the County of Riverside adopted its Emergency Operations Plan in 2006. In addition, the County implemented a Multi-jurisdictional LHMP in July 2018, which assesses the County's current and future natural hazard risks. The project does not include any characteristics that would physically impair or otherwise interfere with the County of Riverside Emergency Operations Plan or evacuation in the project vicinity. As such, impacts would be less than significant.

b) **Less than significant impact.** The project is located in a predominantly flat area. As mentioned above, the project site is not located within an SRA or VHFHSZ. However, a VHFHSZ is located immediately west of the site, just outside of the project boundary. The project site is flat, and therefore would not exacerbate wildfire risks due to slope. The project is within Riverside County, which makes the project susceptible to the Santa Ana winds. The project would require approval by the County of Riverside Planning Department, and adherence to the California Building Standards Code and California Fire Code, in addition to compliance with policies and requirements set forth in the General Plan Safety Element related to design standards and fire safety. Additionally, maintenance of vegetation and minimization of combustible debris within the project area in conjunction with the aforementioned compliance would reduce potential wildfire impacts resulting from prevailing winds. Therefore, impacts would be less than significant.

c) **Less than significant impact.** The project consists of the construction of a truck terminal and the expansion of existing off-site improvements along Patterson Avenue and Harvill Avenue. In addition, all new power and gas lines would be installed underground to minimize the potential for ignition and related fire risks. Project plans would be reviewed by the County of Riverside Planning Department, and comply with the County of Riverside Municipal Code, CBCB, and Uniform Fire Code. Furthermore, maintenance of vegetation and minimization of combustible debris within the project area would reduce potential fire impacts. As such, impacts would be less than significant.

d) **Less than significant impact.** The project is not located in a VHFHSZ or SRA. In addition, the project is located in a relatively flat area with minimal flood hazard or landslide risk. This precludes the possibility of subjecting people or structures to significant risks related to post-fire slope instability and landslides. As such, impacts would be less than significant.

e) **Less than significant impact.** The project consists of a truck terminal building, parking lot, and office. The project is not located within a VHFHSZ or SRA. The project would be designed to comply with applicable regulations of the California Building Standards Code, California Fire Code, and Count of Riverside Municipal Code. As previously mentioned, the project would be subject to review by the County of Riverside Planning Department and maintenance of vegetation and minimization of combustible debris within the project area would reduce potential wildfire impacts. As such the project would not expose people or structures to a significant risk of loss, injury, or death involving wildfire. Impacts would be less than significant.

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): Staff Review, Project Application Materials

Findings of Fact:

Less than significant impact with mitigation incorporated. Implementation of the project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Implementation of Mitigation Measures MM BIO-1, MM BIO-2, MM CUL-1, MM CUL-2, MM GEO-1, MM PAL-1, MM TRC-1, and MM TRC-2 would reduce impacts related to a less than significant level. Therefore, no additional mitigation measures are required.

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): Staff Review and Project Application Materials.

Findings of Fact:

Less than significant impact with mitigation incorporated. The project would result in potentially significant impacts to Air Quality, Biological, Cultural, Geology/Soils, Greenhouse Gas Emissions, Hydrology/Water Quality, Noise, Paleontological Resources and Transportation however, mitigation measures have been identified that reduce impacts to a less than significant level. Implementation of MM AIR-1, MM BIO-1, MM BIO-2, MM CUL-1, MM CUL-2, MM GEO-1, MM GHG-1, MM GHG-2, MM GHG-3, MM GHG-4, MM NOI-1, MM NOI-2, MM PAL-1, MM TRANS-1, MM TCR-1, and MM TCR-2 is required to reduce impacts to a less than significant level.

All other impacts of the project were determined either to have no impact or to be less than significant without the need for mitigation. Cumulatively, the project would not result in any significant impacts that would substantially combine with impacts of other current or probable future impacts. Therefore, the project, in conjunction with other future development projects, would not result in any cumulatively considerable impacts.

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

Source(s): Staff Review and Project Application Materials.

Findings of Fact:

Less than significant impact with mitigation incorporated. All potential impacts of the project have been identified. Compliance with existing applicable laws and regulations and implementation of listed mitigation measures would ensure that the project would not result in substantial adverse effects on human beings either directly or indirectly. Therefore, impacts would be less than significant with the implementation of mitigation as identified herein. No additional mitigation measures are required.

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: No earlier analysis has been completed.

VI. List of Preparers

FirstCarbon Solutions
650 E. Hospitality Lane, Suite 125
San Bernardino, CA 92408
Phone: 909.884.2255
Fax: 909.884.2113

Project Director.....Kerri Tuttle
Project Manager.....Angela Wolfe
Senior Noise Specialist.....Phil Ault
Air Quality Scientist.....Kimber Johnson
Noise/Air Quality Analyst.....Eric Soycher
Biologist.....Alec Villanueva
Environmental Services Analyst.....Brittany Hagen
Environmental Services Analyst.....Stephanie Shepard
Senior Editor.....Susie Harris
GIS/Graphics.....Karlee McCracken
Reprographics.....Octavio Perez

Technical Subconsultants

Traffic
Urban Crossroads
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Costa Mesa, CA 92626

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02/11/21, 2:09 pm **PPT190032**

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT190032. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (PPT190032) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

Plot Plan No. 190032 (PPT190032) proposes to construct a 53,275 square foot warehousing/distribution truck terminal building which includes 5,000 square feet of office uses on a 11.15 gross acre site. The building will be constructed of concrete tilt-up panels and ranging in height from 33 feet to 39 feet. Parking for 159 truck trailers will be provided to the north and south of the proposed building. Forty-five (45) standard parking spaces will be provided which will include 3 accessible parking spaces and 2 electric vehicle spaces. Four water quality management basins are proposed along the northeastern and southeastern boundaries of the Property site.

NOTE:
Operational restrictions are 1) no outside storage will be allowed on the Project site, and; dock seals will be provided on all 99 dock doors prior to building occupancy.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:
1. County Wide Design Guidelines and Standards

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT for PLOT PLAN NO.190032

Exhibit A (Site Plan), dated February 19, 2019.
Exhibit B (Elevations), dated December 13, 2019
Exhibit C (Floor Plans), dated December 13, 2019.

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 4 AND - Exhibits (cont.)

Exhibit L (Conceptual Landscaping and Irrigation Plans), dated April 6, 2020.
Exhibit W (Wall and Fencing Plan), dated December 13, 2019.

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
- National Pollutant Discharge Elimination System (NPDES)
  - Clean Water Act
  - Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:
   - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
   - Government Code Section 66020 (90 Days to Protest)
   - Government Code Section 66499.37 (Hold Harmless)
   - State Subdivision Map Act
   - Native American Cultural Resources, and Human Remains (Inadvertent Find)
   - School District Impact Compliance
   - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)
3. Compliance with applicable County Regulations, including, but not limited to:
   - Ord. No. 348 (Land Use Planning and Zoning Regulations)
   - Ord. No. 413 (Regulating Vehicle Parking)
   - Ord. No. 457 (Building Requirements)
   - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
   - Ord. No. 461 (Road Improvement Standards)
   - Ord. No. 484 (Control of Blowing Sand)
   - Ord. No. 655 (Regulating Light Pollution) {Geographically based}
   - Ord. No. 671 (Consolidated Fees)
   - Ord. No. 787 (Fire Code)
   - Ord. No. 847 (Regulating Noise)
   - Ord. No. 857 (Business Licensing)
   - Ord. No. 859 (Water Efficient Landscape Requirements)
   - Ord. No. 915 (Regulating Outdoor Lighting)

4. Mitigation Fee Ordinances
   - Ord. No. 659 Development Impact Fees (DIF)
   - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
   - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
   - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

Advisory Notification. 6 AND - Hold Harmless

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Hold Harmless (cont.)

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning PPT190032, or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning PPT190032, including but not limited to, decisions made in response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars ($20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

BS-Plan Check

BS-Plan Check. 1 Gen - Custom

BUILDING AND SAFETY COMMENTS
To assist in providing an expeditious review, please cloud all corrections on revised exhibit. Items labeled as "Corrections" must be addressed prior to entitlement approval. Items labeled as "Notifications" are for your information only and are not required for entitlement approval. Include a comment response list

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

addressing each correction on the comment list. Thank You.

NOTIFICATIONS:

ACCESSIBLE PATH OF TRAVEL:
1- Please provide a revised site plan to indicate the required continuous accessible paved path of travel. The accessible path of travel details shall include;

1. Accessible path construction type (Asphalt or concrete).
2. Accessible path width.
3. Accessible path directional slope % and cross slope %.
4. All accessible ramp and curb cut-out locations and details where applicable.

The Accessible path of travel shall:

1. Connect to the public R.O.W.
2. Connect to all building(s).
3. Connect to all accessible parking loading/unloading areas.
4. Connect to accessible sanitary facilities.
5. Connect to areas of public accommodation.

Please be aware that the approved site plan with accessibility requirements should be included with any building plan submittals. The plan review staff may have additional comments depending on the additional information or revisions provided during the plan review process. Additional accessible requirements within the structure shall be reviewed during the building plan review.
EV PARKING:
Revise the site plan to show the required designated EV parking per CGC.
DISABLED ACCESS GUIDLINE:

EVCS are not considered parking spaces by the code. In addition, the required accessible parking spaces shall not double as required EVCS. 11B-208.1.
Required Number of Accessible EVCS
Where EVCS are provided for public use or common use, accessible EVCS shall be provided in accordance with the table below. (11B-228.3.1) (11B-228.3.2) (11B-228.3.2.1)

Electric Vehicle Charging Stations for Public Use and Common Use

Total Number of EVCS at a Facility1	Minimum Number (by type) of Accessible EVCS Required		
	Van Accessible	Standard Accessible	Ambulatory
1 to 4	1	0	0
5 to 25	1	1	0
26 to 50	1	1	1
51 to 75	1	2	2
76 to 100	1	3	3
101 and over	1, plus 1 for each 300, or fraction thereof, over 100		3, plus 1 for each 60, or fraction

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

thereof, over 100 3, plus 1 for each 50, or fraction thereof, over 100

CODE/ORDINANCE REQUIREMENTS:
The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply.
NOTE: The new updated 2019 California Building Codes will be in effect as of January 1st 2020, as mandated by the state of California. Any building plan and fee payment submitted to the building department on or after January 1st, 2020 will be subject to the new updated California Building Code(s).

E Health

E Health. 1 ECP Comments

Based on the information provided in the environmental assessment documents submitted for this project and with the provision that the information was accurate and representative of site conditions, RCDEH-ECP (Riverside County Department of Environmental Health – Environmental Cleanup Program) concludes no further environmental assessment is required for this project.

If previously unidentified contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

Fire

Fire. 1 Fire - Advisory

Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.
Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code, Riverside County Ordinance 787 and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.
Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

Flood

Flood. 1 Flood Haz. Report

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1 **Flood Haz. Report (cont.)**

1-21-2021

Plot Plan (PP) 190032 is a proposal for an industrial development on a 11-acre site in the Mead Valley area. The project consists of a 53,275 sq.ft. truck terminal building and concrete paved parking spaces throughout the project site. The site is located east of Patterson Avenue, north of Rider Street, west of Harvill Avenue and south of Morgan Street. PP190032 is within Community Facilities District (CFD) 87-1 of Riverside County. This project was previously reviewed under PAR 190037.

The site is subject to sheet flow runoff from a tributary area of approximately 2.2 square miles to the southwest. The project site is within the Perris Valley Master Drainage Plan (MDP). The District proposed MDP Lateral H-12 drainage system, along with Seaton Basin, and Lateral H-11.1 is necessary to alleviate flooding in this area and convey the flows to the east of I-215, and eventually to Perris Valley Channel via downstream drainage systems. Approximately 2000 CFS of offsite tributary flows drain to PP190032 are tabled to drain to Seaton Basin and Lateral H-12. Due to the large watershed area and high peak flows, the District proposed Seaton Basin (upstream of PP190032) to reduce the peak flows tributary to the project site from 1990 CFS down to 720 CFS. Currently there is no tentative schedule for construction of Seaton Basin.

The District has reviewed the drainage report, HEC-RAS results, HEC-HMS file (7/29/2020), Grading Plan, and MDP Lateral H-12 Plan and Profile in submitted "PPT190032 - MDP H-12 -Response to Comments-2021-01-06".

The 100-year peak flow of 1990CFS from Perris Valley MDP was used for a preliminary HEC-RAS calculation for PP190032. The offsite flow analysis covers approximate 700-ft upstream of Patterson Avenue and extends to approximate 500-ft downstream of Harvill Avenue. The 100-year water surface elevations were determined and the proposed truck terminal building finished floor was elevated approximately 6-ft above the base flow elevation. The preliminary HEC-HMS calculation needs some modifications before submitting for final plan design. A final HEC-RAS model that reflects the final site design shall be included in the final drainage report to the District for a review and approval.

In order to facilitate orderly development and to reduce flooding along Harvill Ave., PP190032 proposes to construct MDP proposed Lateral H-12 (7'HX10'W RCB) to its functional equivalent as a concrete-lined trapezoidal (b=6', min H=6.75' and z=1.5) channel along the north property line and 6'Hx12'W RCB under Harvill Ave. The proposed channel deepens as it approaches the proposed box culvert under Harvill Avenue. A proposed V-shaped collection channel along the northwestern property line intercepts offsite flows into Lateral H-12 until upstream facilities are constructed. The base width of the collection channel shall allow for a bobcat to drive and provide maintenance. In the interim condition, a bubbler/weir structure is proposed to outlet the RCB under Harvill Avenue. The bubble-up/weir structure is preliminarily designed at an uncommonly long length of 225 feet within existing street right of way. The configuration of this outlet can be reconfigured, if necessary, during the final plan phase. The final design will include as necessary safety railing, protections, metal beam guard railing and set-backs needed for vehicular traffic as specified in the Transportation Department's Policies and Guidelines. In case some flows drain to the north of the channel and past the limits of the project, additional catch basins and inlet

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1 Flood Haz. Report (cont.)

systems will be provided to ensure that the sump condition in Harvill properly drains to the proposed box culvert. Lateral H-12 must extend under Harvill Avenue to reduce flows over Harvill Avenue and achieve the County Transportation required 100-year flow depth less than 9-in and velocity less than 1.5 fps across Harvill Ave up to the MDP Q100 of 720cfs. If PP190032 and the development at east of Harvill Ave (PP190039) start the constructions simultaneously, PP190032 may need to work with PP190039 to complete the Lateral H-12 system to the RCTC property west of I-215. For the District to adequately maintain the proposed open channel portion of Lateral H-12, the design shall include the following: 1) one maintenance road along the south side of the proposed trapezoidal channel, 2) a turnaround at the west end of the road and 3) an access ramp to the channel invert.
The project may be eligible to receive the ADP fee credit if the District approves the Perris Valley MDP Lateral H-12 be constructed to District's standards. Or, the developer may request a Public/Private Partner Project at the upcoming Budget Hearing to offset the cost of the system with the understanding that the project will be public bid and the timeline may not be consistent with their development schedule.
The onsite flows are captured by proposed curb and gutter, catch basins and underground storm drains, and conveyed to two proposed water quality basins, BMP D-1 and D-2, located at northeast corner and southeast corner of the site. BMP D-1 is a series of basins including a biofiltration basin and two extended retention basins. BMP D-1 captures and treats the onsite flows north of the proposed buildings and including the buildings. Since the three basins of BMP D-1 are interconnected via 12-in HDPE storm drain, it would have one or two basins become dead storage due to clogging in the pipe which is not allowed by the District. The project shall prevent dead storage by increasing the pipe size and the basins and outlet structure must be capable of passing the 100-year storm without damage to the facility. Back water effect is not allowed between the basins. BMP D-2 is a proposed biofiltration basin that treats the rest of onsite flows. Both the BMP basins discharge to Lateral H-12. BMP D-1 discharges into the proposed channel at northeast corner of the site via a proposed connector storm drain. BMP D-2 discharges to the proposed 6'Hx12'W RCB under Harvill Ave via a proposed 18-in storm drain along Harvill Ave. The previously submitted drainage report shall be revised to reflect such update and resubmitted to the District for a review as previously the both BMP basins discharge to Lateral H-11.1 at the intersection of Harvill Ave and Rider Street via a proposed 18-in storm drain in Harvill Ave.

There is a general lack of drainage infrastructure downstream of the project site. The impervious area proposed with this development will generate an increase in peak flow rates that will adversely impact the downstream property owners. A preliminary Hydrology Study dated May 2020 was submitted to show mitigation of this increased runoff by using Short-cut Synthetic Unit Hydrograph (SUH) and HEC-HMS. Typically, District recommends the project to use conventional SUH method, or HEC-HMS that is run by using effective rainfall and loss rate from District's preprocessor (http://content.rcflood.org/hechms/) to size the basin. The project is required to submit the final drainage study to the District during the final design showing the current method calculated basin size is equal or larger than the basin size that is calculated by using District required / recommended method. The land use, soil type and percent impervious area for the drainage areas shall be updated for consistency with the Riverside County General Area Plan ultimate land use and District Hydrology Manual. The criteria for mitigation of the incremental increase of peak flow rates shall be satisfied and calculations supporting the adequacy of the mitigation feature shall be submitted to the District for review and approval prior to the issuance of permits. See comment 015-Flood INCREASED RUNOFF CRITERIA.

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1 Flood Haz. Report (cont.)

The hydraulic analysis for proposed storm drain shall be submitted to the District for review and approval. In no case shall the basins' discharge exceed the design flow rate of Lateral H-12 or impose negative impacts to the downstream facilities and properties.

The site is located within the bounds of the Perris Valley Area Drainage Plan (ADP) for which drainage fees and mitigation fees have been established by the Board of Supervisors. Applicable ADP fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to issuance of grading or building permits for this project whichever occurs first. Although the current fee for this ADP is $8,875 per acre, the fee due will be based on the fee in effect at the time of payment. The fee is payable to the Flood Control District by cashier's check or money order only. The District will not accept personal or company checks. The drainage fee is required to be paid prior to the issuance of the grading permits or issuance of the building permits if grading permits are not issued.

Every effort has been made to identify all potential areas of concern for which the District will recommend conditions of approval should this case be filed. However, if during further review of the site and development proposal, additional public safety and health issues are discovered, the District reserves the right to bring such issues to the attention of the hearing body.

Any questions pertaining to this project may be directed to Han Yang at 951-955-1348 or hyang@RIVCO.org.

Flood. 2 INCREASED RUNOFF CRITERIA

Flood INCREASED RUNOFF CRITERIA.

A complete drainage study including, but not limited to, hydrologic and hydraulic calculations for the proposed detention basin shall be submitted to the District for review and approval. The applicant's engineer shall analyze the l-hour, 3-hour, 6-hour and 24-hour duration precipitation events for the 2-year, 5-year and 10-year return frequencies. The detention basin(s) volume and outlet(s) sizing shall ensure that none of the above referenced storm events has a higher peak discharge in the post-development condition than in the pre-development condition. For the 2-year and 5-year events the loss rate will be determined using an AMC I condition. For the 10-year event, AMC II shall be used. Constant loss rates shall be used for the l-hour, 3-hour and 6-hour events. A variable loss rate shall be used for the 24-hour events.
Low Loss rates will be determined using the following:

1. Undeveloped Condition --> LOW LOSS = 90%

2. Developed Condition --> LOW LOSS = .9 - (.8 X % IMPERVIOUS)

3. Basin Site --> LOW LOSS = 10%

Where possible and feasible, the on-site flows should be mitigated before combining with off-site flows to

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 2 INCREASED RUNOFF CRITERIA (cont.)

minimize the size of the detention facility required. If it is necessary to combine off-site and on-site flows into a detention facility two separate conditions should be evaluated for each duration/return period/before-after development combination studied; the first for the total tributary area (off-site plus on-site), and the second for the area to be developed alone (on-site). It must be clearly demonstrated that there is no increase in peak flow rates under either condition (total tributary area or on-site alone), for each of the return period/duration combinations required to be evaluated. A single plot showing the pre-developed, post-developed and routed hydrographs for each storm considered, shall be included with the submittal of the hydrology study.

No outlet pipe(s) shall be less than 18" in diameter. Where necessary an orifice plate may be used to restrict outflow rates. Appropriate trash racks shall be provided for all outlets less than 48" in diameter.

The basin(s) and outlet structure(s) must be capable of passing the 100-year storm without damage to the facility. Embankment shall be avoided in all cases unless site constraints or topography make embankment unavoidable in the judgment of the General Manager-Chief Engineer.

Mitigation basins should be designed for joint use and be incorporated into open space or park areas. Side slopes should be no steeper than 4:1 and depths should be minimized where public access is uncontrolled.

A viable maintenance mechanism, acceptable to both the County and the District, should be provided for detention facilities. Generally, this would mean a CSA, landscape district, parks agency or commercial property owners association.

Planning

Planning. 1 15 PLANNING Landscape Requirement

Landscape Requirement

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;
3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 1 15 PLANNING Landscape Requirement (cont.)

1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.
2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.
3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

Planning. 2 Planning - ALUC Conditions

The project site is located within the March Air Reserve Base Airport Influence Area ("AIA") boundary and is therefore subject to the Airport Land Use Commission ("ALUC") review. The Project site is located within the Airport Compatibility Zone C2. This project was submitted to ALUC for review, and on March 14, 2020, ALUC found the Project CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

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

b. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.

i. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

ii. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low ("green") level.

iii. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

iv. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

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

d. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 2 Planning - ALUC Conditions (cont.)

review:

e. Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

f. A notice titled "Notice of Airport in Vicinity" shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice

g. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

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

k. This project has been evaluated for 48,275 square feet of storage area and 5,000 square feet of office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.

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

Planning. 3 Planning - Basis of Parking

Parking for this project was determined primarily on the basis of County Ordinance No. 348, Section

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 3 Planning - Basis of Parking (cont.)

18.12. a.(2).b), Warehousing and Wholesaling: One space/2,000 square feet of gross floor area and Professional Business Office 1 space/250 square feet of net leasable floor area. A minimum of 45 parking spaces shall be provide pursuant to Ordinance No. 348 requirements as shown on the APPROVED EXHIBIT A.
County Ordinance No.348, Section 18.12 c. (1) c., states that all development projects that require twenty-five (25) to forty-nine (49) parking spaces shall designate two (2) parking spaces for electrical vehicles. Based on the parking spaces required the applicant would be required to provide two (2) EV parking spaces. Each electrical vehicle parking space shall have a charging station. Charging stations if capable may service more than one electrical vehicle. The applicant's site plan will illustrate the location of these spaces and charging stations

Planning. 4 Planning - Business Licensing

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department.

Planning. 5 Planning - Causes for Revocation

In the event the use hereby permitted under this permit is found:

(a) to be in violation of the terms and conditions of this permit; and/or,

(b) to have been obtained by fraud or perjured testimony; and/or,

(c) to be detrimental to the public health, safety or general welfare, or is a public nuisance,

then this permit shall be subject to revocation procedures.

Planning. 6 Planning - Ceased Operations

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

Planning. 7 Planning - Mt. Palomar Lighting Area

Within the Mt. Palomar Special Lighting Area Zone B, as defined in Ordinance No. 655 low pressure sodium vapor lighting or overhead high pressure sodium vapor lighting with shields or cutoff luminares, shall be utilized.

Planning. 8 Planning - No Outdoor Advertising

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 9 **Planning - No Resident Occupancy (cont.)**

Planning. 9 **Planning - No Resident Occupancy**

No permanent occupancy shall be permitted within the property approved under this Plot Plan as a principal place of residence. No person, shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

Planning. 10 **Planning - Permit Expiration**

This approved permit shall be used within NINE (9) years from the approval date; otherwise, the permit shall be null and void.

The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval.

Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

Planning. 11 **Planning - Reclaimed Water**

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

Planning. 12 **Planning - Review Fees**

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan, or mitigation and monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning-CUL

Planning-CUL. 1 **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.

Planning-CUL. 2 **Unanticipated Resources**

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.
If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 2 Unanticipated Resources (cont.)

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.
Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.
* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.
** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-GEO

Planning-GEO. 1 GEO200016 ACCEPTED

County Geologic Report GEO No. 200016, submitted for the project PPT190032, was prepared by Sladden Engineering, and is titled; "Geotechnical Investigation, Proposed Warehouse Building, NWC Harvill and Rider Street, Perris, California," dated July 16, 2019.
GEO200016 concluded:
1. Based on our research, the site is not currently located within any State of California designated fault zone.
2. Based upon published maps, onsite mapping, and a review of non-stereo digitized photographs of the site, risks associated with primary surface ground rupture should be considered "low."
3. No fissures or other evidence of subsidence were observed at the subject site. Generally, subsidence related to groundwater depletion is areal in nature with very little differential settlement over short distances such as across individual buildings.
4. Based on our review of historic groundwater maps of the site, and our experience in the project vicinity, it is our opinion that risks associated with liquefaction and liquefaction related hazards should be considered "negligible".
5. Based on the results of our laboratory testing (EI=1), the materials underlying the site are considered to have a "very low" expansion potential.
6. Static settlement is calculated to be less than one inch when using the recommended bearing pressures, and static differential settlement between footings can be assumed as one-half of the total static settlement.
7. Based on the relatively flat nature of the site, risks associated with slope failure, landsliding, rock falls, and debris flows are considered negligible/remote.
GEO200016 recommended:
1. Areas to be graded and paved should be cleared of any vegetation, associated root systems, and debris, and disposed of offsite.

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1 GEO200016 ACCEPTED (cont.)

2. All areas scheduled to receive fill should be cleared of old fill and any irreducible matter.
3. All artificial fill and native low density soils should be removed to competent native soil or a depth of at least 3 feet below the bottom of footings, whichever is deeper.
4. The competency of native soil encountered within the excavation bottoms should be generally evaluated based on the minimums of 85 percent relative compaction or 85 percent saturation.
5. The exposed surface should then be scarified, moisture conditioned to within two percent of optimum moisture content, and compacted to at least 90 percent relative compaction.
6. Removals should extend at least 5 feet laterally beyond the footing limits where possible.

GEO No. 200016 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 200016 is hereby accepted for planning purposes. Engineering and other Building Code parameters were not included as a part of this review or approval. This approval is not intended and should not be misconstrued as approval for grading permit. Engineering and other building code parameters should be reviewed and additional comments and/or conditions may be imposed by the County upon application for grading and/or building permits.

Transportation

Transportation. 1 RCTD - GENERAL CONDITIONS

1. With respect to the conditions of approval for the referenced tentative exhibit, it is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

2. The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

3. A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

4. Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

5. If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.

6. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 RCTD - GENERAL CONDITIONS (cont.)

7. The Project shall obtain approval of street improvement plans from the Transportation Department.

Improvement plans shall be based upon a design profile extending a minimum of 300 feet beyond the project limits.

8. Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: http://rctlma.org/trans/. If you have questions, please call the Plan Check Section at (951) 955 6527.

Transportation. 2 TS/CONDITIONS

The Transportation Department has reviewed the traffic study submitted for the referenced project. The study has been prepared in accordance with County-approved guidelines. We generally concur with the traffic study findings.

The General Plan circulation policies require development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

The study indicates that it is possible to achieve adequate levels of service for the following intersections based on the traffic study assumptions.

Harvill Avenue (NS) at:
Cajalco Expressway (EW)

Harvill Avenue (NS) at:
North Driveway (DW#1) (EW)

Harvill Avenue (NS) at:
South Driveway 2 (EW)

Harvill Avenue (NS) at:
Rider Street (EW)

Harvill Avenue (NS) at:
Placentia Street (EW)

I-215 Southbound Ramps (NS) at:
Ramona Expressway (EW)

I-215 Southbound Ramps (NS) at:

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2 TS/CONDITIONS (cont.)

Placentia Street (EW)

I-215 Northbound Ramps (NS) at:
Ramona Expressway (EW)

I-215 Northbound Ramps (NS) at:
Placentia Street (EW)

As such, the proposed project is consistent with this General Plan policy.

The associated conditions of approval incorporate the recommendations identified in the traffic study, which are necessary to achieve or maintain the required level of service.

Transportation. 3 TS/DESIGN

The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

N/A

or as approved by the Transportation Department.

Waste Resources

Waste Resources. 1 Waste - General

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.
AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14.

For more information, please visit:
www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory
Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of

ADVISORY NOTIFICATION DOCUMENT

Waste Resources

Waste Resources. 1 Waste - General (cont.)

the project.
The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.
AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Those subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:
-Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
-Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

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60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 60 - BS GRADE - Provide 12 inch wide concrete maintenance Not Satisfied

Project proponent shall provide 12 inch wide concrete maintenance walkway on planter islands adjacent to parking spaces. Concrete maintenance walkway shall be shown on landscape and grading plans, typical.

060 - BS-Grade. 2 EASEMENTS/PERMISSION Not Satisfied

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.
A notarized letter of permission and/or recorded easement from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan.
In instances where the grading plan proposes drainage facilities on adjacent off site property, the owner/ applicant shall provide a copy of the recorded drainage easement or copy of Final Map.

060 - BS-Grade. 3 IF WQMP IS REQUIRED Not Satisfied

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

060 - BS-Grade. 4 IMPROVEMENT SECURITIES Not Satisfied

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department for additional information and requirements.

Flood

060 - Flood. 1 6 Items to Accept Facility Not Satisfied

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST OBTAIN CONFIRMATION THAT ONE OF THESE AGENCIES WILL ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE PRIOR TO SUBMITTAL FOR REVIEW. In the event the District is willing to maintain the proposed facility(ies), the following six (6) items must be initiated prior to the issuance of a grading permit and accomplished prior to starting construction of the drainage facility(ies):

1) Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.

2) The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.

3) The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall

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60. Prior To Grading Permit Issuance

Flood

060 - Flood. 1 6 Items to Accept Facility (cont.) Not Satisfied

submit a completed Application for Agreement Preparation to the District's Contract Services Section.

4) All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

5) Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above referenced agreement).

6) A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

060 - Flood. 2 Increased Runoff Mitigation Not Satisfied

This project shall mitigate for adverse impacts of increased runoff that will be generated by this development. Calculations supporting the design of the mitigation feature(s) shall be submitted for review and approval prior to issuance of permits for this project. See the Advisory Notification Document for Increased Runoff Mitigation Criteria.

060 - Flood. 3 Mitcharge - Use Not Satisfied

This project is located within the limits of the Perris Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area pursuant to Ordinance No. 460 Section 10.25.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. Fees shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

Planning

060 - Planning. 1 Planning - Construction Noise Not Satisfied

Grading Plans shall note that during all Project-related excavation and grading, the construction contractor(s) shall equip all construction equipment, fixed and mobile, with properly operating and maintained mufflers consistent with manufacturer standards.

Grading Plans shall note that the contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors (residences) nearest the Project site during all Project construction.

Grading Plans shall note that the use of amplified music or sound is prohibited on the Project site

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 1 Planning - Construction Noise (cont.) Not Satisfied

during construction.

060 - Planning. 2 Planning - Diesel Construction Equipment Criteria Not Satisfied

Construction plans and specifications shall state that during the site preparation phase, the Construction Contractor shall ensure that off-road diesel constriction equipment greater than 150 horsepower (>150 HP) complies with EPA/CARB Tier 3 emissions standards and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications.

060 - Planning. 3 Planning - Fee Status Not Satisfied

Prior to the issuance of grading permits for Plot Plan No. 190032, the Planning Department shall determine the status of the deposit based fees. If the fees are in a negative status, the permit holder shall pay the outstanding balance.

060 - Planning. 4 Planning - Underground Utilities Not Satisfied

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

Planning-CUL

060 - Planning-CUL. 1 Cultural Resources Monitoring Program (CRMP) Not Satisfied

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 has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A CRMP shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural 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. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit.
The CRMP shall contain at a minimum the following:
Archaeological Monitor An adequate number of qualified archaeological monitors shall be onsite to ensure all earth moving activities are observed for areas being monitored. This includes all grubbing, grading and trenching onsite and for all offsite 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 sand directed by the Project Archaeologist.
Cultural Sensitivity Training - 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; the areas to be avoided during grading activities; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; 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

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60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 1 Cultural Resources Monitoring Program (CRMP) (cont.) Not Satisfied

construction personnel must attend prior to beginning work on the project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.
Unanticipated Resources - In the event that previously unidentified potentially significant cultural resources are discovered, the Archaeological and/or Tribal Monitor(s) shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the Tribal monitor, shall determine the significance of the discovered resources. The County Archaeologist must concur with the evaluation before construction activities will be allowed to resume in the affected area. Further, before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Isolates and clearly non-significant deposits shall be minimally documented in the field and the monitored grading can proceed.
Artifact Disposition- 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.
The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring

060 - Planning-CUL. 2 Native American Monitor Not Satisfied

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for Native American Monitor(s).
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(s) to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.
This agreement shall not modify any condition of approval or mitigation measure.

060 - Planning-CUL. 3 Project Archaeologist Not Satisfied

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

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60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 3 Project Archaeologist (cont.) Not Satisfied

artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

Planning-EPD

060 - Planning-EPD. 1 30-Day Preconstruction Burrowing Owl Survey - EPD Not Satisfied

Pursuant to Objectives 6 & 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the issuance of a rough grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (February 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. A grading permit may be issued once the species has been relocated.
When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew Poonamallee at mpoonama@rivco.org and Melissa Manzo at melmanzo@rivco.org for instructions. Biological reports not uploaded to the FTP site may result in delayed review and approval.

060 - Planning-EPD. 2 MBTA Nesting Bird Survey - EPD Not Satisfied

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st through August 31st). If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted.

Prior to issuance of a permit for rough grading, the project's consulting biologist shall prepare and submit a report, documenting the results of the survey, to EPD for review. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a rough grading permit.

When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew Poonamallee at mpoonama@rivco.org and Melissa Manzo at melmanzo@rivco.org for instructions. Biological reports not uploaded to the FTP site may result in delayed review and approval

Planning-PAL

060 - Planning-PAL. 1 PRIMP Not Satisfied

This site is mapped in the County's General Plan as having a High potential for paleontological

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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 PRIMP (cont.) Not Satisfied

resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:

PRIOR TO ISSUANCE OF GRADING PERMITS:
1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).
2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:
1. A corresponding County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.
2. Description of the proposed site and planned grading operations.
3. Description of the level of monitoring required for all earth-moving activities in the project area.
4. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
5. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
6. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
7. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
8. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
9. Procedures and protocol for collecting and processing of samples and specimens.
10. Fossil identification and curation procedures to be employed.
11. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.
12. All pertinent exhibits, maps and references.
13. Procedures for reporting of findings.
14. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.
15. All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (eg. PG), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist

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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 PRIMP (cont.) Not Satisfied

for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Transportation

060 - Transportation. 1 RCTD - L&LMD APPLICATION Not Satisfied

File an application with the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, for required annexation.

If you have any questions or for the processing fee amount, please call the L&LMD Section at (951) 955-6748.

060 - Transportation. 2 RCTD - SUBMIT GRADING PLANS Not Satisfied

The project proponent shall submit two sets of grading plans (24 x 36 inches) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The Standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

060 - Transportation. 3 RCTD-MAP-WQ - Santa Ana Region - FINAL WQMP REQUI Not Satisfied

The project is located in the Santa Ana watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at https://rctlma.org/trans/Land-Development/WQMP.
The project is proposing to build RCFC Perris Valley MDP Lateral H-12 in an effort to reduce the flooding along Harvill Ave that occurs due to a large floodplain flowing from west to east. The preliminary design included in the study dated January 1, 2006—"PPT190032 – MDP H-12 -Response to Comments – 2021-01-06(002)" The study includes a V-shaped collection channel along the north-west property line, channel along the north property line, a box culvert underneath Harvill Ave and a bubble-up/weir structure-outlet to be used in the interim condition, prior to the extension of the lateral as a part of the neighboring project, PPT190039. The bubble-up/weir structure is preliminarily designed at an uncommonly long length of 225 feet within existing street right of way. The configuration of the this outlet can be reconfigured, if necessary, during the final plan phase. The final design will include, as necessary, safety railing, protections, metal beam guard railing and set-backs needed for vehicular traffic as specified in the Transportation Department's Policies and Guidelines. The proposed collection channel will capture the MDP flow rate of 720 cfs. The project's preliminary drainage study indicates that this collects the flow rate, however, in the case that the some flows drain to the north of the channel and past the limits of the project, additional catch basins and inlets systems will be provided to ensure that the sump condition in Harvill, properly drains to the proposed culvert. As an alternative to the interim outlet, the project may build or build in conjunction with, the Lateral H-12 system being proposed with the PPT190039 project. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

70. Prior To Grading Final Inspection

Planning-CUL

Plan: PPT190032 Parcel: 317170043

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

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.

070 - Planning-CUL. 2 Phase IV Monitoring Report Not Satisfied

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.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 NO BUILDING PERMIT W/O GRADING PERMIT Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2 ROUGH GRADE APPROVAL Not Satisfied

Plan: PPT190032 Parcel: 317170043

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 2 ROUGH GRADE APPROVAL (cont.) Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:
1. Submitting a "Wet Signed" copy of the Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.
2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.
3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.
4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by the County Inspector prior to receiving a rough grade permit final.
Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

E Health

080 - E Health. 1 OWTS Plans Not Satisfied

A set of two detailed plans drawn to a proper scale of the proposed subsurface sewage disposal system. To include a floor plan/plumbing schedule to ensure proper septic tank sizing.

080 - E Health. 2 Percolation Report Not Satisfied

A soil percolation report consistent with the Department's technical guidance manual is required. (see ON10035 for percolation report on file with DEH)

080 - E Health. 3 Water Will Serve Not Satisfied

A current water "Will-Serve" letter is required from EMWD.

Fire

080 - Fire. 1 Prior to Permit Issuance Not Satisfied

Prior to building construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)
Prior to issuance of Building Permits, an approved site plan for fire apparatus access roads and signage shall be submitted and approved by the Office of the Fire Marshal. (CFC 501.3)
The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction (CFC 501.4)
Fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches or 15 feet if project is located in a State Responsibility Area Fire Hazard Zone. (CFC 503.2.1)

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80. Prior To Building Permit Issuance

Fire

080 - Fire. 2 Prior to Permit Issuance Not Satisfied

Minimum fire flow of 1500 gpm at 20 psi for 2 hours, for the construction of all commercial buildings, is required per CFC Appendix B and Table B105.1. Prior to building permit issuance, the applicant/developer shall provide documentation to show there exists a water system capable of delivering the fire flow based on the information given.
Subsequent design changes may increase or decrease the required fire flow.
The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within 50 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3)
1. Prior to issuance of Certificate of Occupancy or Building Final, "Blue Reflective Markers" shall be installed to identify fire hydrant locations in accordance with City specifications. (CFC 509.1)
2. Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Office of the Fire Marshal for review and approval.
3. Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3)

Flood

080 - Flood. 1 6 Items to Accept Facility Not Satisfied

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST OBTAIN CONFIRMATION THAT ONE OF THESE AGENCIES WILL ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE PRIOR TO SUBMITTAL FOR REVIEW. In the event the District is willing to maintain the proposed facility(ies), the following six (6) items must be accomplished prior to the issuance of a grading permit or starting construction of the drainage facility(ies) whichever comes first:

1) Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.

2) The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.

3) The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.

4) All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon

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80. Prior To Building Permit Issuance

Flood

080 - Flood. 1 6 Items to Accept Facility (cont.) Not Satisfied

the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

5) Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above referenced agreement).

6) A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

080 - Flood. 2 Mitcharge - Use Not Satisfied

This project is located within the limits of the Perris Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area pursuant to Ordinance No. 460 Section 10.25.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. The charge is payable to the Flood Control District, and shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Personal or corporate checks will not be accepted for payment.

Planning

080 - Planning. 1 AQ Building Plan Notes Not Satisfied

The Project is required to comply with the provisions of the SCAQMD Rule 1113 "Table of Standards" pertaining to VOC emissions by using Low-Volatile Organic Compounds paints (no more than 50 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications. Prior to building permit final inspection, the County of Riverside shall verify a note requiring Rule 1113 compliance is specified on all building plans. Project contractors would be required to comply with the note and maintain written records of such compliance that can be inspected by the County of Riverside or its designee upon request.

080 - Planning. 2 Planning - ALUC – Detention Basins Not Satisfied

The proposed detention basin (including water quality management basins) on the site shall be designed to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm, and to remain dry between rainfalls. Vegetation in and around the detention basin that provide food or cover for bird species that are incompatible with airport operations shall not be utilized in project landscaping.

080 - Planning. 3 Planning - Bike Racks Not Satisfied

Based on the number of parking spaces required (45), a minimum of 2 bicycles spaces shall be provided. Bike rack spaces or bike lockers shall be shown on the project's parking and landscaping plan. Bike racks shall be provided in convenient locations to facilitate bicycle access to the project area.

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 4 Planning - Colors and Materials Not Satisfied

Prior to building permit issuance, the colors and materials selected for final construction of the building shall coordinate with the colors and materials as shown on APPROVED EXHIBIT B.

080 - Planning. 5 Planning - Conform to Elevations and Square Footage Not Satisfied

Elevations and square footage of the structure submitted for building plan check approval shall be in substantial conformance with the elevations and square footage of the structure as shown on APPROVED EXHIBIT A and EXHIBIT B.

080 - Planning. 6 Planning - Construction Noise Not Satisfied

Building Plans shall note and construction shall comply that during all Project-related excavation and grading, the construction contractor(s) shall equip all construction equipment, fixed and mobile, with properly operating and maintained mufflers consistent with manufacturer standards.

Building Plans shall note and construction shall comply that the contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors (residences) nearest the Project site during all Project construction.

Building Plans shall note and construction shall comply that the use of amplified music or sound is prohibited on the Project site during construction.

080 - Planning. 7 Planning - EV Charging Stations Not Satisfied

County Ordinance No.348, Section 18.12 c. (1) b. & d., states that all development projects that require twenty-five (25) to forty-nine (49) parking spaces shall designate two (2) parking spaces for electrical vehicles. Based on the parking spaces required the applicant would be required to provide two (2) EV parking spaces. Each electrical vehicle parking space shall have a charging station. Charging stations if capable may service more than one electrical vehicle. The applicant's site plan will illustrate the location of these spaces and charging stations.

080 - Planning. 8 Planning - Fee Status Not Satisfied

Prior to issuance of building permits for Plot Plan No. 190032, the Planning Department shall determine the status of the deposit based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

080 - Planning. 9 Planning - Lighting Plans Not Satisfied

All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

080 - Planning. 10 Planning - Roof Equipment Shielding Not Satisfied

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

080 - Planning. 11 Planning - School Impact Fees Not Satisfied

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 11 Planning - School Impact Fees (cont.) Not Satisfied

Impacts to the Val Verde Unified School District be addressed in accordance with California State law.

080 - Planning. 12 Planning - Wall/Fencing Plan Required Not Satisfied

The wall and fencing plan as provided on Exhibit W., shall require anti-graffiti coatings on fences and walls, where applicable.

080 - Planning. 13 Planning - Warehouse – Building Plan Notes Not Satisfied

Prior to building permit issuance, the following measures shall be noted on building plans and shall be complied with during grading operations:

1. During construction of the warehouse/distribution facility, all heavy duty haul trucks accessing the site shall have CARB-Compliant 2010 engines or newer approved CARB engine standards.

2. All diesel fueled off-road construction equipment greater than 50 horsepower, including but not limited to excavators, graders, rubber-tired dozers, and similar "off-road" construction equipment shall be equipped with CARB Tier 4 Compliant engines. If the operator lacks Tier 4 equipment, and it is not available for lease or short-term rental within 50 miles of the project site, Tier 3 or cleaner off-road construction equipment may be utilized subject to County approval.
3. Construction contractors shall utilize construction equipment, with properly operating and maintained mufflers, consistent with manufacturers' standards.

4. Construction contractors shall locate or park all stationary construction equipment so that the emitted noise is directed away from sensitive receptors nearest the project site, to the extent practicable.

5. The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.

6. Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.

7. Construction equipment maintenance records and data sheets, which includes equipment design specifications and equipment emission control tier classifications, as well as any other records necessary to verify compliance with the items above, shall be kept onsite and furnished to the County upon request.

8. During construction, the Transportation & Land Management Agency representative shall conduct an on-site inspection with a facility representative to verify compliance with these policies, and to identify other opportunities to reduce construction impacts.

9. Facility construction shall comply with the hours of operation and exterior noise decibel levels as required by Riverside County Ordinance No. 847 ("Noise Ordinance")

080 - Planning. 14 Planning - Warehouse – Building Traffic Control Plan Not Satisfied

Prior to building permit issuance, a "Traffic Control Plan" shall be prepared, which details the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 14 Planning - Warehouse – Building Traffic Control Plan (cont.) Not Satisfied

operations. This is in addition to a Traffic Impact Study as may be required for the environmental review process.

Survey

080 - Survey. 1 RCTD - DEDICATION Not Satisfied

Sufficient public street right of way along Harvill Avenue (project boundary) shall be convey for public use to provide for a 62 foot half width dedicated right of way per modify County Standard No. 93, Ordinance 461.

Sufficient public street right of way along Patterson Avenue along project boundary (from south project boundary to the south boundary of existing cell tower fence) shall be convey for public use to provide for a 50 foot and in-front of the Celle Tower 39 foot half width dedicated right of way per County Standard No. 94, Ordinance 461. (Modify reduced right-of-way from 50 feet to 39 feet along the Cell Tower boundary).

080 - Survey. 2 RCTD - SURVEY MONUMENT Not Satisfied

Prior to construction, if survey monuments including centerline monuments, tie points, property corners and benchmarks found it shall be located and tied out and corner records filed with the County Surveyor pursuant to Section 8771 of the Business & Professions Code. Survey points destroyed during construction shall be reset, and a second corner record filed for those points prior to completion and acceptance of the improvements.

Transportation

080 - Transportation. 1 80 - TRANSPORTATION - Landscape Inspection Deposit Re Not Satisfied

Landscape Inspection Deposit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
Prior to building permit issuance, the developer/permit holder shall verify all plan check fees have been paid and deposit sufficient funds to cover the costs of the required landscape inspections associated with the approved landscape plans. The deposit required for landscape inspections shall be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 2 80 - TRANSPORTATION - Landscape Plot Plan/Permit Requ Not Satisfied

Landscape Plot Plan/Permit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 2 80 - TRANSPORTATION - Landscape Plot Plan/Permit Requ Not Satisfied

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24" x 36"), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

1) Landscape and irrigation working drawings "stamped" by a California certified/registered landscape architect;
2) Weather-based controllers and necessary components to eliminate water waste;
3) A copy of the "stamped" approved grading plans; and,
4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

1) Identification of all common/open space areas;
2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC;
3) Shading plans for projects that include parking lots/areas;
4) The use of canopy trees (24" box or greater) within the parking areas;
5) Landscaping plans for slopes exceeding 3 feet in height;
6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or,
7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 3 80 - TRANSPORTATION - Landscape Project Specific Requi Not Satisfied

Landscape Project Specific Requirements

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 3 80 - TRANSPORTATION - Landscape Project Specific Requi Not Satisfied

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
In addition to the requirements of the Landscape and Irrigation Plan submittal, the following project specific conditions shall be imposed:

- Project shall comply with the latest version of Ord. 859 ETo of .45, for commercial applications, .50 ETo for residential, or .70 ETo for recycled water uses. Project shall comply with the latest State Model Water Efficient Landscape Ordinance. Project shall comply with the local servicing water purveyor/district/company landscape requirements including those related to recycled water.
- Project proponent shall design overhead irrigation with a minimum 24" offset from non-permeable surfaces, even if that surface drains into a permeable area.
- Landscaping plans shall incorporate the use of specimen (24" box or greater) canopy trees. All trees and shrubs shall be drawn to reflect the average specimen size at 15 years of age. All trees shall be double or triple staked and secured with non-wire ties.
- Project shall prepare water use calculations as outlined in Ord 859.3.
- Trees shall be hydrozoned separately.
- Irrigation shall be designed using hydrozones by plant water type, irrigation type, and flat/sloped areas.
- The developer/ permit holder/landowner shall use the County of Riverside's California Friendly Plant List when making plant selections. Use of plant material with a "low" or "very low" water use designation is strongly encouraged.
- All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the useful plant life, and replaced with an equal or lessor water use plant.
- Project shall use County standard details for which the application is available in County Standard Detail Format.
- Monuments, boulders, and fan palms shall be located outside the County Maintained Road Right-of-Way (ROW).
- Restricted plant species noted in MSHCP documents shall not be used if MSHCP areas are adjacent to the project.
- Plant species shall meet ALUC requirements, if applicable.
- Hydroseeding is not permitted in stormwater BMP slope areas, container stock will be required on slopes. Trees must be located to avoid drainage swales and drain, utility, leach, etc. lines and structures
- Landscape and irrigation plans must meet erosion control requirements of Ordinance 457.
- Project shall use 50%(percent) point source irrigation type regardless of meeting the water budget with alternative irrigation methods, except as needed within stormwater BMP areas as noted in an approved WQMP document. Point source is defined as one emitter (or two) located at each plant. In-line emitter tubing is not defined as point source for the purpose of this requirement.
- The project proponent or current property owner shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.
- Project shall install purple/reclaimed/recycled components as deemed necessary and as determined by the County and/or water district.
- Project proponent shall provide 12-inch wide concrete maintenance walkway on planter islands adjacent to parking spaces. Concrete maintenance walkway shall be shown on landscape and grading plans, typical.

080 - Transportation. 4 RCTD - ANNEXATION INTO L&LMD OR OTHER DISTRICT Not Satisfied

Prior to the issuance of a building permit, the project proponent shall comply with County

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 4 RCTD - ANNEXATION INTO L&LMD OR OTHER DISTRICT Not Satisfied

requirements within public road rights-of-way, in accordance with Ordinance 461. Assurance of maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division. Said annexation should include the following:

(1) Landscaping along streets associated with the project.

(2) Streetlights.

(3) Graffiti abatement of walls and other permanent structure.

(4) Street sweeping.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

(1) Completed Transportation Department application.

(2) Appropriate fees for annexation.

(3) Two (2) sets of street lighting plans approved by Transportation Department.

(4) Streetlight Authorization form from SCE or other electric provider.

080 - Transportation. 5 RCTD - COORDINATION WITH OTHERS Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition.

1. The Project shall coordinate with PPT180023 and PPT190039.

080 - Transportation. 6 RCTD - LANDSCAPING DESIGN PLANS Not Satisfied

Landscaping within public road right of-way shall comply with Transportation Department standards, Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859 and shall require approval by the Transportation Department.

080 - Transportation. 7 RCTD - LANDSCAPING DESIGN PLANS Not Satisfied

Landscaping within public road right of-way shall comply with Transportation Department standards, Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859 and shall require approval by the Transportation Department.

Landscaping plans shall be designed within the streets associated the project boundaries and submitted to the Transportation Department. Landscaping Plans shall be submitted on standard County format (24 x 36 inches). Landscaping plans shall with the street improvement plans.

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 8 RCTD - LIGHTING PLAN Not Satisfied

A separate street light plan shall be approved by the Transportation Department. Street lighting shall be designed in accordance with County Ordinance 460 and Streetlight Specification Chart found in Specification Section 22 of Ordinance 461. For projects within SCE boundaries use County of Riverside Ordinance 461, Standard No. 1000 or No. 1001.

080 - Transportation. 9 RCTD - UTILITY PLAN Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. The applicant is responsible for coordinating the work with the serving utility company. This also applies to existing overhead lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site. A disposition note describing the above shall be reflected on design improvement plans whenever those plans are required. A written proof for initiating the design and/or application of the relocation issued by the utility company shall be submitted to the Transportation Department for verification purposes.

080 - Transportation. 10 RCTD-USE-WQ - ESTABLISH WQMP MAINT ENTITY Not Satisfied

A maintenance plan and signed WQMP/BMP maintenance agreement shall be submitted to the Transportation Department shall be approved and recorded against the property. A maintenance organization will be established with a funding source for the permanent maintenance.

080 - Transportation. 11 RCTD-USE-WQ - IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

080 - Transportation. 12 TS/GEOMETRICS Not Satisfied

The intersection of Harvill Avenue (NS) at Dwy 1 (north) (EW) shall be improved to provide the following geometrics:

Northbound: two through lane, one left-turn lane with 100 feet of minimum storage
Southbound: two through lanes, one right-turn lane with 165' minimum storage
Eastbound: one right-turn lane (Stop control)
Westbound: N/A

Note:

On Harvill Avenue raised curbed median channelization shall be constructed to restrict a left out vehicle movements as directed by the Director of Transportation.

The intersection of Harvill Avenue (NS) at Dwy (2) (south) (EW) shall be improved to provide the following geometrics:

Northbound: two through lane

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 12 TS/GEOMETRICS (cont.) Not Satisfied

Southbound: two through lanes, one right-turn lane
Eastbound: one shared right-turn/left-turn lane (Stop control)
Westbound: N/A

Note:

On Harvill Avenue raised curbed median channelization shall be constructed to restrict a left in vehicle movements as directed by the Director of Transportation.

or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

080 - Transportation. 13 TS/INSTALLATION Not Satisfied

The project proponent shall be responsible for the design and construction of traffic signal(s) at the intersections of:

N/A

or as approved by the Transportation Department

Waste Resources

080 - Waste Resources. 1 Waste - Recyclables Collection and Loading Area Not Satisfied

Prior to issuance of a building permit, the applicant shall submit one electronic (1) copy of a Recyclables Collection and Loading Area plot plan to the Riverside County Department of Waste Resources for review and approval to WastePlanning@rivco.org. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources (found at http://www.rcwaste.org/business/planning/design) and shall show the location of and access to the collection area for recyclable materials, shall demonstrate space allocation for trash and recyclable materials and have the adequate signage indicating the location of each bin in the trash enclosure. The project applicant is advised that clearance of the Recyclables Collection and Loading Area plot plan only satisfies the Waste Resources' conditions for Recyclables Collection and Loading Areas space allocation and other Recyclables Collection and Loading Area Guideline items. Detailed drawings of the Trash Enclosure and its particular construction details, e.g., building materials, location, construction methods etc., should be included as part of the Project plan submittal to the Riverside County Department of Building and Safety.

080 - Waste Resources. 2 Waste Recycling Plan Not Satisfied

Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Riverside County Department of Waste Resources for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and

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80. Prior To Building Permit Issuance

Waste Resources

080 - Waste Resources. 2 Waste Recycling Plan (cont.) Not Satisfied

development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 PRECISE GRADE APPROVAL Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:
1. Requesting and obtaining approval of all required grading inspections.
2. Submitting a "Wet Signed" copy of the Grading Report from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for the sub-grade and base of all paved areas.
3. Submitting a "Wet Signed" copy of the Sub-grade (rough) Certification from a Registered Civil Engineer certifying that the sub-grade was completed in conformance with the approved grading plan.
4. Submitting a "Wet Signed" copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.
Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

Flood

090 - Flood. 1 Facility Completion - Use Not Satisfied

The District will not release occupancy permits for any commercial lot prior to the District's acceptance of the drainage system for operation and maintenance.

Planning

090 - Planning. 1 Planning - Accessible Parking Not Satisfied

A minimum of three (3) accessible parking spaces for persons with disabilities, shall be provided as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility.

The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the

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90. Prior to Building Final Inspection

Planning

090 - Planning. 1 Planning - Accessible Parking (cont.) Not Satisfied

following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense. Towed vehicles may be reclaimed at _____ or by telephoning _____."

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

090 - Planning. 2 Planning - Curbs Along Planters Not Satisfied

A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - Planning. 3 Planning - Ordinance No. 659 (DIF) Not Satisfied

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for Plot Plan No. 190032 has been calculated to be approximately 10.57 net acres.

090 - Planning. 4 Planning - Ordinance No. 810 Open Space Fee Not Satisfied

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for Plot Plan No. 190032 is calculated to be approximately 11.15 gross acre site.

090 - Planning. 5 Planning - Trash Enclosures Not Satisfied

One (1) trash enclosure will be provided as shown on the APPROVED EXHIBIT A which are adequate to enclose a minimum of two bins per enclosure and shall be constructed prior to the issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with concrete tilt-up panels, painted to match the building and landscaping screening and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the

Plan: PPT190032 Parcel: 317170043

90. Prior to Building Final Inspection

Planning

090 - Planning. 5 Planning - Trash Enclosures (cont.) Not Satisfied

trash/rubbish enclosure{s) or as approved by the Riverside County Waste Management Department.

All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

090 - Planning. 6 Planning - Warehouse – Signs Not Satisfied

Prior to Final Inspection, the following measures shall be implemented:

1. Signs should be posted in the appropriate locations that trucks should not idle for more than five (5) minutes and that truck drivers should turn off their engines when not in use.

2. Signs should be posted in the appropriate locations that clearly show the designated entry and exit points for trucks and service vehicles.

3. Signs should be posted in the appropriate locations that state parking and maintenance of all trucks is to be conducted within designated areas and not within the surrounding community or on public streets.

4. Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services, if these services are not available onsite.

5. Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information should be provided to the County and updated annually, and signs should be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. These signs shall also identify the website and contact information for the South Coast Air Quality Management District.

6. Signs shall be posted in accordance with Ordinance No. 348, which may be amended from time to time.

090 - Planning. 7 Planning -Parking Paving Material Not Satisfied

Parking for 159 truck trailers will be provided to the north and south of the building. A total of 45 standard parking spaces are required pursuant to Ordinance No. 348 requirements, as shown on the approved APPROVED EXHIBIT A. The parking area shall be surfaced with concrete paving pursuant to current standards as approved by the Department of Building and Safety.

090 - Planning. 8 Utilities Underground Not Satisfied

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground unless the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

Transportation

090 - Transportation. 1 90 - TRANSPORTATION - Landscape Inspection and Drough Not Satisfied

Landscape Inspection and Drought Compliance

Plan: PPT190032 Parcel: 317170043

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 1 90 - TRANSPORTATION - Landscape Inspection and Drough Not Satisfied

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

The developer/permit holder shall coordinate with their designated landscape representative and the Transportation Department landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Transportation Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Transportation Department landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check fees shall be paid.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

090 - Transportation. 2 RCTD - COMPLETE ANNEXATION INTO L&LMD OR OTHE Not Satisfied

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division for continuous maintenance within public road rights-of-way, in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859.

A Streetlight Authorization form from SCE, or other electric provider required in order to complete the annexation process.

090 - Transportation. 3 RCTD - EXISTING MAINTAINED Not Satisfied

Harvill Avenue along project boundary is designated as a Major Highway and shall be improved with 38-42 foot (from the north project boundary southerly to the south driveway curb-return) half- width AC pavement from centerline, 8-inch concrete curb and gutter, and concrete sidewalks (project side) and MUST match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determine by the Director of Transportation within the 63 foot half-width dedicated right-of-way in accordance with County modified Standard No. 94, Ordinance 461. (Modified to increase 59-63 foot half-width right-of-way from).

Note:

1. A 6 foot concrete sidewalks shall be constructed adjacent to the curb line within the 21 foot parkways.

2. Driveways shall be constructed in accordance with County Standard No. 207(A), Ordinance 461 and as directed by the Director of Transportation.

3. A 42 foot AC pavement (from the north project boundary to south driveway curb-return) shall be

Plan: PPT190032 Parcel: 317170043

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 3 RCTD - EXISTING MAINTAINED (cont.) Not Satisfied

improved.

4. A 38 foot AC pavement from the south driveway curb return to the south project boundary shall be improved.

5. Left-out turning movements shall be restricted at the northerly driveway. Appropriate channelization shall be constructed as directed by the Director of Transportation.

6. Left-in turning movements shall be restricted at the southerly driveway. Appropriate channelization shall be constructed as directed by the Director of Transportation.

7. A transition AC pavement tapering lane shall be improved, along the north and south project boundaries on Harvill Avenue, per 55 m/h design speed limit.

8. No Decorative paving shall be improved within the road right-of-way.

090 - Transportation. 4 RCTD - LANDSCAPING INSTALLATION COMPLETION Not Satisfied

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance 461 and shall require approval by the Transportation Department. Landscaping shall be improved within streets associate to the project.

090 - Transportation. 5 RCTD - PART-WIDTH IMPROVEMENT Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall provide the following improvements:

Patterson Avenue along project boundary shall be improved with 40 foot part- width AC pavement (32 feet project side and 8 feet on the other side of the centerline), 6-inch concrete curb and gutter, and concrete sidewalks (project side) and MUST match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determine by the Director of Transportation within the 80 foot part-width dedicated right-of-way (50 feet project side and 30 feet on the other side of the centerline) dedicated right-of-way in accordance with County Standard No. 94, Ordinance 461. (Modified to reduce parkway in front of existing cell site and sidewalks to be adjacent to curb-line).

Note:

1. A 6 foot concrete sidewalk shall be constructed adjacent to the curb line from the south project boundary northerly to southern Cell Tower boundary within the 18 foot parkway.

2. A 6.5 foot concrete side walk shall be constructed adjacent to the curb line adjacent the Cell Tower boundary within the reduced parkway as directed by Director of Transportation.

3. A transition AC pavement tapering lane shall be improved along the north project boundary on Patterson Avenue per 50 m/h design speed limit.

090 - Transportation. 6 RCTD - PAYMENT OF TRANSPORTATION FEES Not Satisfied

Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs

Plan: PPT190032 Parcel: 317170043

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 6 RCTD - PAYMENT OF TRANSPORTATION FEES (cont.) Not Satisfied
first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

• Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 824.

090 - Transportation. 7 RCTD - STREETLIGHTS INSTALL Not Satisfied

Install streetlights along the streets associated with development in accordance with the approved street lighting plan and standards of County Ordinances 461.

Streetlight annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

It shall be the responsibility of the developer to ensure that streetlights are energized along the streets associated with this development where the developer is seeking Building Final Inspection (Occupancy).

090 - Transportation. 8 RCTD - UTILITY INSTALL Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. This also applies to all overhead lines below 34 kilovolts along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets where the Project is seeking Building Final Inspection (Occupancy).

090 - Transportation. 9 RCTD-USE-WQ - WQMP COMPLETION Not Satisfied

Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department's Business Storm Water Compliance Program Section.

Waste Resources

090 - Waste Resources. 1 Waste - Mandatory Commercial and Organics Recycling Com Not Satisfied

Prior to final inspection, the applicant shall complete a Mandatory Commercial Recycling and Organics Recycling Compliance form (Form D). Form D requires applicants to identify programs or plans that address commercial and organics recycling, in compliance with State legislation/regulation. Once completed, Form D shall be submitted to the Recycling Section of the Department of Waste Resources for approval. For more information go to: www.rcwaste.org/business/planning/applications. To obtain Form D, please contact the Recycling Section at 951-486-3200, or email to: Waste-CompostingRecycling@rivco.org.

090 - Waste Resources. 2 Waste - Recyclables Collection and Loading Area Inspection Not Satisfied

Plan: PPT190032 Parcel: 317170043

90. Prior to Building Final Inspection

Waste Resources

090 - Waste Resources. 2 Waste - Recyclables Collection and Loading Area Inspection Not Satisfied

Prior to final building inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and verified through inspection by the RiversideCounty Department of Waste Resources.

090 - Waste Resources. 3 Waste Reporting Form and Receipts Not Satisfied

Prior to final building inspection, evidence (i.e., waste reporting form along with receipts or other types of verification) to demonstrate project compliance with the approved Waste Recycling Plan (WRP) shall be presented by the project proponent to the Planning Division of the Riverside County Department of Waste Resources. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled.

RIVERSIDE COUNTY
PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

DEVELOPMENT ADVISORY COMMITTEE ("DAC")
INITIAL CASE TRANSMITTAL
RIVERSIDE COUNTY PLANNING DEPARTMENT – RIVERSIDE
PO Box 1409
Riverside, 92502-1409

DATE: October 28, 2019

TO:

Riv. Co. Transportation Dept.
Riv. Co. Environmental Health Dept.
Riverside County Flood Control
Riv. Co. Fire Department (Riv. Office)
Riv. Co. Building & Safety – Grading
Riv. Co. Building & Safety – Plan Check
Riv. Co. Regional Parks & Open Space
P.D. Environmental Programs Division
P.D. Geology Section
Riv. Co. Trans. Dept. – Landscape Section
P.D. Archaeology Section
Riv. Co. Waste Resources Management Dept.
Riv. Co. Airport Land Use Commission
Mead Valley Municipal Advisory Council (MAC)
Board of Supervisors - Supervisor: Kevin Jeffries
Planning Commissioner: Carl Bruce Shaffer
City of Perris Sphere of Influence
Val Verde Unified School District
Eastern Municipal Water District (EMWD)
Southern California Edison Co. (SCE)
Southern California Gas Co.

PLOT PLAN NO. 190032 - CEQ#190121 – Applicant: DP Harvill, LLC, Lou Monville - Engineer: SDH, INC., Steve Sommers - First Supervisorial District – North Perris Zoning Area – Mead Valley Area Plan: Community Development: Business Park (CD: BP) – Location: North of Rider Street, south of Cajalco Road, east of Patterson Avenue, and west of Harvill Avenue – 11.15 gross acres – Zoning: Manufacturing-Service Commercial (MS-C) – **REQUEST:** The proposed project is for the construction of a 53,275 square foot truck terminal which includes 5,000 for office uses, parking for 161 truck trailers, 44 standard parking spaces and three water quality management basins. APN: 317-170-043 & 317-170-044 – **BBID: 770-715-914**

DAC staff members and other listed Riverside County Agencies, Departments and Districts staff: A Bluebeam invitation has been emailed to appropriate staff members so they can view and markup the map(s) and/or exhibit(s) for the above-described project. Please have your markups completed and draft conditions in the Public Land Use System (PLUS) on or before the indicated DAC date. If it is determined that the attached map(s) and/or exhibit(s) are not acceptable, please have corrections in the system and DENY the PLUS routing on or before the above date. This case is scheduled for a **DAC internal review on November 7, 2019**. Once the route is complete, and the approval screen is approved with or without corrections, the project can be scheduled for a public hearing.

DATE: _____ SIGNATURE: _____

PLEASE PRINT NAME AND TITLE: _____

TELEPHONE: _____

If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.

RIVERSIDE COUNTY
PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

Any questions regarding this project, should be directed to Deborah Bradford, Project Planner at (951) 955-6646, or e-mail at dbradfor@rivco.org / MAILSTOP #: 1070

Public Hearing Path: *Administrative Action:* ☐ *DH:* ☒ *PC:* ☐ *BOS:* ☐

COMMENTS:

DATE: _____ SIGNATURE: _____

PLEASE PRINT NAME AND TITLE: _____

TELEPHONE: _____

If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

May 21, 2020

Ms. Deborah Bradford, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

County Administrative Center
4080 Lemon St.,14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.:	ZAP1401MA20
Related File Nos.:	PPT190032 (Plot Plan)
Compatibility Zone:	Zone C2
APNs:	317-170-043 and -044

Dear Ms. Bradford:

On May 14, 2020, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case No. PPT190032 (Plot Plan), a proposal to establish a 53,275 square foot truck terminal building which includes 48,275 square feet of cross loading dock area and 5,000 square feet of office area on 11.15 acres located westerly of Harvill Avenue, northerly of Rider Street, easterly of Patterson Avenue, and southerly of Cajalco Road in the unincorporated community of Mead Valley, **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions.

CONDITIONS:

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

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.

   (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

   (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low ("green") level.

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

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

4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

   Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.

5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.

6. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

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

8. This project has been evaluated for 48,275 square feet of storage area and 5,000 square feet of office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.

9. The project does not propose rooftop solar panels at this time. However, if the project

were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas 5-14-20 Agenda, Bookmark Agenda Item No. 3.1.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

_____
Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: DP Harvill, LLC (applicant/fee-payer)
Lou Monville (representative)
Benjamin Horning, Dedeaux Properties (applicant team)
McAnally Family Farms, Inc. (listed property owner)
American Tower Asset Sub., c/o McAnally Family Farms (listed property owner)
Gary Gosliga, March Inland Port Airport Authority
Doug Waters, Deputy Base Civil Engineer, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1401MA20\ZAP1401MA20.LTR.doc

RIVERSIDE COUNTY
PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

January 24, 2020

SUBJECT: ASSEMBLY BILL 52 (AB 52) FORMAL NOTIFICATION (PPT190032)

This serves to notify you of a proposed project located within Riverside County. A map depicting the location and a project description can be found below. Pursuant to Public Resources Code section 21080.3.1(d), if you wish to initiate consultation on this proposed project, please send a consultation request within 30 days of receipt of this notice to Dljones@Rivco.org and CC: vslopez@rivco.org. To ensure an effective and good faith consultation effort, Planning asks that the request for consultation also indicate the following:

- Whether there are TCR's in project area. If so, what specifically is the TCR? The Tribe must provide County with substantial evidence to support this and if the TCR consists of a "landscape", the Tribe must also geographically define the landscape in terms of size and scope of the project.
- Is the Project causing a substantial adverse impact to a TCR? If so, what is that impact?

Project Description:
PLOT PLAN NO. 190032 - CEQ#190121 – Applicant: DP Harvill, LLC, Lou Monville - Engineer: SDH, INC., Steve Sommers - First Supervisorial District – North Perris Zoning Area – Mead Valley Area Plan: Community Development: Business Park (CD: BP)
Location: North of Rider Street, south of Cajalco Road, east of Patterson Avenue, and west of Harvill Avenue 11.15 gross acres – Zoning: Manufacturing-Service Commercial (MS-C)
REQUEST: The proposed project is for the construction of a 53,275 square foot truck terminal which includes 5,000 for office uses. The building will be constructed of concrete tilt-up panels and be 39 feet in height. Parking for 161 truck trailers will be provided within the interior of the site and 47 parking spaces will be provided adjacent to the office area. Two water quality management basins will be provided along northern and southern edge of the property along Harvill Avenue. APN: 317-170-043

Sincerely,

Dave Jones, Chief Engineering Geologist

Project Planner: Tim Wheeler
Email CC: twheeler@rivco.org
Attachment: Project Vicinity Map and Project Aerial

RIVERSIDE COUNTY
PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

APPLICATION FOR LAND USE AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- [x] PLOT PLAN
- [ ] CONDITIONAL USE PERMIT
- [ ] PUBLIC USE PERMIT
- [ ] TEMPORARY USE PERMIT
- [ ] VARIANCE

- [ ] REVISED PERMIT Original Case No. _____

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATION INFORMATION

Applicant Name: DP Harvill, LLC

Contact Person: Lou Monville E-Mail: Lou@raincrosscorp.com

Mailing Address: 3750 University Avenue, Suite 570
Street
Riverside, Ca. 92501
City *State* *ZIP*

Daytime Phone No: (951) 850-5900 Fax No: (____) _____

Engineer/Representative Name: SDH, Inc.

Contact Person: Steve Sommers E-Mail: steve@sdhinc.net

Mailing Address: 14060 Meridian Parkway
Street
Riverside, Ca. 92508
City *State* *ZIP*

Daytime Phone No: (951) 683-3691 Fax No: (____) _____

Property Owner Name: DP Harvill, LLC

Contact Person: Benjamin M. Horning E-Mail: benh@dedeauxproperties.com

Mailing Address: 1430 S Eastman Ave
Street
Commerce, CA 90023
City *State* *ZIP*

Daytime Phone No: (323) 981-8226 Fax No: (____) _____

Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7555

☐ Check this box if additional persons or entities have an ownership interest in the subject property(ies) in addition to that indicated above; and attach a separate sheet that references the use permit type and number and list those names, mailing addresses, phone and fax numbers, and email addresses; and provide signatures of those persons or entities having an interest in the real property(ies) involved in this application.

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the record owner(s) or authorized agent, and that the information filed is true and correct to the best of my knowledge, and in accordance with Govt. Code Section 65105, acknowledge that in the performance of their functions, planning agency personnel may enter upon any land and make examinations and surveys, provided that the entries, examinations, and surveys do not interfere with the use of the land by those persons lawfully entitled to the possession thereof.

(If an authorized agent signs, the agent must submit a letter signed by the owner(s) indicating authority to sign on the owner(s)'s behalf, and if this application is submitted electronically, the "wet-signed" signatures must be submitted to the Planning Department after submittal but before the use permit is ready for public hearing.)

Brett Dedeaux
PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The applicant authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of this application, the applicant will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be NO refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 317-170-043 & 317-170-044

Approximate Gross Acreage: 11.15

General location (nearby or cross streets): North of Rider Street, South of Cajalco Road, East of Patterson Avenue, West of Harvill Avenue.

PROJECT PROPOSAL:

Describe the proposed project.

The proposed Harvill Avenue Terminal Project proposes to construct a 53,275-square-foot truck terminal building ranging in size up to 55,700 square feet, with up to 99 dock doors for trucks; a 5,000-square-foot office; and a 305,450-square-foot parking area with 161 trailer parking spaces, 44 standard parking spaces, and 3 accessible parking spaces. The project would also construct three water quality management basins totaling 50,000 square feet; two along the eastern edges of the project site and one along the northern border of the site. A trash recycling enclosure and up to 54,569 square feet of landscaping with a 10-foot landscaping setback at the eastern portion of the site near the cell tower would also be included on-site. In addition, a 30-foot street dedication on Patterson Avenue is proposed.

Identify the applicable Ordinance No. 348 Section and Subsection reference(s) describing the proposed land use(s): M-SC Zone: Article XI, Section 11.2, Sub B: Draying, friegthing and trucking operations

Number of existing lots: 2

EXISTING Buildings/Structures: Yes ☐ No ☒

No.*	Square Feet	Height	Stories	Use/Function	To be Removed	Bldg. Permit No.
1					☐	
2					☐	
3					☐	
4					☐	
5					☐	
6					☐	
7					☐	
8					☐	
9					☐	
10					☐	

Place check in the applicable row, if building or structure is proposed to be removed.

PROPOSED Buildings/Structures: Yes ☒ No ☐

No.*	Square Feet	Height	Stories	Use/Function
1	53,275	39 ft	1	Business Office and Cross Dock Facility
2				
3				
4				
5				
6				
7				
8				
9				
10				

PROPOSED Outdoor Uses/Areas: Yes ☒ No ☐

No.*	Square Feet	Use/Function
1	305,450 sf	44 auto parking spaces, 3 accessible parking spaces and 161 trailer parking spaces
2	54,565 sf	Landscaping
3	50,000 sf	Water quality basins
4		
5		

6		
7		
8		
9		
10		

** Match to Buildings/Structures/Outdoor Uses/Areas identified on Exhibit "A".*

☐ Check this box if additional buildings/structures exist or are proposed, and attach additional page(s) to identify them.)

Related cases filed in conjunction with this application:

PAR 190037

Are there previous development applications filed on the subject property: Yes ☐ No ☒

If yes, provide Application No(s). _____
(e.g. Tentative Parcel Map, Zone Change, etc.)

Initial Study (EA) No. (if known) _____ EIR No. (if applicable): _____

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes ☐ No ☒

If yes, indicate the type of report(s) and provide a signed copy(ies): _____

Is the project located within 1,000 feet of a military installation, beneath a low-level flight path or within special use airspace as defined in Section 21098 of the Public Resources Code, and within an urbanized area as defined by Government Code Section 65944? Yes ☒ No ☐

Is this an application for a development permit? Yes ☒ No ☐

If the project located within either the Santa Ana River/San Jacinto Valley watershed, the Santa Margarita River watershed, or the Whitewater River watershed, check the appropriate checkbox below.

If not known, please refer to Riverside County's Map My County website to determine if the property is located within any of these watersheds (search for the subject property's Assessor's Parcel Number, then select the "Geographic" Map Layer – then select the "Watershed" sub-layer)

If any of the checkboxes are checked, click on the adjacent hyperlink to open the applicable Checklist Form. Complete the form and attach a copy as part of this application submittal package.

☒ Santa Ana River/San Jacinto Valley

☐ Santa Margarita River

☐ Whitewater River

If the applicable Checklist has concluded that the application requires a preliminary project-specific Water Quality Management Plan (WQMP), such a plan shall be prepared and included with the submittal of this application.

HAZARDOUS WASTE AND SUBSTANCES STATEMENT

The development project and any alternatives proposed in this application are contained on the lists compiled pursuant to Section 65962.5 of the Government Code. Accordingly, the project applicant is required to submit a signed statement that contains the following information:

Name of Applicant: DP Harvill, LLC

Address: 1430 S Eastman Ave. Commerce, CA 90023

Phone number: (323) 981-8226

Address of site (street name and number if available, and ZIP Code): Harvill Ave. Perris, Ca. 92570

Local Agency: County of Riverside

Assessor's Book Page, and Parcel Number: 317-170-043 & 317-170-044

Specify any list pursuant to Section 65962.5 of the Government Code: _____

Regulatory Identification number: _____

Date of list: _____

Applicant: _____ Date _____

HAZARDOUS MATERIALS DISCLOSURE STATEMENT

Government Code Section 65850.2 requires the owner or authorized agent for any development project to disclose whether:

1. Compliance will be needed with the applicable requirements of Section 25505 and Article 2 (commencing with Section 25531) of Chapter 6.95 of Division 20 of the Health and Safety Code or the requirements for a permit for construction or modification from the air pollution control district or air quality management district exercising jurisdiction in the area governed by the County. Yes ☐ No ☒

2. The proposed project will have more than a threshold quantity of a regulated substance in a process or will contain a source or modified source of hazardous air emissions. Yes ☐ No ☒

I (we) certify that my (our) answers are true and correct.

Owner/Authorized Agent (1) _____ Date 10/14/19

Owner/Authorized Agent (2) _____ Date _____

This completed application form, together with all of the listed requirements provided on the Land Use and Development Application Filing Instructions Handout, are required in order to file an application with the County of Riverside Planning Department.

Y:\Current Planning\LMS Replacement\Condensed P.D. Application Forms\Land Use and Development Condensed application.docx
Created: 04/29/2015 Revised: 08/03/2018

RIVERSIDE COUNTY
PLANNING DEPARTMENT

Charissa Leach, P.E,
Assistant TLMA Director

INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

The owner(s) of the property, at their own expense, agree to defend, indemnify and hold harmless the County of Riverside and its agents, officers, and employees from and against any lawsuit, claim, action, or proceeding (collectively referred to as "proceeding") brought against the County of Riverside, its agents, officers, attorneys and employees to attack, set aside, void, or annul the County's decision to approve any tentative map (tract or parcel), revised map, map minor change, reversion to acreage, conditional use permit, public use permit, surface mining permit, WECS permit, hazardous waste siting permit, temporary outdoor event permit, plot plan, substantial conformance, revised permit, variance, setback adjustment, general plan amendment, specific plan, specific plan amendment, specific plan substantial conformance, zoning amendments, and any associated environmental documents. This defense and indemnification obligation shall include, but not limited to, damages, fees and/or costs awarded against the County, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, property owner, the County, and/or the parties initiating or bringing such proceeding.

DP Harvill, LLC Brett Deleaux 10/11/19

Property Owner(s) Signature(s) and Date

Brett Deleaux for DP Harvill, LLC

Printed Name of Owner

If the property is owned by multiple owners, the paragraph above must be signed by each owner. Attach additional sheets of this page, if necessary.

If the property owner is a corporate entity, Limited Liability Company, partnership or trust, the following documentation must also be submitted with this application:

- *If the property owner is a limited partnership, provide a copy of the LP-1, LP-2 (if an amendment) filed with the California Secretary of State.*
- *If the property owner is a general partnership, provide a copy of the partnership agreement documenting who has authority to bind the general partnership and to sign on its behalf.*
- *If the property owner is a corporation, provide a copy of the Articles of Incorporation and/or a corporate resolution documenting which officers have authority to bind the corporation and to sign on its behalf. The corporation must also be in good standing with the California Secretary of State.*
- *If the property owner is a trust, provide a copy of the trust certificate.*

INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

- *If the property owner is a Limited Liability Corporation, provide a copy of the operating agreement for the LLC documenting who has authority to bind the LLC and to sign on its behalf.*

If the signing entity is also a corporate entity, Limited Liability Company, partnership or trust, the above documentation must also be submitted with this application. For any out of State legal entities, provide documentation showing registration with the California Secretary of State.

In addition to the above, provide a copy of a Preliminary Title Report for the property subject to this application. The Preliminary Title Report must be issued by a title company licensed to conduct business in the State of California and dated less than six months prior to the date of submittal of this application. The Assistant TLMA Director may waive the requirement for a Preliminary Title Report if it can be shown to the satisfaction of the Assistant TLMA Director that the property owner(s) has owned the property consistently for at least the last five years.

If the application is for a plot plan for a Wireless Communication Facility, the property owner(s) and the cellular service provider must sign the indemnification paragraph above. If the application is for a plot plan for a wireless communication co-location, only the co-locating service provider needs to sign the indemnification paragraph above.

NOTICE OF PUBLIC HEARING
and
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

A PUBLIC HEARING has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the **RIVERSIDE COUNTY DIRECTOR'S HEARING** to consider a proposed project in the vicinity of your property, as described below:

PLOT PLAN NO. 190032 – Intent to Adopt a Mitigated Negative Declaration – CEQ190121 – Applicant: DP Harvill, LLC/Lou Monville – Engineer: SDH, Inc./Steve Sommers – First Supervisorial District – North Perris Zoning Area – Mead Valley Area Plan: Community Development: Business Park (CD-BP) – Location: Northerly of Rider Street, southerly of Cajalco Road, easterly of Patterson Avenue, and westerly of Harvill Avenue – 11.15 Gross Acres – Zoning: Manufacturing-Service Commercial (M-SC) – **REQUEST:** The proposed project is for the construction of a 53,275 sq. ft. warehousing and distribution truck terminal which includes 5,000 sq. ft. of office uses on a 11.15-acre site. The building will be constructed of concrete tilt-up panels and ranging in height from 33 feet to 39 feet. Parking for 159 truck trailers will be provided to the north and south of the proposed truck terminal building. Forty-five (45) standard parking spaces will be provided which will include three (3) accessible parking spaces and two (2) electric vehicle spaces. Four (4) water quality management basins are proposed along the northeastern and southeastern boundaries of the Property site. APN: 317-170-043.

TIME OF HEARING:	1:30 p.m. or as soon as possible thereafter.
DATE OF HEARING:	**MARCH 8, 2021**
PLACE OF HEARING:	RIVERSIDE COUNTY ADMINISTRATIVE CENTER 12th FLOOR, CONFERENCE ROOM A 4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the place of hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the Planning Department website at: https://planning.rctlma.org/.

For further information regarding this project please contact Project Planner Deborah Bradford at (951) 955-6646 or email dbradfor@rivco.org, or go to the County Planning Department's Director's Hearing agenda web page at http://planning.rctlma.org/PublicHearings.aspx.

The Riverside County Planning Department has determined that the above project will not have a significant effect on the environment and has recommended adoption of a mitigated negative declaration. The Planning Director will consider the proposed project and the proposed mitigated negative declaration, at the public hearing. The case file for the proposed project and the proposed mitigated negative declaration is available for review via email by contacting the project planner. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing. You may participate remotely by registering with the Planning Department. All comments received prior to the public hearing will be submitted to the Planning Director for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received before and during the meeting will be distributed to the Planning Director and retained for the official record.

If you challenge this project in court, you may be limited to raising only those issues you or someone else raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Director at, or prior to, the public hearing. Be advised that, as a result of public hearings and comment, the Planning Director may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands, within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to:
RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: Deborah Bradford
P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on February 02, 2021
,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PPT190032 for

Company or Individual's Name RCIT - GIS,

Distance buffered 1200'

Pursuant to application requirements furnished by the Riverside County Planning Department. Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

TITLE: GIS Analyst

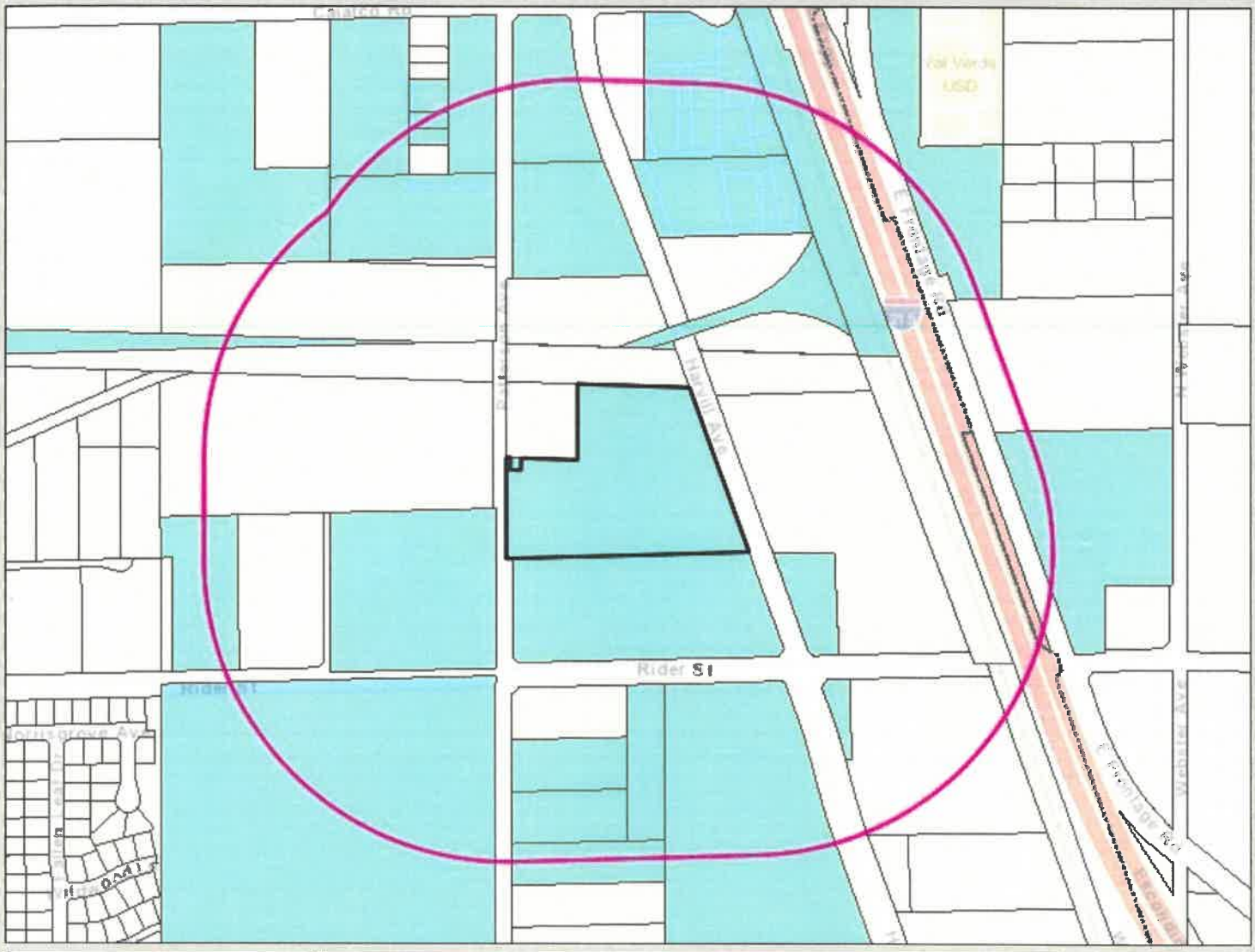
ADDRESS: 4080 Lemon Street 9TH Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

Riverside County GIS Mailing Labels

PPT190032 (1200 feet buffer)



Legend

- County Boundary
- Cities
- Parcels
- World Street Map

Notes

0 752 1,505 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 2/2/2021 2:45:54 PM

317230020
MIGUEL ANGEL ARRIZON
20050 PATTERSON AVE
PERRIS CA 92570

317230042
PWE EAGLE INC
50 ROCKEFELLER PLZ 2ND FL
NEW YORK NY 10020

317140041
MWD
P O BOX 54153
LOS ANGELES CA 90054

317160027
RIVERSIDE COUNTY TRANSPORTATION
PO BOX 12008
RIVERSIDE CA 92502

317140009
BARBARA CLOYD
32294 CORTE LAS CRUCES
TEMECULA CA 92592

317230022
U TURN FOR CHRIST
20170 PATTERSON AVE
PERRIS CA 92570

317170016
ADHAM ABDULLA
11822 MUSGROVE
OAK HILLS CA 92344

317210018
CADO PERRIS
1545 FARADAY AVE
CARLSBAD CA 92008

317230021
CHARLES HARVEY ESCHRICH
23615 RIDER ST
PERRIS CA 92570

317150056
GROUP V SAN BERNARDINO
4900 SANTA ANITA AVE 2C
EL MONTE CA 91731

317160018
AT & SF RR
740 E CARNEGIE DR
SAN BERNARDINO CA 92408

317150006
CHARLES A. BROOKER
19971 PATTERSON AVE
PERRIS CA 92570

317160021
ROBERT V. LANGE
42814 BEMAN DR
MURRIETA CA 92562

317160037
JUI LONG LEE
1026 HOOPER DR
WEST COVINA CA 91791

317160042
JOEY M. TOTH
19543 PATTERSON AVE
PERRIS CA 92570

317160044
VAL VERDE UNIFIED SCHOOL DISTRICT
975 W MORGAN ST
PERRIS CA 92571

317170046
RIDER COMMERCE
527 W 7TH ST STE 308
LOS ANGELES CA 90014

317140015
HELEN I. TOTH
19543 PATTERSON AVE
PERRIS CA 92570

317140038
VICENTE CERVANTES
9031 OLIVE ST
BELLFLOWER CA 90706

317230019
THOMAS H. MOORE
20030 PATTERSON AVE
PERRIS CA 92570

317230052
HARVILL BUSINESS CENTER
1230 PEACHTREE STE 3560
ATLANTA GA 30309

317140043
BEI GROUP
5753 G SANTA ANA CYN RD
ANAHEIM CA 92807

317140016
ANGAD PROP INC
5672 ALTADENA CT
RANCHO CUCAMONGA CA 91739

317140042
DER BAO CHEN
23161 BOUQUET CYN
MISSION VIEJO CA 92692

317160035
COUNTY OF RIVERSIDE
P O BOX 1180
RIVERSIDE CA 92502

317170043
DP HARVILL, LLC
1430 S EASTMAN AVE
COMMERCE CA 90023

317140051
PREMIER MARICOPA INV
17705 S MAIN ST
GARDENA CA 90248

317160038
C E LEASING
32294 CORTE LAS CRUCES
TEMECULA CA 92592

317170024
DUKE REALTY RIDER & HARVILL LP
PO BOX 40509
INDIANAPOLIS IN 46240

317170044
AMERICAN TOWER ASSET SUB
P O BOX 5167
RIVERSIDE CA 92517

DP Harville, LLC.
Atten: Lou Monville
3750 University Avenue, Suite 570
Riverside, CA 92501

DP Harville, LLC.
Atten: Lou Monville
3750 University Avenue, Suite 570
Riverside, CA 92501

SDH INC.
Atten: Steve Sommers
14060 Meridian Parkway
Riverside, CA 92508

SDH INC.
Atten: Steve Sommers
14060 Meridian Parkway
Riverside, CA 92508

City of Perris
Atten: Kenneth Phung
101 N. D Street
Perris, CA 92570

City of Perris
Atten: Kenneth Phung
101 N. D Street
Perris, CA 92570

Val Verde Unified School Dist.
Facilities Department
975 West Morgan St.
Perris, CA

Val Verde Unified School Dist.
Facilities Department
975 West Morgan St.
Perris, CA

Pechanga Band of Luiseño Mission Indians
P.O. Box 2183
Temecula, CA 92593

Pechanga Band of Luiseño Mission Indians
P.O. Box 2183
Temecula, CA 92593

Morongo Band of Mission Indians
Atten: Travis Armstrong
12700 Pumarra Road
Banning, CA 92220

Morongo Band of Mission Indians
Atten: Travis Armstrong
12700 Pumarra Road
Banning, CA 92220

Soboba Band of Luiseño Mission Indians
P.O. Box 487
San Jacinto, CA 92581

Soboba Band of Luiseño Mission Indians
P.O. Box 487
San Jacinto, CA 92581

FirstCarbon Solutions
Atten: Angela Wolfe
650 E. Hospitality Lane, Suite 125
San Bernardino, CA 92408

FirstCarbon Solutions
Atten: Angela Wolfe
650 E. Hospitality Lane, Suite 125
San Bernardino, CA 92408

Eastern Municipal Water Dist.
Warren A. Beck, PE
P.O. Box 8300 2270 Trumble Road
Perris, CA 92570-4800

Eastern Municipal Water Dist.
Warren A. Beck, PE
P.O. Box 8300 2270 Trumble Road
Perris, CA 92570-4800

Richard Drury
Komalpreet Toor
Lozeau Drury, LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612

Southern Calif. Edison
2244 Walnut Grove Ave., Rm 312
Rosemead, CA 91770

Southern Calif. Edison
2244 Walnut Grove Ave., Rm 312
Rosemead, CA 91770

Kirkland West
Habitat Defense Council
PO Box 7821
Laguna Niguel, Ca, 92607-7821

RIVERSIDE COUNTY
PLANNING DEPARTMENT

John Hildebrand
Interim Planning Director

TO: ☐ Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
☒ County of Riverside County Clerk

FROM: Riverside County Planning Department
☒ 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409

☐ 38686 El Cerrito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.

PPT190032; CEQ190121 MND
Project Title/Case Numbers

Deborah Bradford, Project Planner
County Contact Person

(951) 955-6646
Phone Number

State Clearinghouse Number (if submitted to the State Clearinghouse)

DP Harvill, LLC, Lou Monville
Project Applicant

Address

Project Location: north of Rider Street, south of Cajalco Road, east of Patterson Avenue, and west of Harvill.

Project Description: **PLOT PLAN NO. 190032** is a proposal for the construction of a 53,275 square foot warehousing/distribution truck terminal building which includes 5,000 square feet of office uses on a 11.15 gross acre site. The building will be constructed of concrete tilt-up panels and ranging in height from 33 feet to 39 feet. Parking for 159 truck trailers will be provided to the north and south of the proposed building. Forty-five (45) standard parking spaces will be provided which will include 3 accessible parking spaces and 2 electric vehicle spaces. Four water quality management basins are proposed along the northeastern and southeastern boundaries of the Property site.

This is to advise that the Riverside County Planning Director, as the lead agency, has approved the above-referenced project on March 8, 2021, and has made the following determinations regarding that project:

1. The Project **WILL NOT** have a significant effect on the environment.
2. A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures **WERE** made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program **WAS** adopted for this project.
5. A Statement of Overriding Consideration **WAS NOT** adopted for this project.
6. Findings **WERE** made pursuant to the provisions of CEQA.

This is to certify that the Final Mitigated Negative Declaration (MND) is available to the General Public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

_____ Project Planner _____
Signature *Title* *Date*

Date Received for Filing and Posting at OPR: _____

Please charge deposit fee case#: CEQ190121

FOR COUNTY CLERK'S USE ONLY

INVOICE (INV-00135762)
FOR RIVERSIDE COUNTY

County of Riverside
Transportation & Land Management Agency

BILLING CONTACT / APPLICANT
Benjamin Horning
DP Harvill LLC
1430 S Eastman Ave
Commerce, Ca 90023

INVOICE NUMBER	INVOICE DATE	INVOICE DUE DATE	INVOICE STATUS
INV-00135762	01/28/2021	01/28/2021	Paid In Full

REFERENCE NUMBER	FEE NAME	TOTAL
CFW210007	0451 - CF&W Trust ND/MND	$2,480.25
	0452 - CF&W Trust Record Fees	$50.00

SITE ADDRESS		
19950 Patterson Ave Perris, CA 92570	SUB TOTAL	$2,530.25

TOTAL DUE	**$2,530.25**

PAYMENT OPTIONS		Note: A 2.28% transaction service fee will be applied to Credit Card payments.
Online Payments	Go to: RivCoPlus.org	E-Checks and Credit Cards are accepted on-line.
Credit Card Payment by Phone	(760) 863-7735	Please have your invoice number ready for reference.
Payment by US Postal Mail Service	County of Riverside Attn: Accounts Receivables P.O. Box 1605 Riverside, CA 92502	Reference your invoice number on your check or include a copy of the invoice.
Payment by FedEx, UPS or similar courier	County of Riverside Attn: Accounts Receivables 4080 Lemon St., 14th Fl. Riverside, CA 92501	Reference your invoice number on your check or include a copy of the invoice.

Note that this invoice is used for both initial and supplemental payment requests. On Deposit Based Fee (DBF) cases and permits all work will cease when the balance is negative. If you have already made an initial payment and you are receiving an additional invoice, your case or permit has a low or negative balance. Work cannot resume until you have provided additional funds. If you would like to review a full statement of costs to date, e-mail your request to, TLMABilling@rivco.org and include the reference number(s), which is your case number and department in the subject line.