



RIVERSIDE COUNTY PLANNING DEPARTMENT

1:30 P.M.

MARCH 23, 2020

AGENDA
RIVERSIDE COUNTY PLANNING DEPARTMENT
DIRECTOR'S HEARING
COUNTY ADMINISTRATION CENTER
4080 Lemon Street, Riverside, CA 92501

NOTICE:

The meeting location has changed from the 1st floor Conference Room 2A to the Board Chambers.

Previously Advertised to be held in the:
County Administration Center
4080 Lemon Street, Riverside, CA 92501
1st Floor, Conference Room 2A.

The Meeting will be held in the:
County Administration Center
4080 Lemon Street, Riverside, CA 92501
1st Floor Board Chambers

If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to the Planning Director. The purpose of the public hearing is to allow interested parties to express their concerns. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply give your name and address and state that you agree with the previous speaker(s).

In compliance with the Americans with Disabilities Act, if you require reasonable accommodations please contact the TLMA Commission Secretary at (951) 955-7436 or e-mail 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. 190003 (PPT190003) – Intent to Consider an Addendum to an Environmental Impact Report**
– EIR466 – Applicant: Majestic Realty Co. – Engineer/Representative: T&B Planning, Inc. – First Supervisorial District
– North Perris Zoning Area – Mead Valley Area Plan: Community Development: Light Industrial (CD-LI) – Location:
Westerly of Harvill Avenue, southerly of Markham Street, northerly of Commerce Center Drive, and easterly of Seaton
Avenue – 5.77 Gross Acres – Zoning: Manufacturing – Service Commercial (M-SC) – Industrial Park (I-P) –
REQUEST: The Plot is a proposal for the construction and operation of an 83,449 sq. ft.
warehouse/distribution/manufacturing facility on 5.77 gross acres. Project Planner: Russell Brady at (951) 955-3025
or email at rbrady@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 23, 2020

PROPOSED PROJECT

Case Number(s):	Plot Plan No. 190003	Applicant(s): Majestic Realty Co.
EA No.:	CEQ190011	
Area Plan:	Mead Valley	Representative(s): T&B Planning, Inc.
Zoning Area/District:	North Perris Area	
Supervisory District:	First District	
Project Planner:	Russell Brady	
Project APN(s):	314-260-001 through 314-260-009, 314-270-015 through 314-270-023	 <hr/> Charissa Leach, P.E. Assistant TLMA Director

PROJECT DESCRIPTION AND LOCATION

PLOT PLAN NO. 190003 is a proposal for the construction and operation of an 83,449 square foot warehouse/distribution/manufacturing facility on 5.77-acres (gross). No refrigerated warehouse space is proposed as part of this project.

The project will be accessed from Harvill Avenue, Markham Street, Seaton Avenue, and Commerce Center Drive. Truck access will be limited to the 2 driveways located on Commerce Center Drive. Harvill Avenue, Markham Street, and Seaton Avenue each have 1 driveway that are exclusive for regular vehicle access. Markham Street, Harvill Avenue, Commerce Center Drive, and Seaton Avenue are already improved with paving. Gutter, curb, and sidewalk exist on Harvill Avenue and Markham Street. Gutter and curb exist on Commerce Center Drive and Seaton Avenue and sidewalk is proposed for both. Additional dedication is proposed for the Project's side of Harvill Avenue, Markham Street, and Seaton Avenue.

Grading for the site is anticipated to require import of approximately 31,347 cubic yards of fill. A detention basin is proposed in the southeastern portion of the site, which would treat runoff from the site and outlet to existing drainage facilities.

The description as included above and as further detailed in the Initial Study/Addendum constitutes the "Project" as further referenced in this staff report.

The Project site is located westerly of Harvill Avenue, southerly of Markham Street, northerly of Commerce Center Drive, and easterly of Seaton Avenue.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING DIRECTOR TAKE THE FOLLOWING ACTIONS:

CONSIDER an **ADDENDUM** to **ENVIRONMENTAL IMPACT REPORT NO. 466** based on the findings and conclusions incorporated in the Initial Study that the Project will not have a significant effect on the environment and that none of the conditions described in State CEQA Guidelines section 15162 exist; and,

APPROVE PLOT PLAN NO. 190003, subject to the attached advisory notification document and conditions of approval, and based upon the findings and conclusions provided in this staff report.

PROJECT DATA

Land Use and Zoning:

Specific Plan:	341, Majestic Freeway Business Center
Specific Plan Land Use:	Light Industrial
Existing General Plan Foundation Component:	Community Development
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Light Industrial (LI)
Proposed General Plan Land Use Designation:	N/A
Policy / Overlay Area:	N/A
Surrounding General Plan Land Uses	
North:	Light Industrial (LI)
East:	Light Industrial (LI)
South:	Light Industrial (LI)
West:	Rural Community – Very Low Density Residential (RC-VLDR)
Existing Zoning Classification:	Manufacturing – Service Commercial (M-SC), Industrial Park (I-P)
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Manufacturing – Service Commercial (M-SC), Industrial Park (I-P)
East:	Manufacturing – Service Commercial (M-SC)
South:	Manufacturing – Service Commercial (M-SC), Industrial Park (I-P)
West:	Rural Residential, 1/2-acre minimum (R-R-1/2), Rural Residential, 1-acre minimum (R-R-1)

Existing Use:	Vacant land
Surrounding Uses	
North:	Vacant land
East:	Vacant land
South:	Vacant land
West:	Single-family residential

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	5.77 gross	N/A
Proposed Building Area (SQFT):	83,449	N/A
Floor Area Ratio:	0.33	0.25 minimum, 0.60 maximum for Light Industrial
Building Height (FT):	39	I-P: 35 feet at setback line with 1 feet additional for every 2 feet additional of setback up to 50 feet height M-SC: 40 feet at setback line, 50 feet beyond the setback line
Landscape Area (SQFT):	28.82% (69,102)	I-P: 15% (69,102) M-SC: 10% (46,068)

Parking:

<i>Type of Use</i>	<i>Building Area (in SF)</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Office	7,093	1 per 250	28.37	
Warehouse	76,356	1 per 2,000	38.18	
TOTAL:			67	67

Located Within:

City's Sphere of Influence:	Yes, City of Perris
Community Service Area ("CSA"):	Yes, CSA 89
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	Yes, Low
Subsidence Area:	Yes, Susceptible
Fault Zone:	No
Fire Zone:	No
Mount Palomar Observatory Lighting Zone:	Yes

WRCMSHCP Criteria Cell:	No
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	Yes
Airport Influence Area ("AIA"):	Yes, March ARB

PROJECT LOCATION MAP



Figure 1: Project Location Map

PROJECT BACKGROUND AND ANALYSIS

Background:

Anticipated Uses

The Project proposes the construction of warehouse buildings on a speculative basis with no specific tenant or use intended at this time. These types of buildings can be used for a variety of tenants and uses including, but not limited to distribution centers, e-commerce, and manufacturing. The ultimate tenant will have to comply with the Project conditions of approval and the analysis included within the Initial Study/Addendum and the previously prepared Environmental Impact Report for the Specific Plan, which may limit certain types of uses due to their scale that might exceed what is currently proposed to be permitted and what was analyzed in the Environmental Impact Report. If any proposed uses exceed what the Project was permitted for and what was analyzed in the Environmental Impact Report, further entitlement permitting and analysis pursuant to CEQA would be required.

Specific Plan Consistency

The Project is located within Planning Area 5 of Specific Plan No. 341 (Majestic Freeway Business Center). Planning Area 5 is designated as Light Industrial. This Specific Plan does not have a Specific Plan zoning ordinance related to it and instead the underlying zoning applies as to what specific uses are permitted and development standards apply to the site. The underlying zoning of Manufacturing – Service Commercial (M-SC) and Industrial Park (I-P) allows for a variety of industrial uses with approval of a Plot Plan that would be expected to occupy the proposed building. These include, but are not limited to, warehousing and distribution; fabrication of wood buildings and structures; manufacture of furniture; vehicles, aircraft, boats, and parts manufacture; draying, freighting, and trucking operations; and offices. The Specific Plan does have certain additional development standards that are applicable to the site. Analysis of the Project's consistency with the EIR is presented in the below section Environmental Review/Environmental Findings and in detail in the attached Initial Study/Addendum. A complete analysis of the Project's consistency with the applicable policies of the Specific Plan is included as an appendix to the Initial Study/Addendum.

Airport Land Use Commission

The Project is located within the Airport Influence Area of the March Air Reserve Base, specifically located within Compatibility Zone C2. This Project was reviewed by the Riverside County Airport Land Use Commission (ALUC) on April 11, 2019. The ALUC determined the Project consistent subject to recommended conditions of approval that are included in the recommended conditions of approval on the Project.

Plot Plan No. 190003 was submitted to the County of Riverside on February 14, 2019.

ENVIRONMENTAL REVIEW AND ENVIRONMENTAL FINDINGS

State CEQA Guidelines Section 15162 provides that an addendum to an adopted Environmental Impact Report may be prepared if only minor technical changes or additions are necessary or if none of the conditions described below have occurred:

1. *Substantial changes are proposed that would require major revisions to the EIR or negative declaration.*

The proposed Project implements Specific Plan No. 341 (Majestic Freeway Business Center), specifically Planning Area 5 of the Specific Plan and is consistent with the permitted uses and development standards of Planning Area 5. The type and amount of development is reduced from what was anticipated for Planning Area 5 as is detailed in the Initial Study/Addendum and supporting technical reports; therefore, the amount of impacts primarily from traffic and related impacts to air quality and noise would likely be reduced from what was analyzed in EIR No. 466 that was prepared for the Specific Plan. Therefore, no substantial changes are proposed that would require major revisions to the EIR.

2. *Substantial changes would occur requiring major revision 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.*

As demonstrated in the accompanying Initial Study/Addendum and supporting technical reports, the proposed Project would not require major revisions to the previously-certified EIR No. 466 because the Project would not result in any new significant impacts to the environment, nor would it create substantial increases in the severity of the environmental impacts previously disclosed

in the EIR No. 466. In summary, the proposed Project consists of an implementing Project for Planning Area 5 of Specific Plan No. 341 (Majestic Freeway Business Center), including 83,449 square feet (analyzed as 90,279 square feet in the Initial Study/Addendum) of warehouse uses. EIR No. 466 evaluated development of Planning Area 5 with industrial land uses. The uses proposed as part of the Project would result in a decrease in the amount of traffic generated from the site as compared to what was evaluated as the maximum impact scenario in EIR No. 466. There are no components of the Project that would result in increased physical environmental effects beyond what was previously evaluated and disclosed as part of EIR No. 466. Accordingly, there would be no new environmental effects or a substantial increase in the severity of previously-identified significant effects as a result of the proposed Project. Thus, the proposed Project would not require major revisions to the previously-certified EIR No. 466.

EIR No. 466 concluded that implementation of the overall Majestic Freeway Business Center Specific Plan would result in significant and unavoidable impacts to air quality (due to emissions of VOCs and NO_x during construction and emissions of VOCs, NO_x, CO, and PM₁₀ during long-term operation) and traffic-generated noise. As demonstrated in the accompanying Initial Study/Addendum and supporting technical reports, there are no components of the proposed Project that would result in new or increased impacts to air quality or due to traffic-related noise. As such, the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of impacts identified in EIR No. 466 under the issue areas of air quality or noise.

Subsequent to the certification of EIR No. 466, no substantial changes in the circumstances under which the Project would be undertaken have occurred. Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site comprises a parcel of land that was previously graded and on which roadway improvements have already been made. Land uses surrounding the site include primarily vacant or industrial land immediately surrounding the Project site to the north, east, and south and single-family residential uses to the west. The Project would result in a substantial reduction in the amount of traffic generated by uses on the Project site as compared to what was evaluated for the site by EIR No. 466 as is further shown in the Initial Study/Addendum and supporting technical reports; thus, it can be concluded that the Project's impacts to transportation facilities (including local roads and freeways) would be reduced in comparison to the Project evaluated by EIR No. 466. As demonstrated in the accompanying Initial Study/Addendum supporting technical reports, no substantial changes have occurred in the surrounding area that would result in new or more severe impacts to the environment as compared to what was evaluated and disclosed in EIR No. 466.

3. *New information of substantial importance, which was not known and could not have been known at the time the previous EIR was certified as complete or the negative declaration was adopted, which results in any of 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;*
 - c) *Mitigation measures or alternatives previously found not to be feasible would become feasible and would substantially reduce one or more of the significant effects of the Project but the Project proponents decline to adopt the mitigation measure or alternative; or,*

- d) *Mitigation measures or alternatives that are considerably different from those previously analyzed and would substantially reduce one or more significant effect on the environment, but the Project proponent declines to adopt the mitigation measure or alternative.*

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

The proposed Project would not result in any new or substantially more severe significant environmental impacts beyond those disclosed in EIR No. 466.

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

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

The Initial Study/Addendum prepared for this Project analyzed if any of the conditions listed above would occur in light of the proposed Project. No new significant impacts would occur as a result of the proposed Project that were not previously addressed in the EIR. No new impacts would result in terms of substantial environmental damage, serious public health problems, or substantial and avoidable injury to fish or wildlife of their habitats.

Solar Energy:

Riverside County Climate Action Plan, as revised in 2019, includes Measure R2-CE1 which requires renewable energy generation by projects of a certain size. This measure requires the production of 30% of the energy demand for commercial, office, industrial or manufacturing uses totaling more than 100,000 square feet. Since the proposed project is less than 100,000 square feet, this measure is not applicable.

FINDINGS AND CONCLUSIONS

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

Land Use Findings:

1. The Project site currently has a Land Use Designation of Community Development: Light Industrial (CD:LI) in the Riverside County General Plan and as Light Industrial within the Majestic Freeway Business Center Specific Plan (Specific Plan No. 341). The Project is consistent with the Community Development: Light Industrial (CD:LI) land use designation and Light Industrial land use designation of the Majestic Freeway Business Center Specific Plan (Specific Plan No. 341) and other aspects of the General Plan and Specific Plan since the Project proposes uses such as warehouse, distribution,

and manufacturing uses that are described as anticipated uses within the Light Industrial land use designation in the General Plan and the Light Industrial land use designation of the Specific Plan.

2. The Project site currently has two Zoning Classifications of Industrial Park (I-P) and Manufacturing – Service Commercial (M-SC). Both of these zones specifically allow for warehouse, distribution, and manufacturing uses as well as a various other industrial uses as previously noted in the background section.
3. The Project, with proposed uses including warehouse, distribution, and manufacturing, is consistent with Ordinance No. 348 (Land Use) and is permitted within both the Industrial Park (I-P) and Manufacturing – Service Commercial (M-SC) Zoning Classifications, subject to Plot Plan approval. Specific findings relating to the proposed uses, including findings relating to the applicable development standards, are in the following separate sections below.

Entitlement Findings:

Plot Plan

The following findings are required to approve the Plot Plan, pursuant to the provisions of Ordinance No. 348:

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 Project site is designated as Light Industrial in the Riverside County General Plan and as Light Industrial within Specific Plan No. 341 (Majestic Freeway Business Center). The Plot Plan proposes the construction of a building designed to be used for warehouse, distribution, or manufacturing purposes. These general uses are consistent with the Light Industrial land use designation of the General Plan as well as the Light Industrial designation of the Specific Plan since these uses are specifically listed as anticipated uses for each of these designations in the General Plan and Specific Plan.
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 and Addendum and the Environmental Impact Report previously prepared for the Specific Plan, all impacts have been reduced to the minimum amount feasible. EIR No. 466 prepared for Specific Plan No. 341 determined that potentially significant and unavoidable impacts to air quality and traffic-generated noise are anticipated. These impacts were analyzed and feasible mitigation incorporated in the EIR and through this project to reduce these impacts to the maximum amount feasible. The Project also prepared a Health Risk Assessment which determined that impacts from the Project's emissions on the surrounding residents would be within typical acceptable levels and would be less than significant. Conditions of approval incorporated for the Plot Plan will further ensure that public health, safety and general welfare are protected.
3. The proposed use conforms to the logical development of the land and is compatible with the present and future logical development of the surrounding property, as areas to the north, east, and south of the Project site have been developed with, approved for, or designated for similar uses as the proposed Project for industrial and warehouse type uses. Areas to the west of the proposed Project that are developed with or designated for residential uses have been considered in the design of the Project. The loading areas do not face the residential area and the design includes a 12 foot tall wing wall extending from the building on the west side of the loading areas

to screen for visual and noise purposes from the residential land uses to the west. The Project also incorporates landscaping along Seaton Avenue and on the project site to provide additional visual buffering from the residential land uses to the loading areas and the building itself. Additionally, the proposed Project would not inhibit development of surrounding areas.

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. Markham Street, Harvill Avenue, Commerce Center Drive, and Seaton Avenue are already improved with paving. Gutter, curb, and sidewalk exist on Harvill Avenue and Markham Street. Gutter and curb exist on Commerce Center Drive and Seaton Avenue and sidewalk is proposed for both. Additional dedication is proposed for the Project's side of Harvill Avenue, Markham Street, and Seaton Avenue.
5. The proposed uses are consistent with Ordinance No. 348, in particular with the permitted uses and development standards of the Industrial Park (I-P) and Manufacturing – Service Commercial (M-SC) zones as detailed in the following Development Standards Findings section. The Plot Plan proposes an industrial building with uses anticipated to include warehouse, distribution, and manufacturing. Both the Industrial Park (I-P) and Manufacturing – Service Commercial (M-SC) zones allow specifically for warehouse, distribution, and manufacturing as well as for other various industrial uses with the approval of a plot plan.
6. All plot plans which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Ordinance No. 460 in such a manner that each building is located on a separate legally divided parcel. The plot plan proposes a single building, so this requirement is not applicable.

Development Standards Findings:

1. The proposed use is consistent with Ordinance No. 348, in particular with the permitted uses and development standards of the Manufacturing – Service Commercial (M-SC) and Industrial Park (I-P) zones as detailed below. Although there are two different zones that the Project is located within, the development standards of the Industrial Park (I-P) zone are more restrictive than the Manufacturing – Service Commercial (M-SC) zone, so the Industrial Park (I-P) standards have been complied with across the entire Project. The proposed building is primarily located within the M-SC zone, however, due to the I-P zone development standards being more restrictive the standards of the I-P zone are what are shown below to show compliance and since the standards of the M-SC zone are less restrictive the Project would also comply with the M-SC standards where they may apply to those portions of the site and building that are located within the M-SC zone.
 - a. *The minimum lot size shall be 20,000 square feet with a minimum average lot width of 100 feet.* No subdivision is proposed at this time that would create parcels smaller than what currently exists. There are multiple parcels that currently exist though on the Project site that will be merged into one parcel. The individual building's size alone would exceed the minimum 20,000 square foot requirement, so any future merger of parcels would comply with this standard and would also be verified at that time the merger would be proposed.

- b. *The maximum height of all structures, including buildings, shall be 35 feet at the yard setback line. Any portion of a structure that exceeds 35 feet in height shall be set back from each yard setback line not less than two feet for each one foot in height that is in excess of 35 feet. All buildings and structures shall not exceed 50 feet in height, unless a height up to 75 feet for buildings, or 105 feet for other structures is specifically permitted under the provisions of Section 18.34. of Ordinance No. 348. The maximum height proposed for the building is 39 feet. As also noted below in subsection g of this section, the applicable baseline setback requirements are 25 foot minimum along streets, side yard setback of 10 feet, rear yard setback of 15 feet, and when abutting a residential or commercially zoned property of 50 feet.*

As the Project is designed, the critical setback relative to the allowed height is the setback to residential or commercial zoned properties. Residential zoning exists to the west, of the Project site across Seaton Avenue and the proposed setback of the building to the Project site property line is a minimum of 68 feet to the west (Seaton Avenue), which the required setback is 33 feet (25 feet plus 8 feet with the 4 foot additional building height above 35 feet). Additionally, no residential or commercial zoned properties abut the Project site, but are separated by street right-of-way. To note though, if we were to conservatively apply this standard, the minimum required setback would be 58 feet (50 feet plus 8 feet with the 4 foot additional building height above 35 feet), which the project would meet with a setback of 68 feet. So the actual setback on the west to residential or commercial zoning is 119 feet with the 51 feet of right-of-way for Seaton Avenue. This setback far exceeds the standard to allow a greater height than what is proposed by the Project at a maximum of 39 feet tall. All other standard required setbacks per the Industrial Park (I-P) zone are met as shown in subsections d, e, and f of this section to not affect the maximum allowed height of the building.

- c. *A minimum 15 percent of the site shall be landscaped and automatic irrigation shall be installed.* The Project proposes 28% landscape coverage and the conceptual landscape plans note planned irrigation methods, which would be proposed specifically with final landscape plans that would be required prior to issuance of building permits.
- d. *A minimum 25 foot setback shall be required on any street. A minimum ten foot strip adjacent to the street line shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular access ways. The remainder of the setback may be used for off-street automobile parking, driveways or landscaping.* The Project site is bordered by streets on four sides. The Project proposes minimum setbacks of 68 feet, 29 feet, 33 feet, and 127 feet for these four sides on Seaton Avenue, Markham Street, Harvill Avenue, and Commerce Center Drive, respectively. The Project includes a minimum 10 foot strip of landscaping on the site outside of the right-of-way along all frontages, excluding where driveways are located.
- e. *The minimum sideyard setback shall equal not less than ten feet for the two side lot areas combined.* As noted previously, the Project site is bordered by streets on all four sides, so there is no side yard condition that exists and regardless the street setback requirement that are complied with is more restrictive than the side yard setback requirement.
- f. *The minimum rear yard setback shall be 15 feet.* As noted previously, the Project site is bordered by streets on all four sides, so there is no rear yard condition that exists and regardless the street setback requirement that are complied with is more restrictive than the rear yard setback requirement.

- g. *A minimum 50 foot setback shall be required on any boundary where the industrial property abuts a residential or commercially zoned property. A minimum of 20 feet of the setback shall be landscaped, unless a tree screen is approved, in which case the setback area may be used for automobile parking, driveways or landscaping. Block walls or other fencing may be required.* The Project provides a minimum 68 foot setback from the site's proposed parcel line/right-of-way across from residential zoned properties located on the other side of Seaton Avenue. Within that 68 foot setback area there is a minimum 20 foot landscape area located on site adjacent to the right-of-way. The project does not include any loading areas, service areas, or other exterior uses that would require specific screening, buffering, or securing via walls or fences and no such walls or fences are proposed along the Project's western boundary on Seaton Avenue.
- h. *Parking, loading, trash and service areas shall be screened by structures or landscaping. They shall be located in such a manner as to minimize noise or odor nuisance. Block walls or other fencing may be required.* Standard vehicle parking areas are located along the north and west sides of the property and are screened with landscaping between the parking areas and the adjacent road right-of-way. The loading area is located on the south side of the building not facing residential land uses, but is screened via a 12' screen wall and landscaping located on site and within the right-of-way for Commerce Center Drive. Trash and other service areas are proposed within the loading area for the building and would be adequately screened by the screen wall and landscaping proposed.
- i. *Outside storage shall be screened with structures or landscaping. Landscaping shall be placed in a manner adjacent to the exterior boundaries of the area so that materials stored are screened from view. If a non-screened exhibit of products is proposed, it shall be part of the industrial park plot plan, and shall be set back at least ten feet from the street line.* No outside storage is proposed with the Project. If future tenants desire to incorporate outside storage it will be required to be adequately screened consistent with the I-P development standards.
- j. *Automobile parking shall be provided as required by Section 18.12 of Ordinance No. 348.* Based on the conceptual floor plans provided and the division between office and warehouse uses, the building for the proposed Project provides adequate parking consistent with Section 18.12 of Ordinance No. 348. The building proposes 7,093 square feet of office area and the remaining 76,356 square feet as warehouse area. At 1 space per 250 square feet, as required by Ordinance No. 348, the office area requires 28.37 spaces. At 1 space per 2,000 square feet, as required by Ordinance No. 348, the warehouse area requires 38.18 spaces. A total of 67 spaces is required. The building proposes 67 parking spaces to meet the minimum required number of spaces. If future tenants propose tenant improvements through the building permit process that increase the amount of office or other area that requires more parking, such parking shall be provided on the Project site as appropriate and necessary consistent with Section 18.12 of Ordinance No. 348 and may be subject to further review pursuant to Section 18.43 of Ordinance No. 348. Additionally, electrical vehicle parking is noted on the site plan for 4 spaces, which meets the minimum requirement of Section 18.12 for 4 spaces.
- k. *All new utilities shall be underground.* The Project is conditioned to underground any new utilities, excluding electrical lines rated higher than 33 kV.
- l. *All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet.* No specific use is proposed at this time and therefore

no specific equipment is proposed. However, any future tenants would be required to comply with the development standards of the I-P and M-SC zones and would be subject to this requirement to have any manufacturing equipment enclosed in a building. The Project is conditioned to provide complete screening of roof mounted mechanical equipment from ground view. The building design with parapet is anticipated to provide the necessary screening. If roof mounted equipment exceeds the parapet height, it may be necessary to screen the equipment immediately around the equipment to not require an increase in the height to the parapet.

- m. *All signs shall be in conformance with Article XIX of Ordinance No. 348.* No signs are proposed at this time, but applications future signs will be reviewed as part of the building permit process for consistency with Article XIX of Ordinance No. 348.
- n. *All lighting, including spotlights, floodlights, 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 Project is conditioned to comply with Ordinance No. 915 which similarly requires direction of lighting downward and away from adjoin properties.

Other Findings:

1. This Project is not located within a Criteria Cell of the MSHCP. Accordingly, this Project fulfills the Conservation Area requirements of the MSHCP and is consistent with the MSHCP.
2. This Project is within the City Sphere of Influence of Perris. No memorandum of understanding exists with the City of Perris regarding development applications and consistency of General Plans and zoning. Regardless, the Project was initially transmitted to the City of Perris on February 27, 2019 and no comment was received.
3. Pursuant to the requirements of AB 52, tribal consultation was not required for the Project since an Addendum is being considered for this project and a new Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report is not required for this project as is detailed in the previous Environmental Findings in this staff report and in the Initial Study/Addendum. The Project is not subject to tribal consultation pursuant to SB 18 requirements since the project does not include an Amendment to the Specific Plan or General Plan.
4. The Project site is located within the Fee Assessment Area for the Stephen's Kangaroo Rat Habitat Conservation Plan (SKRHCP). Per County Ordinance No. 663 and the SKRHCP, all applicants 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 on-site 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.
5. The Project site is located within Zone B as identified by Ordinance No. 655 (Mt. Palomar). The Project will be required to comply with lighting standards of Ordinance No. 655 for Zone B.

Fire Findings:

1. The Project is not located within a CAL FIRE state responsibility area or any fire hazard severity zone.
2. Fire protection and suppression services will be available for the subdivision through Riverside County Fire Department.

Conclusion:

1. For the reasons discussed above, as well as the information provided in the Initial Study/Addendum, 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 600 feet of the Project site. As of the writing of this report, Planning Staff has not received any written communication or phone calls who indicated support or opposition to the proposed Project.

This Project was presented before the Mead Valley Municipal Advisory Committee in November 2018, January 2019, and March 2019. Additional meetings were held at the Mead Valley Senior Center in January 2019, March 2019, and May 2019 and at the Charles Meigs Community Center in March 2019. Further outreach to residents were held in separate meetings, calls, and canvassing efforts. See attached summary of these efforts.

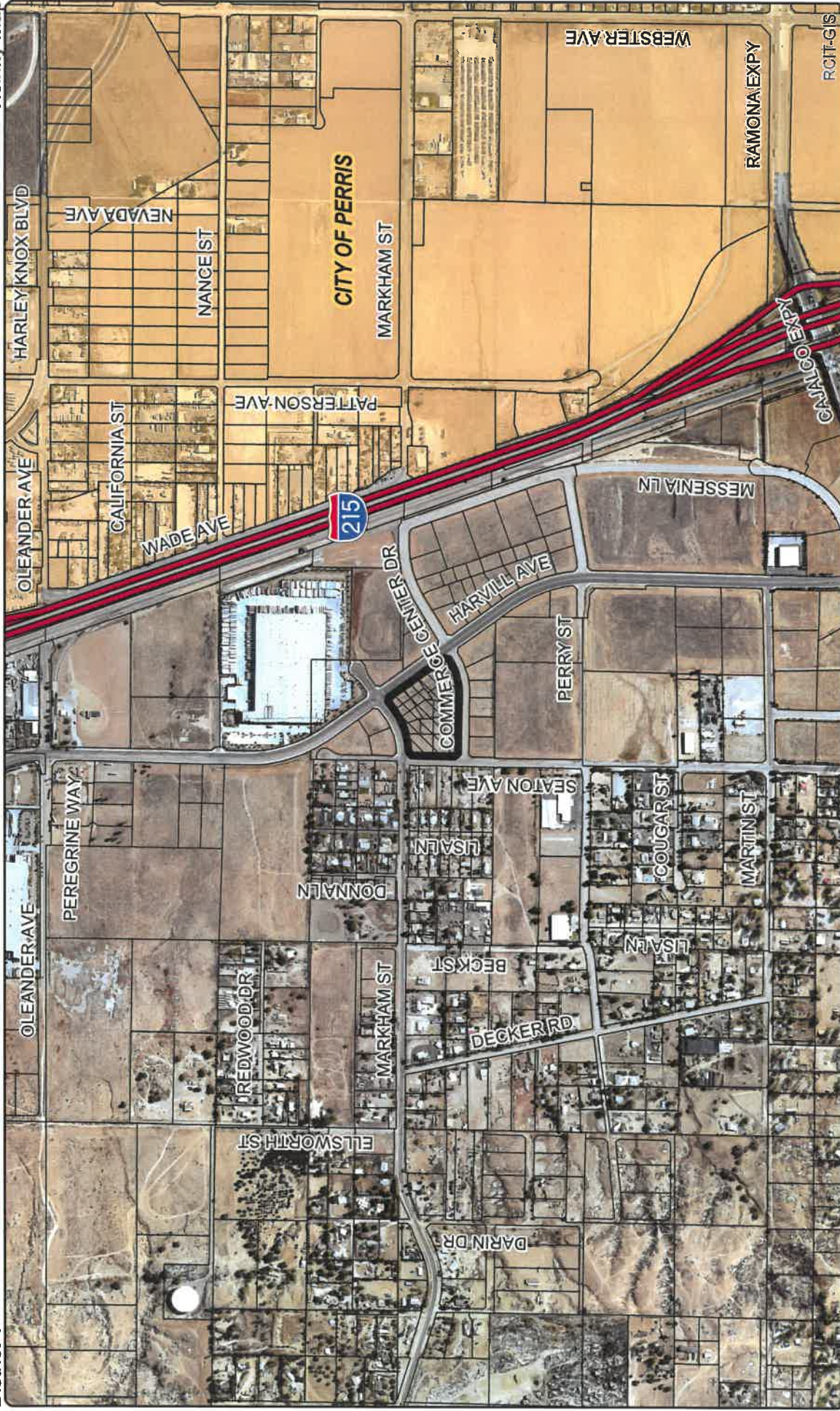
APPEAL INFORMATION

The Director's Hearing decision may be appealed to the Planning Commission. Such appeals shall be submitted in writing to the Clerk of the Board, with the required fee as set forth in Ordinance No. 671 (Consolidated Fees for Land Use and Related Functions), within 10 days after the mailing of the Planning Director's decision.

RIVERSIDE COUNTY PLANNING DEPARTMENT
PPT190003
VICINITY/POLICY AREAS

Supervisor: Jeffries
 District 1

Date Drawn: 10/24/13
 Vicinity Map



Zoning Area: North Perris

Author: Vinnie Nguyen

DISCLAIMER: On October 7, 2003, the County of Riverside adopted its new General Plan providing for land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For more information, please contact the Riverside County Planning Department at (951) 952-3300 or visit our website at www.riversidecounty.net. Main Office at (951) 952-3277 (Eastern County) or Website: www.riversidecounty.net

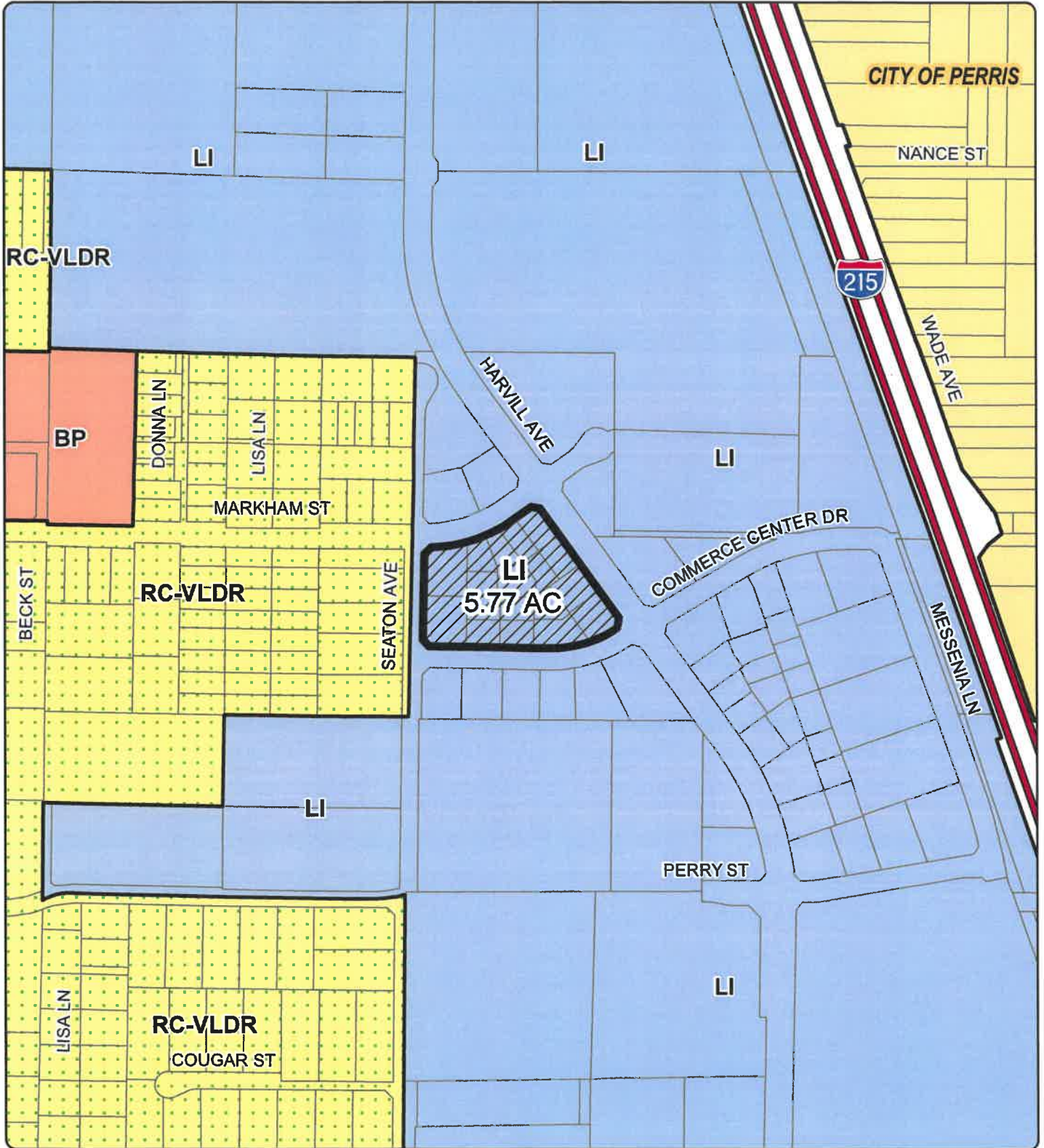
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190003

EXISTING GENERAL PLAN

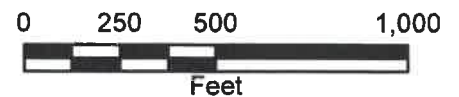
Supervisor: Jeffries
District 1

Date Drawn: 01/22/2020
Exhibit 5



Zoning Area: North Perris

Author: Vinnie Nguyen



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>

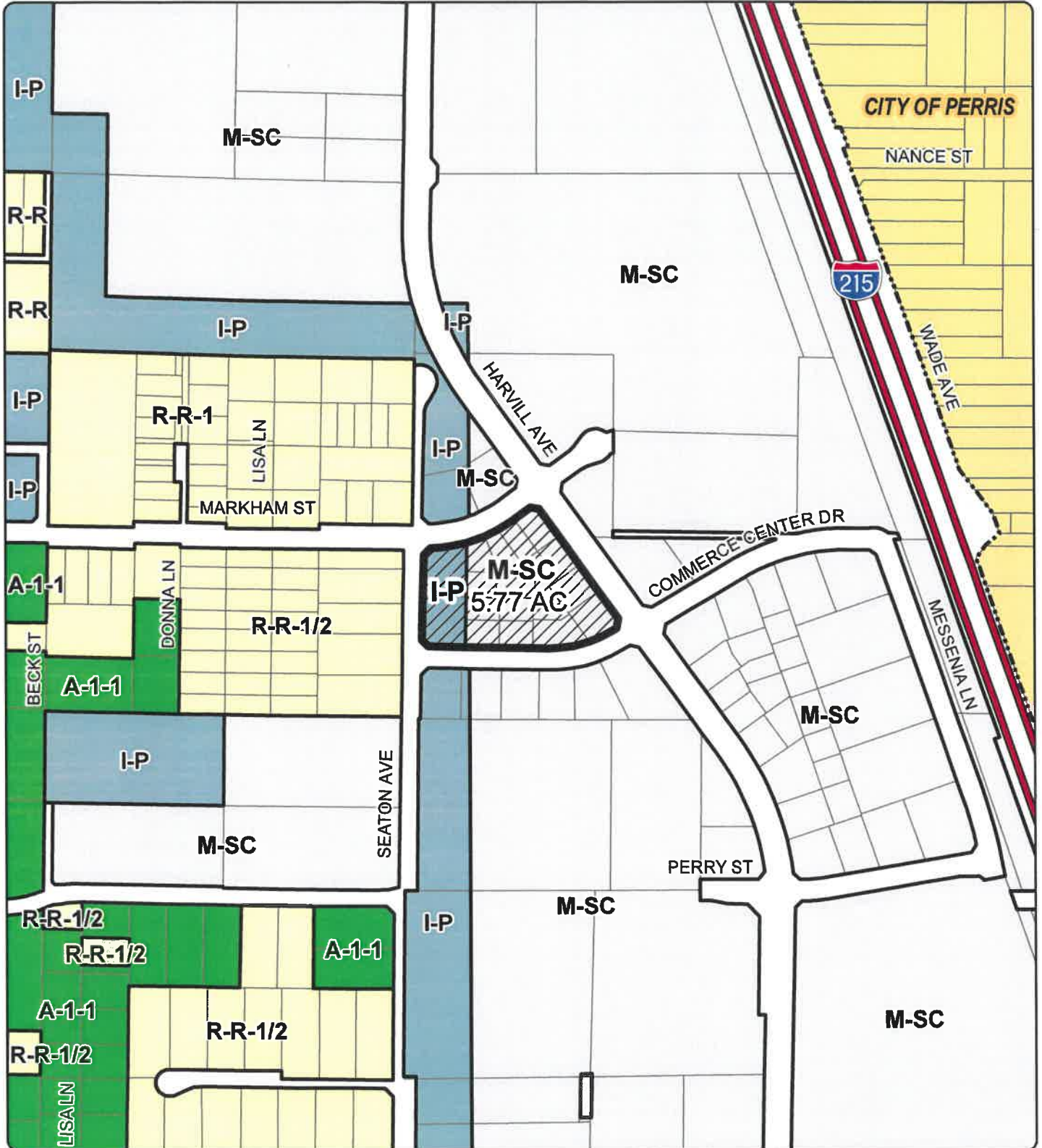
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190003

EXISTING ZONING

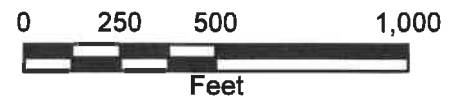
Supervisor: Jeffries
District 1

Date Drawn: 01/22/2020
Exhibit 2



Zoning Area: North Perris

Author: Vinnie Nguyen



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.rcplma.org>

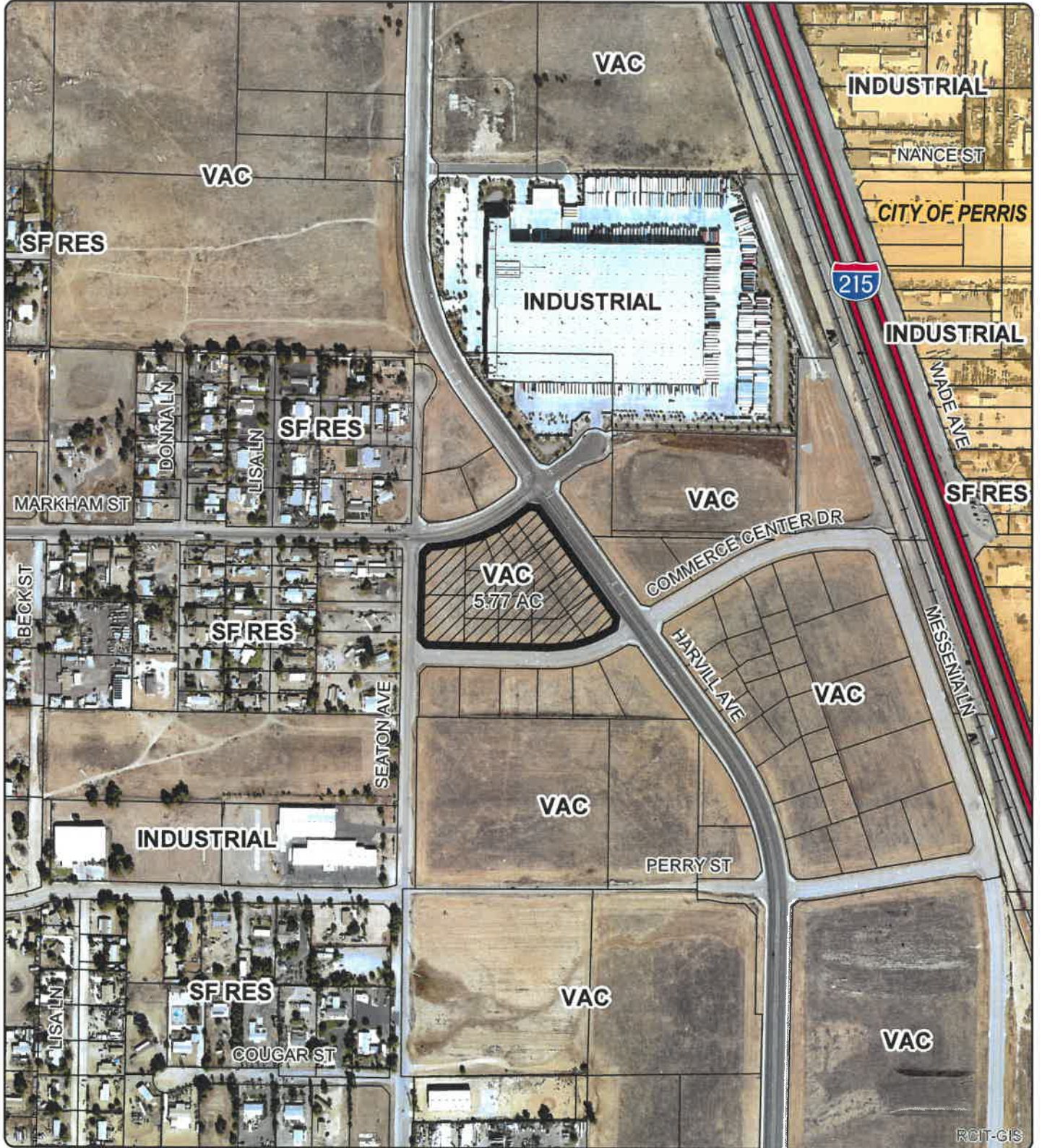
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190003

LAND USE

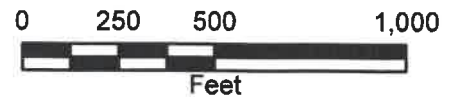
Supervisor: Jeffries
District 1

Date Drawn: 01/22/2020
Exhibit 1






Zoning Area: North Perris

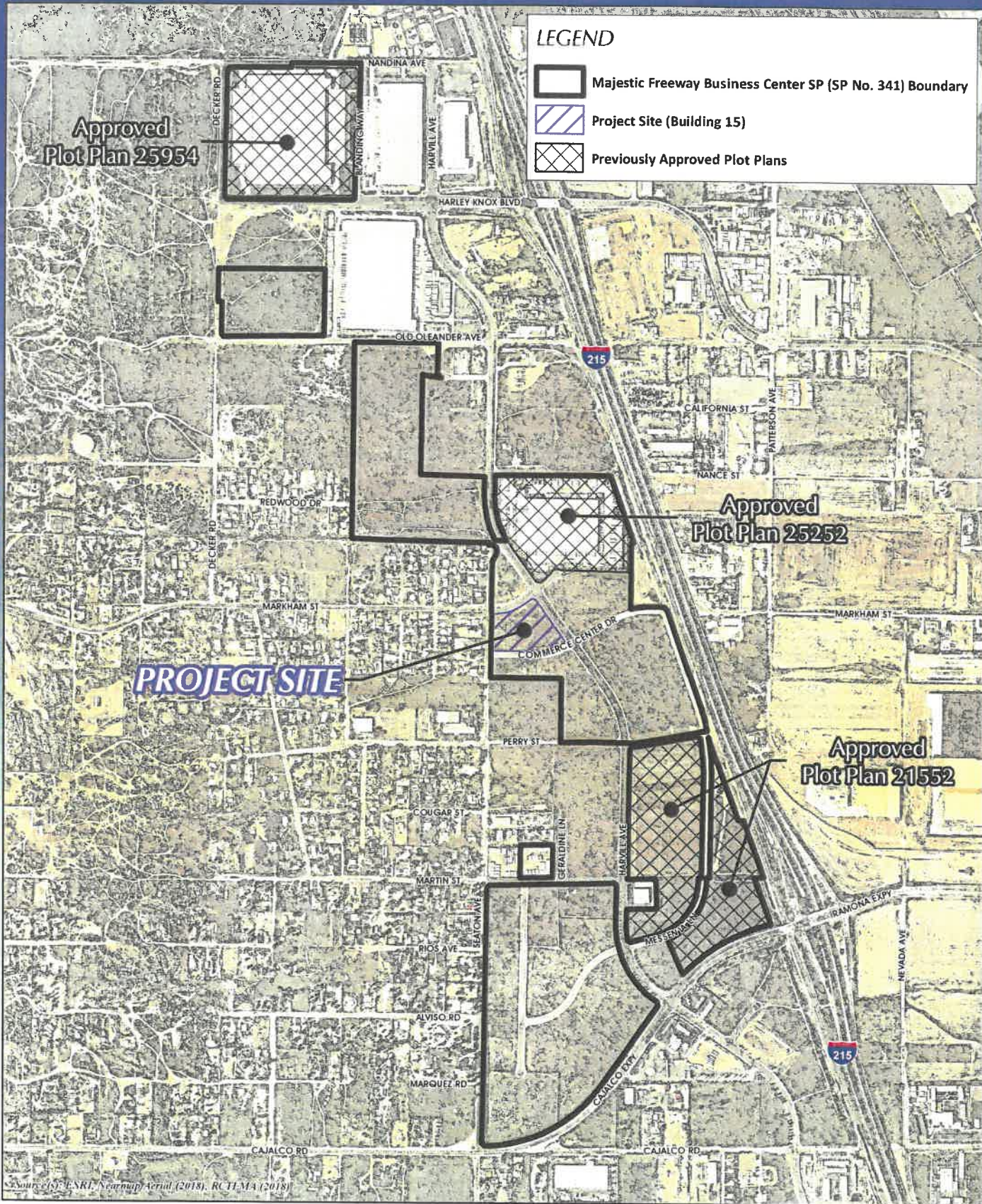
Author: Vinnie Nguyen



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 <https://planning.rctlma.org>

LEGEND

-  Majestic Freeway Business Center SP (SP No. 341) Boundary
-  Project Site (Building 15)
-  Previously Approved Plot Plans



MAJESTIC FREEWAY BUSINESS CENTER - BUILDING 15

Date: December 2018



SPECIFIC PLAN LOCATION EXHIBIT



M-SC Completed PPT2022

VAL VESTER UNIFIED SCHOOL DISTRICT:
 COMMUNITY DEVELOPMENT & BUSINESS CENTER LLC
 20411 VAL VESTER RD, SUITE 100
 CITY OF INDUSTRY, CA 91748-3497
 (927) 699-0453

PREPARED BY:
 COMMERCE CONSTRUCTION CO., LP
 1311 COMMERCE FREEWAY NORTH
 CITY OF INDUSTRY, CA 91748-3497
 (927) 699-0453

SCAGS:
 COUNTY OF RIVERSIDE
 3330 CROSSROADS BLVD, SUITE 100
 CITY OF INDUSTRY, CA 91748-3497
 (927) 699-0453

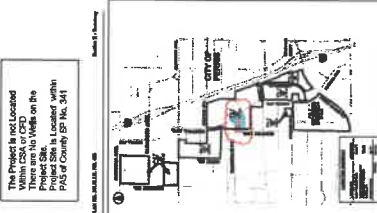
SOUTHERN CALIFORNIA ELECTRIC:
 1100 S. CALIFORNIA STREET
 CITY OF INDUSTRY, CA 91748-3497
 (927) 699-0453

VAL VESTER UNIFIED SCHOOL DISTRICT:
 1100 S. CALIFORNIA STREET
 CITY OF INDUSTRY, CA 91748-3497
 (927) 699-0453

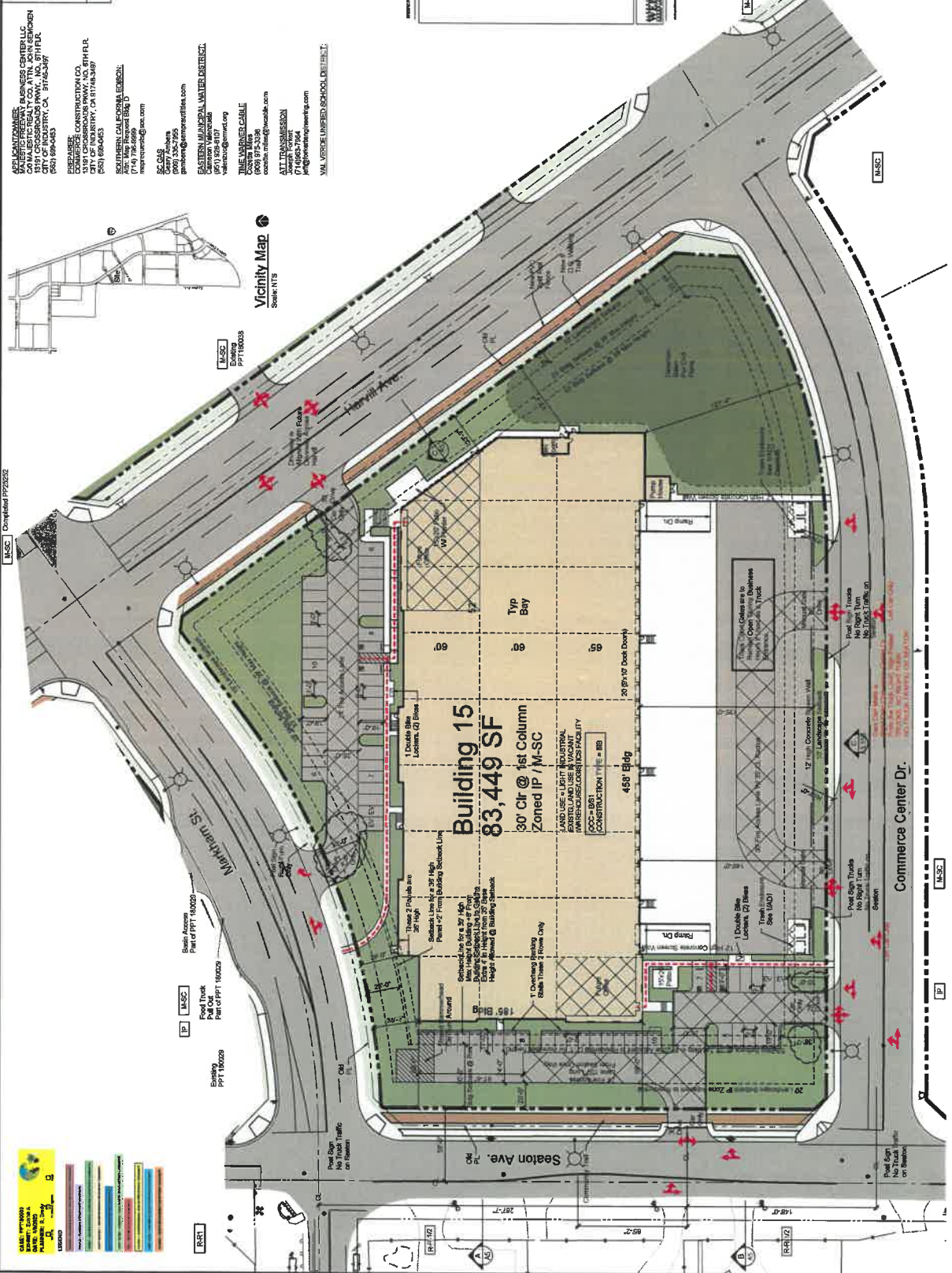
ZONING & LAND USE INFORMATION:
 THE PROJECT IS LOCATED IN THE COMMERCIAL ZONING DISTRICT OF THE CITY OF INDUSTRY, CALIFORNIA. THE PROJECT IS SUBJECT TO THE CITY OF INDUSTRY'S ZONING ORDINANCE, WHICH IS A MAP-CONTROLLED ZONING DISTRICT. THE PROJECT IS SUBJECT TO THE CITY OF INDUSTRY'S ZONING ORDINANCE, WHICH IS A MAP-CONTROLLED ZONING DISTRICT. THE PROJECT IS SUBJECT TO THE CITY OF INDUSTRY'S ZONING ORDINANCE, WHICH IS A MAP-CONTROLLED ZONING DISTRICT.

Assessor Parcel Maps:
 314290401 THRU 009
 317290405 THRU 003

Legal Description:
 PARCELS 05-07 INCLUSIVE OF PARCEL MAP NO. 29101 AS RECORDED IN BK 180, PGS 60 THRU 69 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CA, 1st, 4th, Section 1



COMMERCE CONSTRUCTION CO., LP
 1311 COMMERCE FREEWAY NORTH
 CITY OF INDUSTRY, CALIFORNIA 91748-3497
 Telephone: (927) 699-0453
 License No. 12302



Building	Area	Volume	Weight	Center of Gravity	Over/Under
Building 15	15,000	15,000	15,000	15,000	0

Maximum Amount of Office Allowed For 67 Parking Stalls: 7,200 SF

Item	Area (SF)	Volume	Weight	Center of Gravity	Over/Under
Building 15	83,449	83,449	83,449	83,449	0

Parking Stalls:
 All Stall Stalls are 11' Wide
 Stalls Against Paved Area are 1' Wide Concrete Walkway, Ringed
 with 4" Curbs
 All Acceptable Stalls Follow ADA Guidelines

Building 15	Site Area (Acres)	Site Area (Sq Ft)	Building Area (Sq Ft)	Coverage (%)	Lot Area (Sq Ft)	Lot Area (%)	Landscaping (Sq Ft)	Landscaping (%)	Tree Planting (Sq Ft)	Tree Planting (%)	Open Space (Sq Ft)	Open Space (%)
Building 15	6.7791	6,344,900	83,449	34.80%	28,571	18.50%	18,152	11.20%	20	0.13%	13,200	0.82%

Scale: 1" = 30'-0"

North Arrow: [Symbol]

Site Plan A

SITE PLAN
 BUILDING 15
 MAJESTIC FREEWAY BUSINESS CENTER
 RIVERSIDE, CA

PROJECT NO. PPT190003

DATE: 12/11/2019

BY: [Signature]

DATE: [Signature]

REVISIONS:

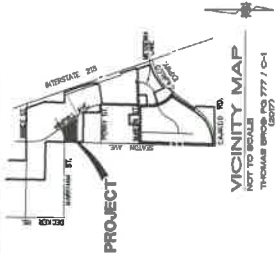
REVISIONS:

NO.	DATE	BY	DESCRIPTION

LEGAL DESCRIPTION:
 PARCELS 05-07 INCLUSIVE OF PARCEL MAP NO. 29101 AS RECORDED IN BK 180, PGS 60 THRU 69 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CA, 1st, 4th, Section 1

ASSessor Parcel Maps:
 314290401 THRU 009
 317290405 THRU 003

CONTRACTOR:
 COMMERCE CONSTRUCTION CO., LP
 1311 COMMERCE FREEWAY NORTH
 CITY OF INDUSTRY, CALIFORNIA 91748-3497
 Telephone: (927) 699-0453
 License No. 12302



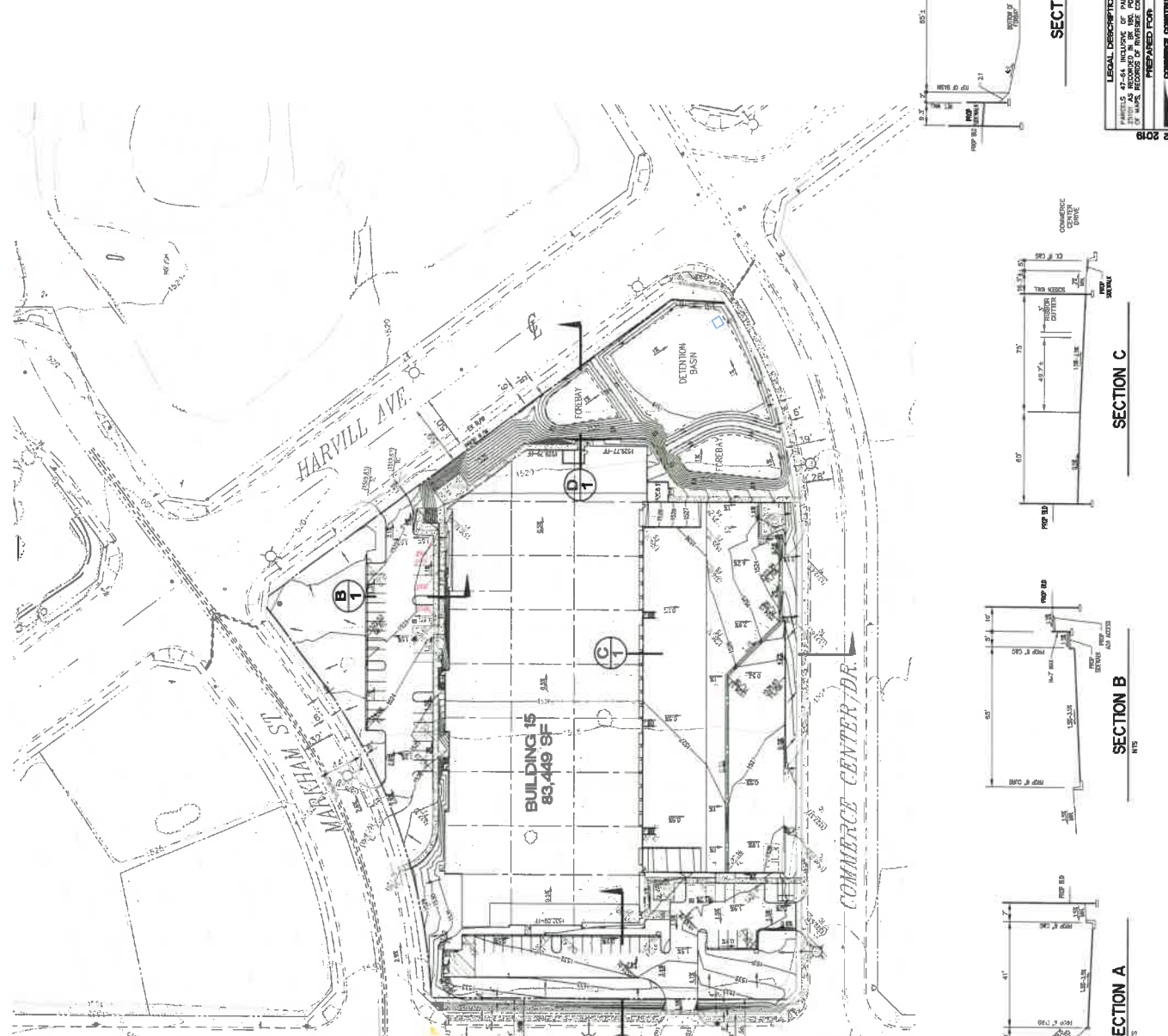
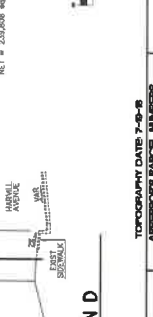
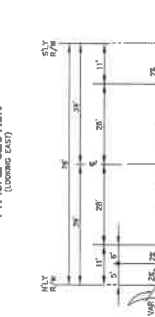
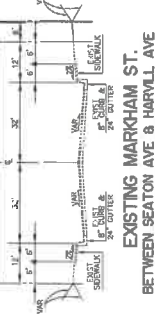
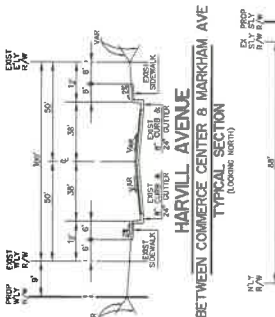
OVERALL SITE EARTHWORK QUANTITIES	
DESCRIPTION	AMOUNT
7' FILL	11,000
7' EXCAVATION	1,000
5' FILL	1,000
5' EXCAVATION	1,000
3' FILL	1,000
3' EXCAVATION	1,000
TOTAL	15,000

OVERALL SITEWORK QUANTITIES	
DESCRIPTION	QUANTITY
3" GRANULAR SUBGRADE	150,000 SF
6" GRANULAR SUBGRADE	150,000 SF
12" GRANULAR SUBGRADE	150,000 SF
18" GRANULAR SUBGRADE	150,000 SF
24" GRANULAR SUBGRADE	150,000 SF
TOTAL	600,000 SF

HARVILL AVE IMPROVEMENT QUANTITIES	
DESCRIPTION	QUANTITY
12" GRANULAR SUBGRADE	4,000 SF
18" GRANULAR SUBGRADE	4,000 SF
24" GRANULAR SUBGRADE	4,000 SF
TOTAL	12,000 SF

SEATON AVENUE IMPROVEMENT QUANTITIES	
DESCRIPTION	QUANTITY
12" GRANULAR SUBGRADE	4,000 SF
18" GRANULAR SUBGRADE	4,000 SF
24" GRANULAR SUBGRADE	4,000 SF
TOTAL	12,000 SF

MARKHAM ST IMPROVEMENT QUANTITIES	
DESCRIPTION	QUANTITY
12" GRANULAR SUBGRADE	4,000 SF
18" GRANULAR SUBGRADE	4,000 SF
24" GRANULAR SUBGRADE	4,000 SF
TOTAL	12,000 SF



CONCEPT GRADING PLAN
MFBC-BUILDING 15

PROJECT PLAN CASE NO. 17700005

TOPOGRAPHY DATE: 7-4-98
 ASSESSOR PARCEL NUMBER: 31-291-007 2401 000
 31-291-007 1801 000

LEGAL DESCRIPTION: PARCELS 2, 41-44, INCLUSIVE OF PARCEL MAP NO. 177,000, AS SHOWN THEREON, AND ALL INTERESTS THEREIN, TOGETHER WITH THE UNDIVIDED INTEREST OF THE SEATON AVENUE TRACT, AS SHOWN ON PARCEL MAP NO. 177,000, AS SHOWN THEREON.

PREPARED BY: **PRELAW ENGINEERING, INC.**
 101 W. WASHINGTON ST., 10TH FLOOR
 CHICAGO, ILL. 60601
 (312) 334-1100
 WWW.PRELAW.COM

COMMERCIAL CONSTRUCTION CO., LP
 101 W. WASHINGTON ST., 10TH FLOOR
 CHICAGO, ILL. 60601
 (312) 334-1100
 WWW.PRELAW.COM

DATE: _____

WO 100-85
 1st of 2

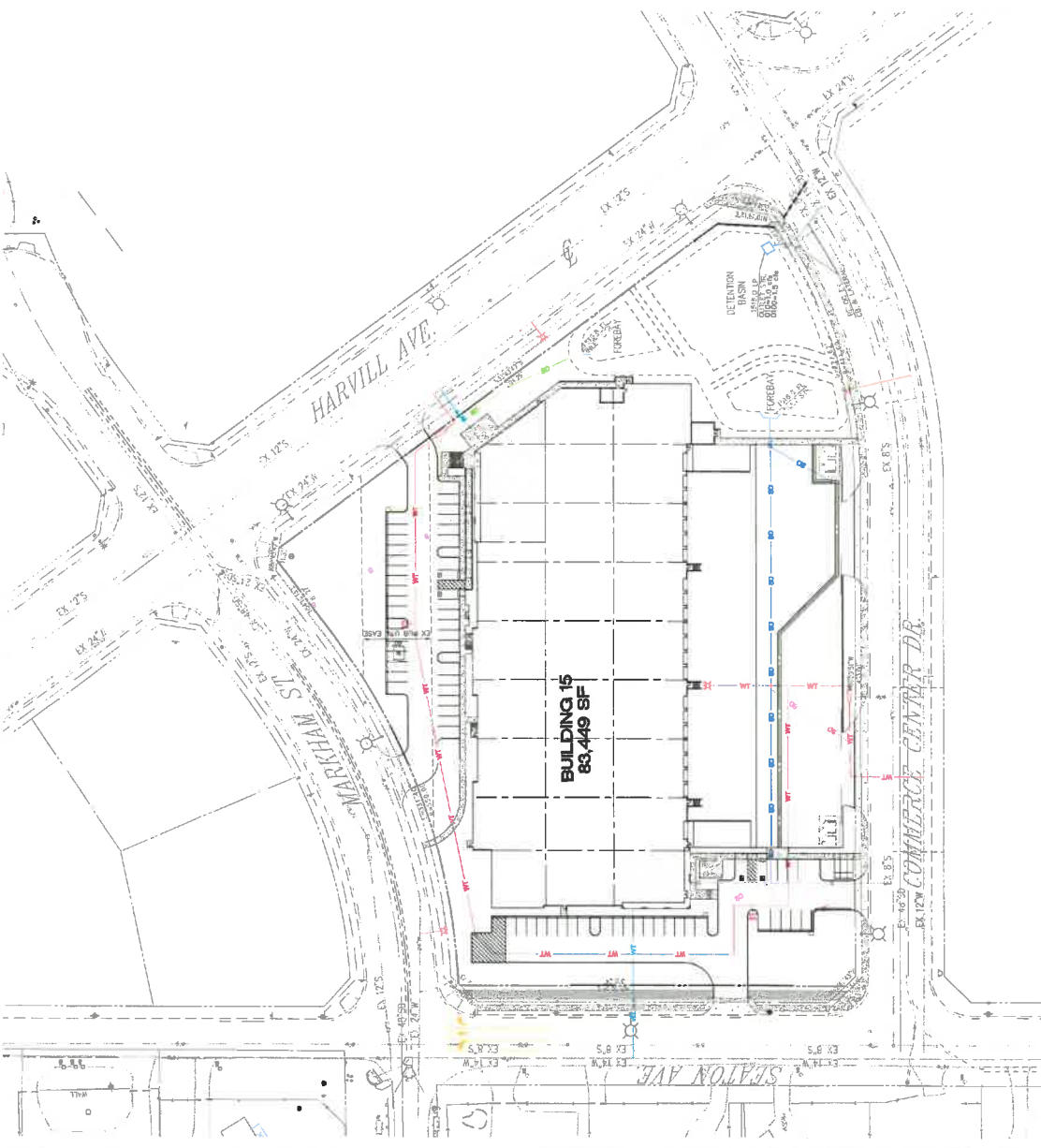
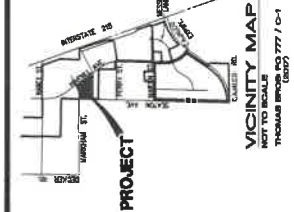
NOTE: SITE IS NOT SUBJECT TO LIMITATION OF ANY CONTRACTS, AGREEMENTS, EASEMENTS, ENCUMBRANCES, OR RIGHTS OF THIRD PARTIES. CONTRACTOR SHALL BE NOT SUBJECT TO FLOOD REGULATION.

OVERALL PRIVATE UTILITY QUANTITIES

DESCRIPTION	QUANTITY
30" STORM DRAIN	820 LF
18" STORM DRAIN	244 LF
24" STORM DRAIN	34 LF
12" DOMESTIC WATER	280 LF
10" FIRE WATER MAIN	1,200 LF
6" FIRE WATER LATERAL	50 LF
10" FIRE HYDRANT	3 EA
10" DETECTOR CHECK VALVE	2 EA
CATCH BASIN	3 EA
CHANGEL DRAIN	3 EA
RECYCLED WATER TANK	2 EA
STORM DRAIN OUTLET	1 EA

OVERALL PUBLIC UTILITY QUANTITIES

DESCRIPTION	QUANTITY
3" FIRE HYDRANT	3 EA
WATER METER	6 EA
3" WASTEWATER	6 EA
8" FIRE WATER LATERAL	20 LF
8" FIRE WATER LATERAL	8 EA
10" FIRE HYDRANT	1 EA
10" LATERAL	50 LF



RECORD EXEMPTIONS

NOTICE: THE STATE OF CALIFORNIA DEPARTMENT OF WATER RESOURCES HAS REVIEWED THIS PROJECT AND HAS DETERMINED THAT IT IS QUALIFIED FOR RECORD EXEMPTION FROM THE PUBLIC UTILITIES IN FAVOR OF CALIFORNIA ELECTRIC POWER, GAS & TELEPHONE COMPANY. POWER, GAS & TELEPHONE COMPANY, POWER, GAS & TELEPHONE COMPANY, POWER, GAS & TELEPHONE COMPANY, POWER, GAS & TELEPHONE COMPANY, POWER, GAS & TELEPHONE COMPANY. EXEMPTION FROM RECORDATION IS GRANTED FOR PUBLIC UTILITIES IN FAVOR OF PUBLIC SERVICE FACILITIES JULY 28, 1993 / IUST NO. 201176

NOTICE: THIS PROJECT IS NOT SUBJECT TO UNIFORMITY OF ANY OTHER COLORING (MAPPING) IS NOT IN A SPECIAL SURVEY. THIS PROJECT IS NOT SUBJECT TO TYPING REGISTRATION.

LEGAL DESCRIPTION

PARCELS 3 & 4 RECORDED IN BK 165, PAGES 20 & 21 OF MAPS, RECORDS OF INDIAN COUNTY, CA.

PREPARED FOR:

PROJECT: **NEW COMMERCIAL CENTER DE**

PREPARED BY:

314 - 201 - 015 (PH) / 023

TOPOGRAPHY DATES: 7-28-99

ASSIGNED PARCEL NUMBER:

DATE:

BY:

CONCEPT UTILITY PLAN

MBSC-BUILDING 15

PROJECT INFORMATION:

DATE: **DEC 12 2019**

BY: **WJO**

SCALE: **100-05**

DATE: **DEC 12 2019**

BY: **WJO**

SCALE: **100-05**

DATE: **DEC 12 2019**

BY: **WJO**

SCALE: **100-05**

DATE: **DEC 12 2019**

BY: **WJO**

SCALE: **100-05**

<p>RECORDED:</p> <p>DATE: DEC 12 2019</p> <p>BY: WJO</p> <p>SCALE: 100-05</p> <p>DATE: DEC 12 2019</p> <p>BY: WJO</p> <p>SCALE: 100-05</p> <p>DATE: DEC 12 2019</p> <p>BY: WJO</p> <p>SCALE: 100-05</p>	<p>PROJECT INFORMATION:</p> <p>DATE: DEC 12 2019</p> <p>BY: WJO</p> <p>SCALE: 100-05</p> <p>DATE: DEC 12 2019</p> <p>BY: WJO</p> <p>SCALE: 100-05</p> <p>DATE: DEC 12 2019</p> <p>BY: WJO</p> <p>SCALE: 100-05</p>
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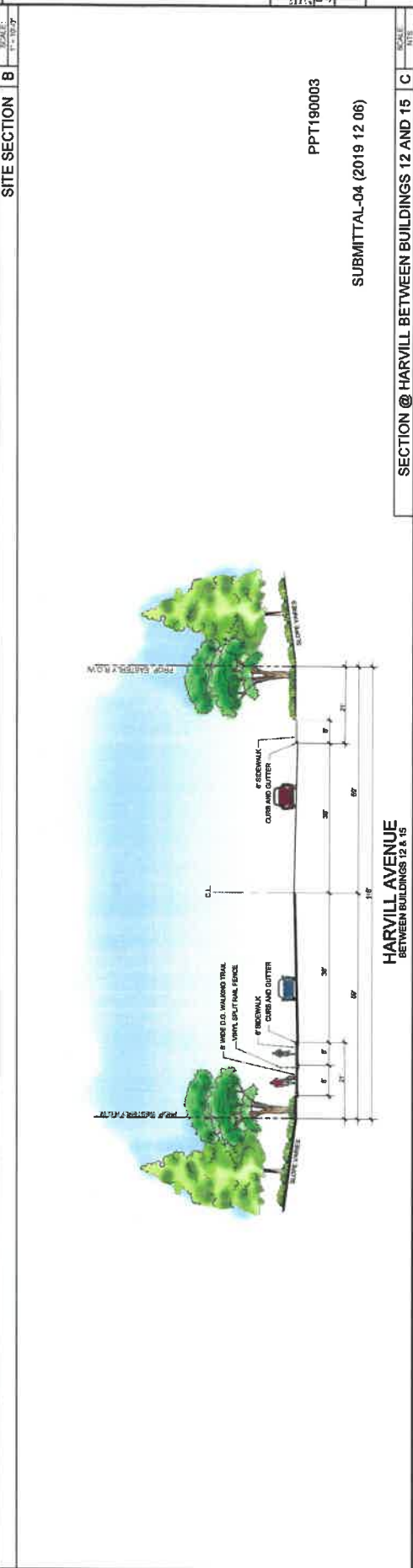
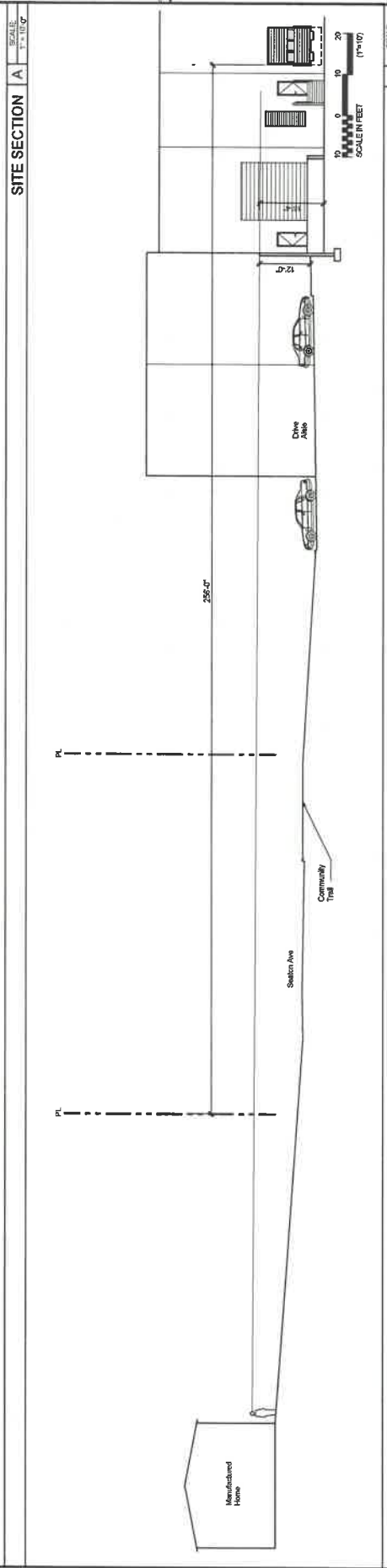
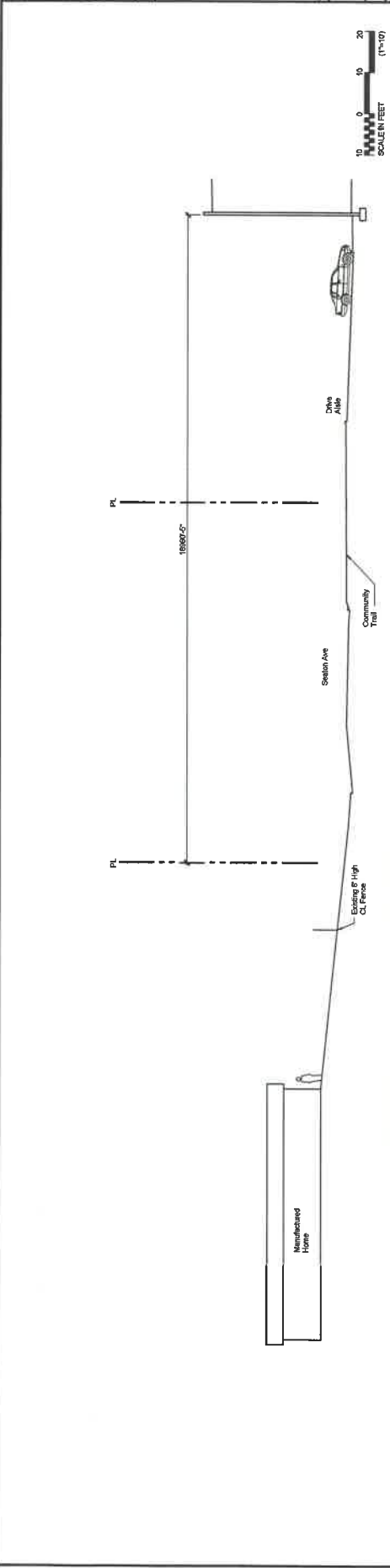
BY	DATE	REVISIONS

REVISIONS

COMMERCIAL CONSTRUCTION CO., L.P.
 1311 Commercial Highway North
 City of Beverly, California 91746-3497
 Telephone: (562) 698-9458
 License No. 723022

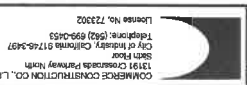
SITE SECTION
BUILDING 15
MAJESTIC FREEMWAY BUSINESS CENTER
 RIVERSIDE, CA

PROJECT NO. PPT1900003
 DRAWN BY DATE
 CHECKED BY DATE
 SHEET NO. 6712
 SHEET NO. A5



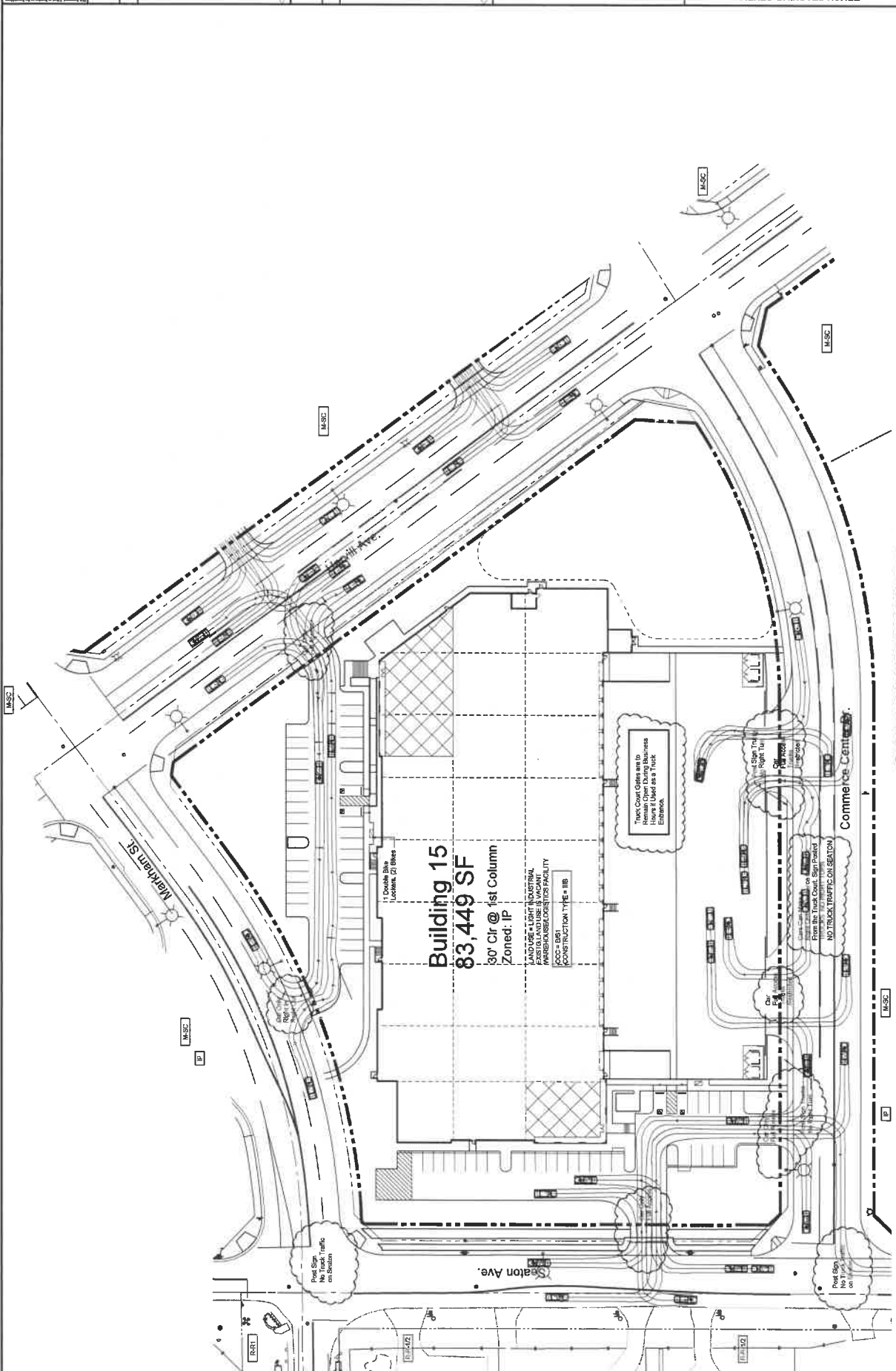
NO.	DATE	BY	REVISIONS

COMMERCE CONSTRUCTION CO., LP
 131 Commodore Parkway North
 Suite 1000
 City of Industry, California 91746-4077
 Telephone: (909) 999-0433
 License No. 723302



TRUCK STACKING STUDY
 BUILDING 15
 MAJESTIC FREEMWAY BUSINESS CENTER
 RIVERSIDE, CA

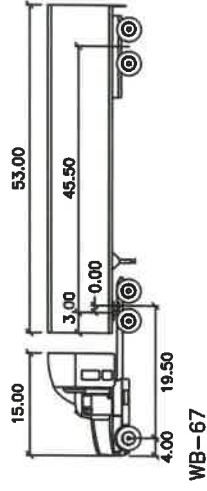
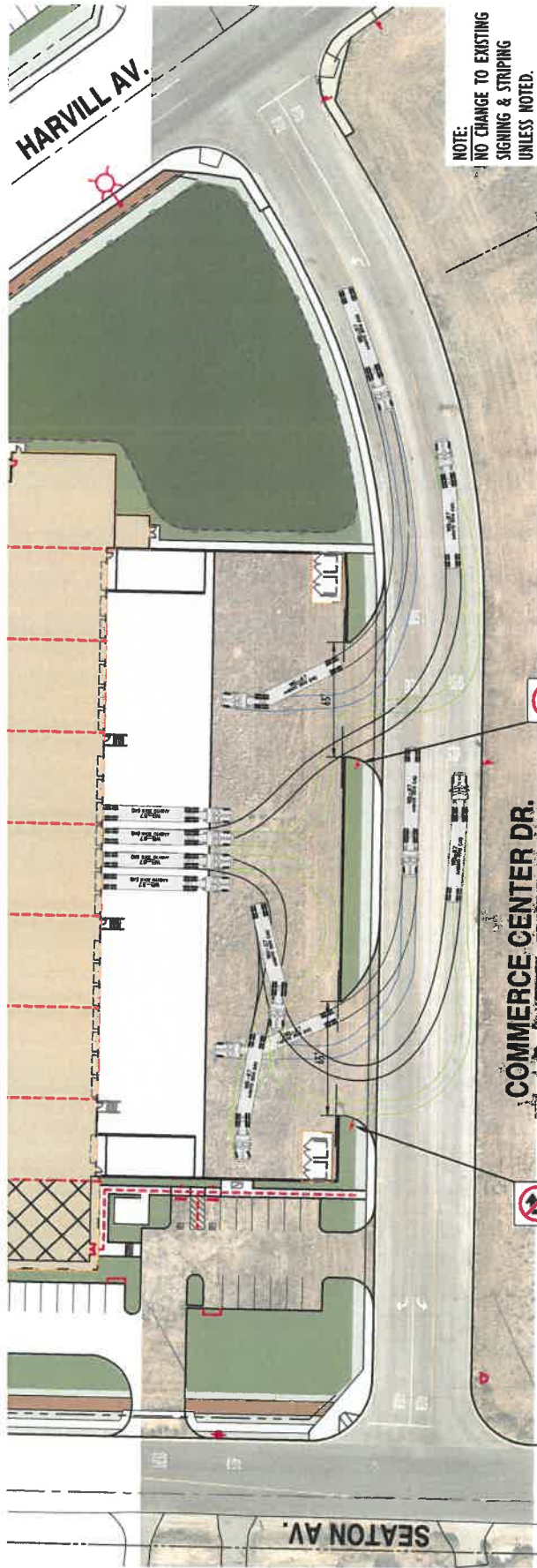
PROJECT NO. PPT190003
 DRAWING DATE 06/28/19
 SHEET NO. A1.15A



Note:
 See Urban Crossroads Exhibit
 For Truck Turning and
 Signing and Striping Plan

PPT190003
 SCALE IN FEET
 0 30 60
 SUBMITTAL-04 (2019 12 06)
 TRUCK STACKING STUDY A

EXHIBIT 1b: TRUCK ACCESS



feet	
Tractor Width	: 8.00
Tractor Track	: 8.50
Trailer Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.4
Articulating Angle	: 75.0

LEGEND:
 - OUTBOUND
 - INBOUND



REVISIONS	BY	DATE

REVISIONS	BY	DATE

REVISIONS	BY	DATE

REVISIONS	BY	DATE

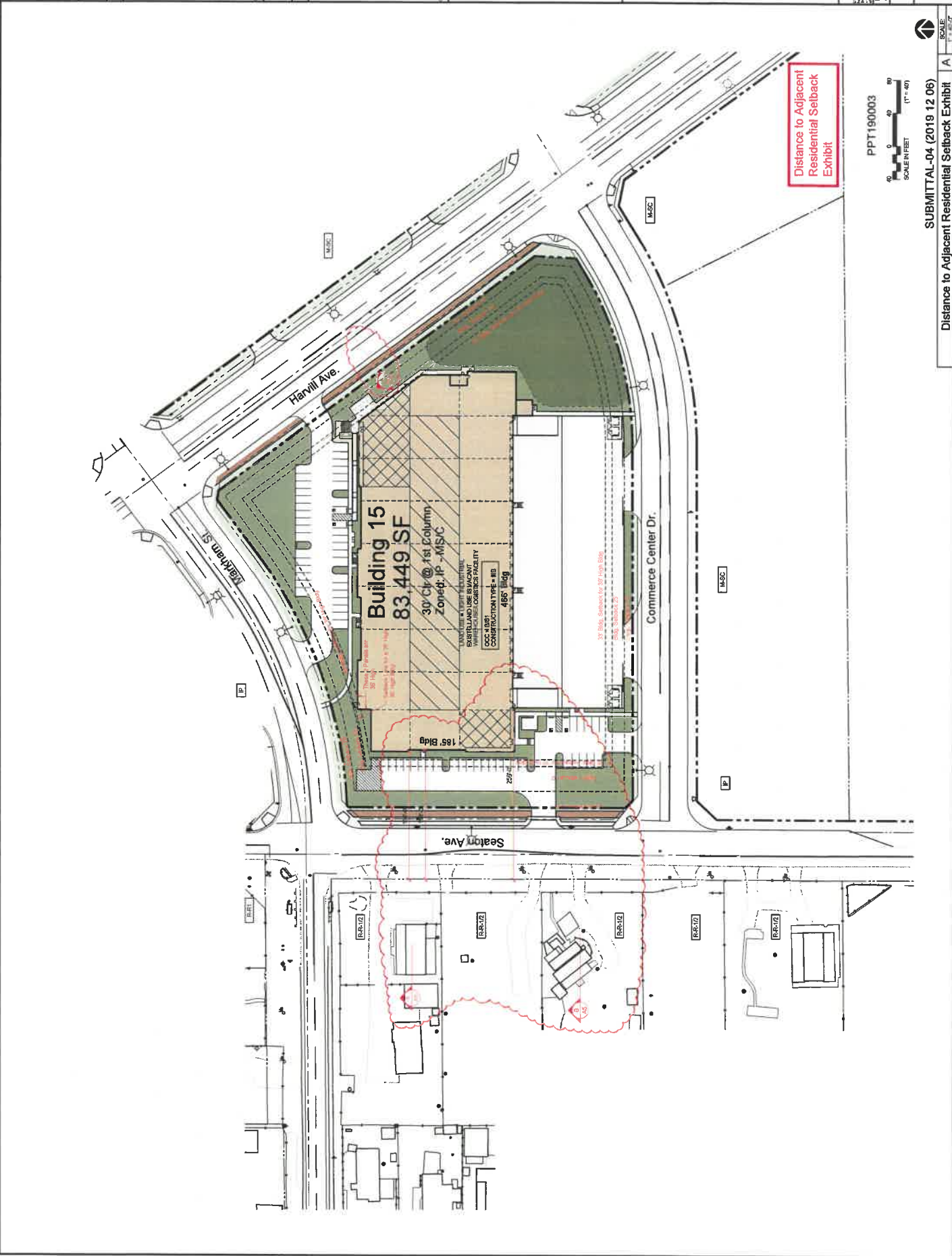
REVISIONS	BY	DATE

REVISIONS	BY	DATE

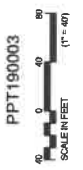
COMMERCIAL CONSTRUCTION CO., P.
 1391 Commercial Parkway North
 Suite 100
 City of Berkeley, CA 94704-1000
 Telephone: (925) 894-4000
 License No. 723002

RESIDENTIAL SETBACK PLAN
BUILDING 15
MAJESTIC FREEWAY BUSINESS CENTER
 RIVERSIDE, CA

DRAWN BY DATE
 PROJECT NO.
6712
 SHEET NO.
A4



Distance to Adjacent Residential Setback Exhibit



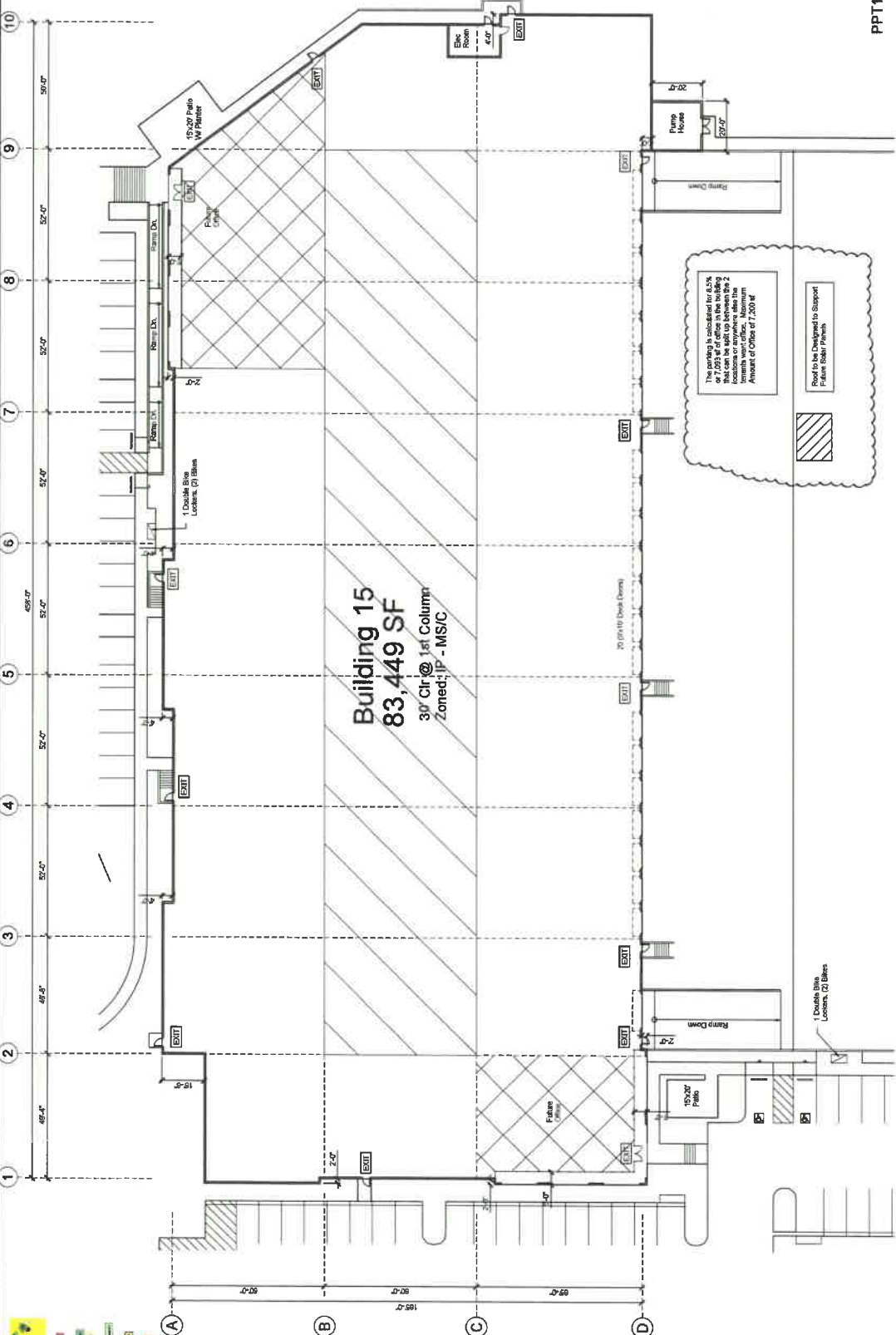
PPT1900003

SUBMITTAL-04 (2019 12 06)

Distance to Adjacent Setback Exhibit



SCALE: 1" = 40'



PPT1900003

The parking is calculated for 6.5% of 7,200 sq ft of office in the building. The maximum amount of parking is 465 spaces. The maximum amount of office is 7,200 sq ft.

Road to be Designed to Support Future Solar Panels

Category	Area (sq ft)	Rate (%)	Spaces
Office	7,200	6.5%	468
Other	2,000	2.0%	40
Total	9,200	4.5%	508

Maximum Amount of Office Allowed for 67 Parking Spaces 7,200 SF

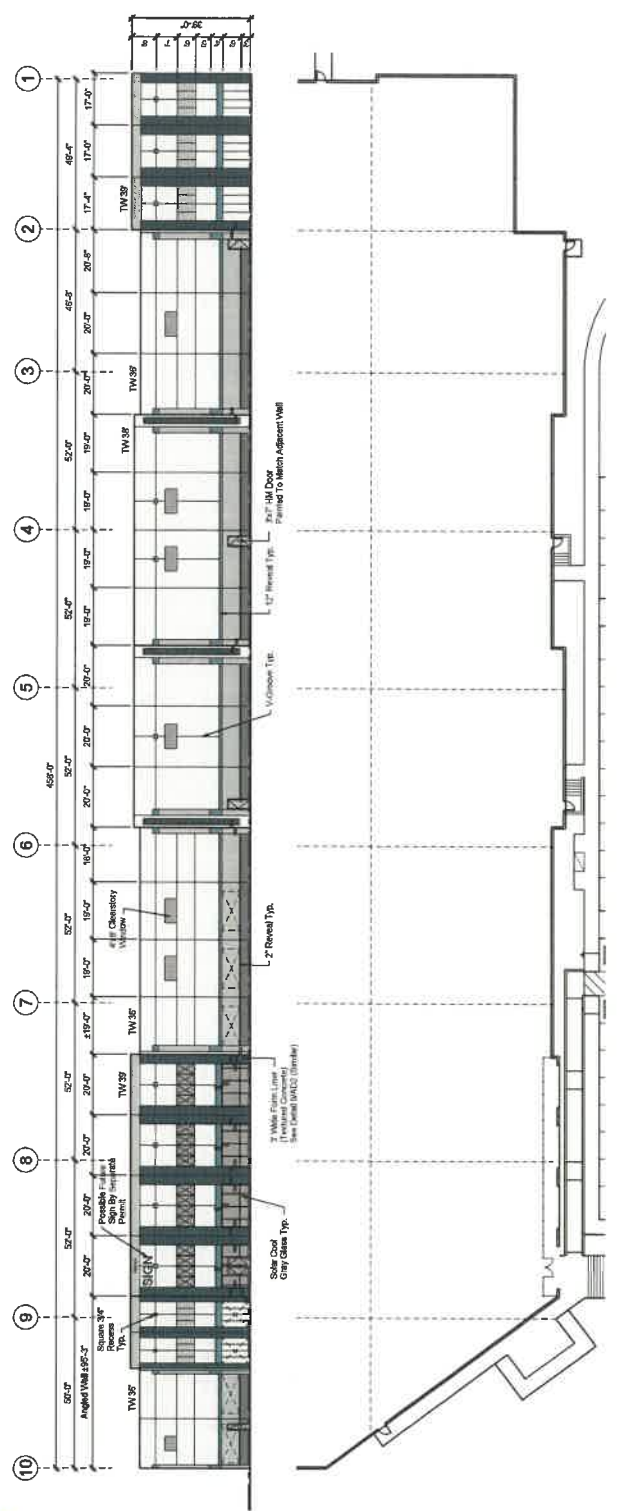


SUBMITTAL-04 (2019 12 08)

FLOOR PLAN A SCALE 1/8" = 1'-0"



Provide Roof Top Scaffolding at All A.C. Units Per County of Alameda Ordinances.



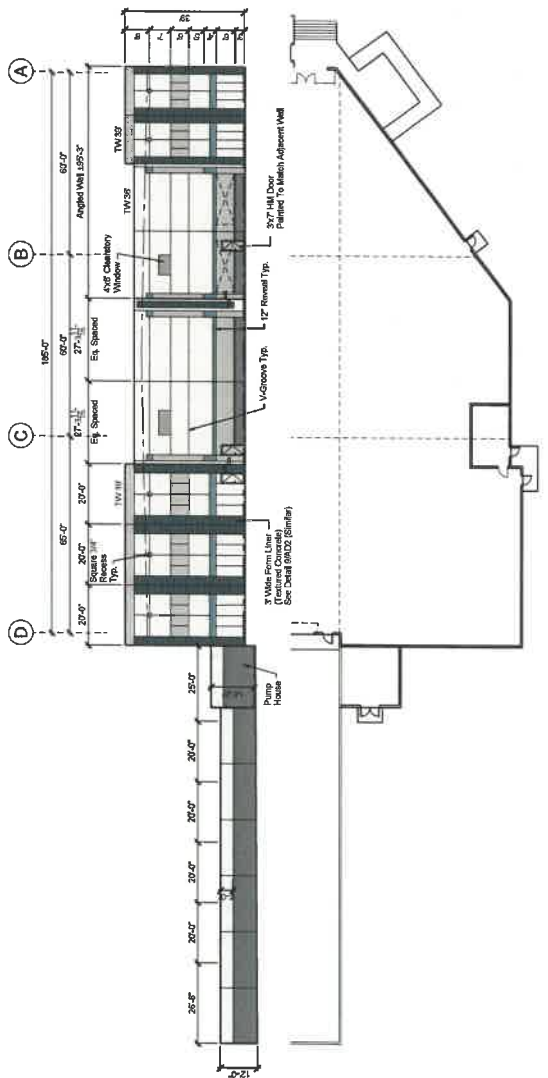
NORTH ELEVATION A

COLOR LEGEND

SW700K	SW700S	SW700L	SW700M	SW700H	SW700V	SW700D	SW700E	SW700F	SW700G	SW700I	SW700J	SW700K	SW700L	SW700M	SW700N	SW700O	SW700P	SW700Q	SW700R	SW700S	SW700T	SW700U	SW700V	SW700W	SW700X	SW700Y	SW700Z
SW700K	SW700S	SW700L	SW700M	SW700H	SW700V	SW700D	SW700E	SW700F	SW700G	SW700I	SW700J	SW700K	SW700L	SW700M	SW700N	SW700O	SW700P	SW700Q	SW700R	SW700S	SW700T	SW700U	SW700V	SW700W	SW700X	SW700Y	SW700Z

Building is to be Concrete Panels

Total Maximum Height is 39' Above Finished Floor.



EAST ELEVATION B

Total Maximum Height is 39' Above Finished Floor.

PPT190003

SUBMITTAL-04 (2019 12 06)

EAST ELEVATION B

A3.15A

MAJESTIC FREEMAN BUSINESS CENTER
BUILDING 15
RIVERVIEW, CA

COMPLETION CONSTRUCTION CO., L.P.
15191 COMPLETION FARMWAY NORTH
CITY OF RIVERVIEW, CALIFORNIA 94163-9877
Tel: (925) 898-4903
License No. 723022

REVISIONS	BY	DATE	REVISIONS

DRAWN BY DATE
6712

PROJECT NO.
PPT190003

SHEET NO.
A3.15A

SCALE
1/8" = 1'-0"

DATE
12/06/2019

PROJECT
MAJESTIC FREEMAN BUSINESS CENTER

LOCATION
RIVERVIEW, CA

CLIENT
COMPLETION CONSTRUCTION CO., L.P.

ARCHITECT
COMPLETION CONSTRUCTION CO., L.P.

DATE
12/06/2019

PROJECT NO.
PPT190003

SHEET NO.
A3.15A

SCALE
1/8" = 1'-0"

DATE
12/06/2019

PROJECT
MAJESTIC FREEMAN BUSINESS CENTER

LOCATION
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CLIENT
COMPLETION CONSTRUCTION CO., L.P.

ARCHITECT
COMPLETION CONSTRUCTION CO., L.P.

DATE
12/06/2019

PROJECT NO.
PPT190003

SHEET NO.
A3.15A

SCALE
1/8" = 1'-0"

DATE
12/06/2019

PROJECT
MAJESTIC FREEMAN BUSINESS CENTER

LOCATION
RIVERVIEW, CA

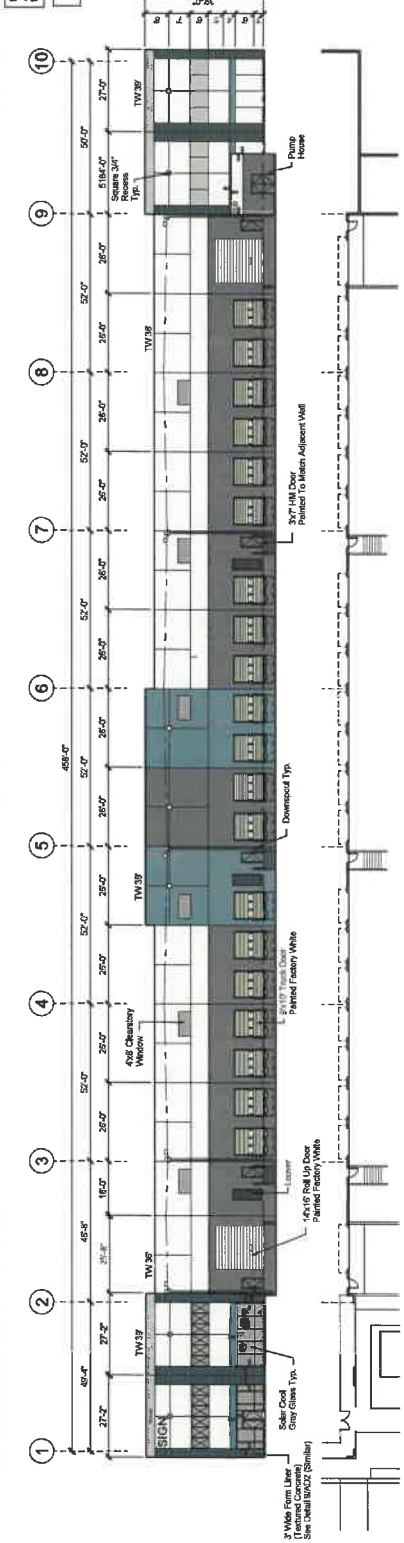
CLIENT
COMPLETION CONSTRUCTION CO., L.P.

ARCHITECT
COMPLETION CONSTRUCTION CO., L.P.

DATE
12/06/2019

DATE	BY	REVISIONS

Provide elevations for Screening of All A.C. Units in Accordance with Riverside Standards.
 Total Maximum Height is 39' Above Finished Floor.



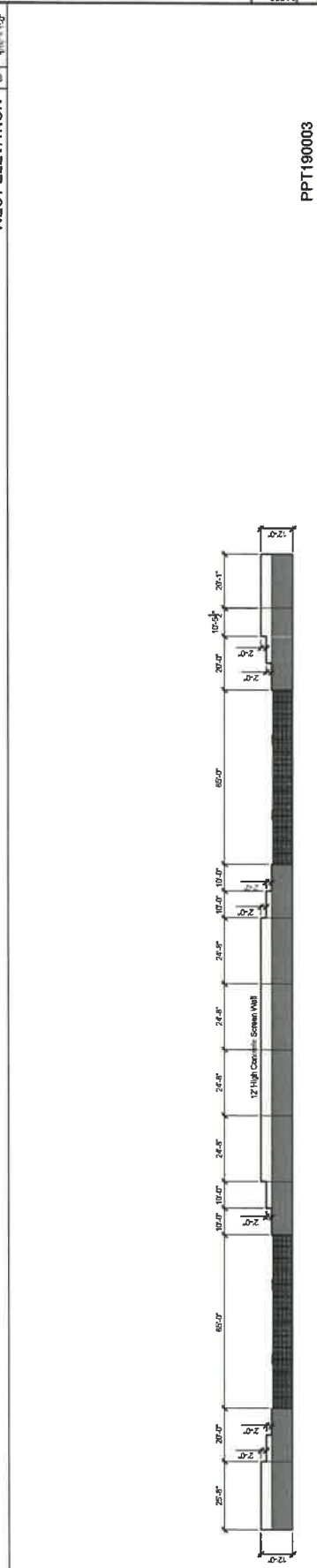
SOUTH ELEVATION A SCALE: 1/8" = 1'-0"

COLOR LEGEND

BUCKRAM WALLS	PURE WHITE
BUCKRAM WALLS	BY 7205
BUCKRAM WALLS	BY 7203
BUCKRAM WALLS	MONOCOLOR OR VER
BUCKRAM WALLS	BY 7202
WALL STREET	
BUCKRAM WALLS	BY 6215
BUCKRAM WALLS	LEGURE BLUE
BUCKRAM WALLS	BY 6216
BUCKRAM WALLS	BY 6217
BUCKRAM WALLS	BY 6218
BUCKRAM WALLS	BY 6219
BUCKRAM WALLS	BY 6220
BUCKRAM WALLS	BY 6221
BUCKRAM WALLS	BY 6222
BUCKRAM WALLS	BY 6223
BUCKRAM WALLS	BY 6224
BUCKRAM WALLS	BY 6225
BUCKRAM WALLS	BY 6226
BUCKRAM WALLS	BY 6227
BUCKRAM WALLS	BY 6228
BUCKRAM WALLS	BY 6229
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BUCKRAM WALLS	BY 6296
BUCKRAM WALLS	BY 6297
BUCKRAM WALLS	BY 6298
BUCKRAM WALLS	BY 6299
BUCKRAM WALLS	BY 6300

COMMERCE CONSTRUCTION CO., L.P.
 15015 Foothill Blvd, Suite 100
 Chino Hills, CA 91709
 Telephone: (909) 984-4827
 License No. 723002

WEST ELEVATION B SCALE: 1/8" = 1'-0"



WEST ELEVATION C SCALE: 1/8" = 1'-0"



MAJESTIC FREEMAN BUSINESS CENTER
 BUILDING 15
 RIVERSIDE, CA

CONTRACT NO. 6712
 SHEET NO. A3.15B

DATE: 12/12/19

PROJECT NO. PPT190003

SUBMITTAL-04 (2019 12 06)
 SCREEN WALL ELEVATION C



BUILDING 15

MAJESTIC FREEWAY BUSINESS CENTER RIVERSIDE, CA

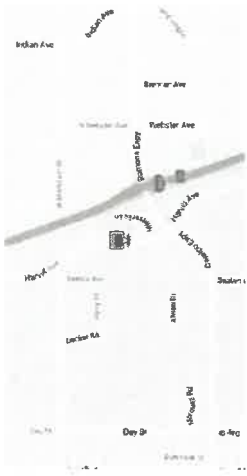
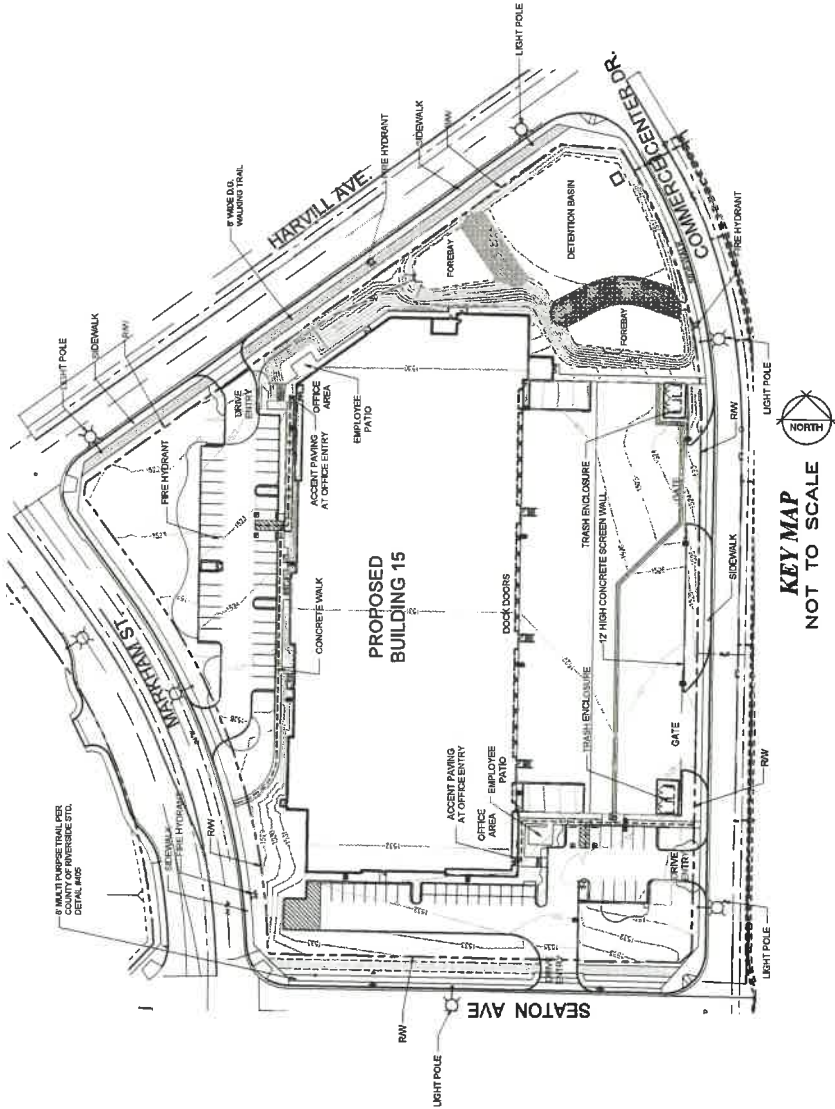
LANDSCAPE PLANS COUNTY OF RIVERSIDE

GENERAL NOTES

- IRRIGATION**
1. FINAL LOCATION OF CONTROLLER TO BE DETERMINED IN THE FIELD WITH APPROVAL OF CITY AND LANDSCAPE ARCHITECT.
 2. REFER TO GENERAL IRRIGATION NOTES ON IRRIGATION PLAN.
- PLANTING**
1. ALL BOX TREES ARE TO BE SELECTED BY THE LANDSCAPE ARCHITECT.
 2. REMOVE STAKES FROM ALL ESPALERS AND VINCS AND ATTACH TO WALLS, POSTS, ETC.

SHEET INDEX

COVER SHEET	L-1
PRELIMINARY LANDSCAPE PLANS	L-2
SHADE PLAN AND SHADE CALCULATIONS	L-3
HYDROZONE MAP & WATER USE CALCS	L-4
SITE PHOTO PLAN	L-5



STATEMENT OF COMPLIANCE

Prior to project construction, I agree to submit a complete Landscape Construction Document Package that complies with the requirements of the Riverside Municipal Code, Chapter 10.00, and the Riverside Municipal Code, Chapter 10.01, and to ensure that the project complies with the approved Landscape Concept Plan. Should the conditions be revised, these plans may be subject to change based on the applicable amendments.

 Date: _____
 Title: _____

MAINTENANCE NOTE: ON-SITE AND OFF-SITE WITHIN RIGHT OF WAY ARE TO BE MAINTAINED BY THE LANDSCAPE ARCHITECT TO BE PROVIDED BY MAJESTIC LANDSCAPE.





IRRIGATION CONCEPT STATEMENT
IRRIGATION TO BE A COMBINATION OF DRIP, ROTATORS, AND SPRAY IRRIGATION SYSTEMS SEPARATED BY HYDROZONES. SPRINKLERS WILL BE SET BACK 24\"/>

MAINTENANCE NOTE
THIS PROPERTY FOR BOTH ON-SITE AND OFF-SITE (ROW) WILL BE MAINTAINED BY THE OWNER OF THE PROPERTY.

STATEMENT OF COMPLIANCE
Prior to protect construction, I agree to submit a complete Landscape Construction Document Package that complies with the requirements of Ordinance No. 85923, Ordinance 568, including off-street parking and shading requirements, and the approved Landscape Concept Plans. Should the ordinances be revised, these plans may be subject to change based on the updated ordinances.

STATEMENT OF COMPLIANCE
Prior to protect construction, I agree to submit a complete Landscape Construction Document Package that complies with the requirements of Ordinance No. 85923, Ordinance 568, including off-street parking and shading requirements, and the approved Landscape Concept Plans. Should the ordinances be revised, these plans may be subject to change based on the updated ordinances.

MAINTENANCE NOTE:
TO BE PROVIDED BY MAJESTIC CARWOOD LLC

IRRIGATION CONCEPT STATEMENT
THIS PROPERTY FOR BOTH ON-SITE AND OFF-SITE (ROW) WILL BE MAINTAINED BY THE OWNER OF THE PROPERTY.

MAINTENANCE NOTE:
TO BE PROVIDED BY MAJESTIC CARWOOD LLC

STATEMENT OF COMPLIANCE
Prior to protect construction, I agree to submit a complete Landscape Construction Document Package that complies with the requirements of Ordinance No. 85923, Ordinance 568, including off-street parking and shading requirements, and the approved Landscape Concept Plans. Should the ordinances be revised, these plans may be subject to change based on the updated ordinances.

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LANDSCAPE AREA TOTALS:

SITE AREA	LANDSCAPE	LANDSCAPE
CROSS (AC)	REQUIRED (SF %)	PROVIDED (SF %)
3,774	35.97 % / 1.75%	66,106.56 / 28.28%

SHREDED MULCH NOTE
ALL SHRUB BEDS AND SLOPE AREAS TO RECEIVE A 3" LAYER OF SHREDED COVER MULCH AND ANY NON-PLANTED AREAS TO RECEIVE A 2" LAYER OF SHREDED MULCH AVAILABLE FROM BERTHOFFS (951) 792-2898.

IRRIGATION CONCEPT STATEMENT
IRRIGATION TO BE A COMBINATION OF DRIP, ROTATORS, AND SPRAY IRRIGATION SYSTEMS SEPARATED BY HYDROZONES. SPRINKLERS WILL BE SET BACK 24\"/>

MAINTENANCE NOTE:
TO BE PROVIDED BY MAJESTIC CARWOOD LLC

STATEMENT OF COMPLIANCE
Prior to protect construction, I agree to submit a complete Landscape Construction Document Package that complies with the requirements of Ordinance No. 85923, Ordinance 568, including off-street parking and shading requirements, and the approved Landscape Concept Plans. Should the ordinances be revised, these plans may be subject to change based on the updated ordinances.

PRELIMINARY LANDSCAPE PLAN

COMMO077

DATE: 10/11/19

PROJECT: 15 FREEMAN BUSINESS CENTER

DESIGNER: MAJESTIC CARWOOD LLC

CLIENT: MAJESTIC CARWOOD LLC

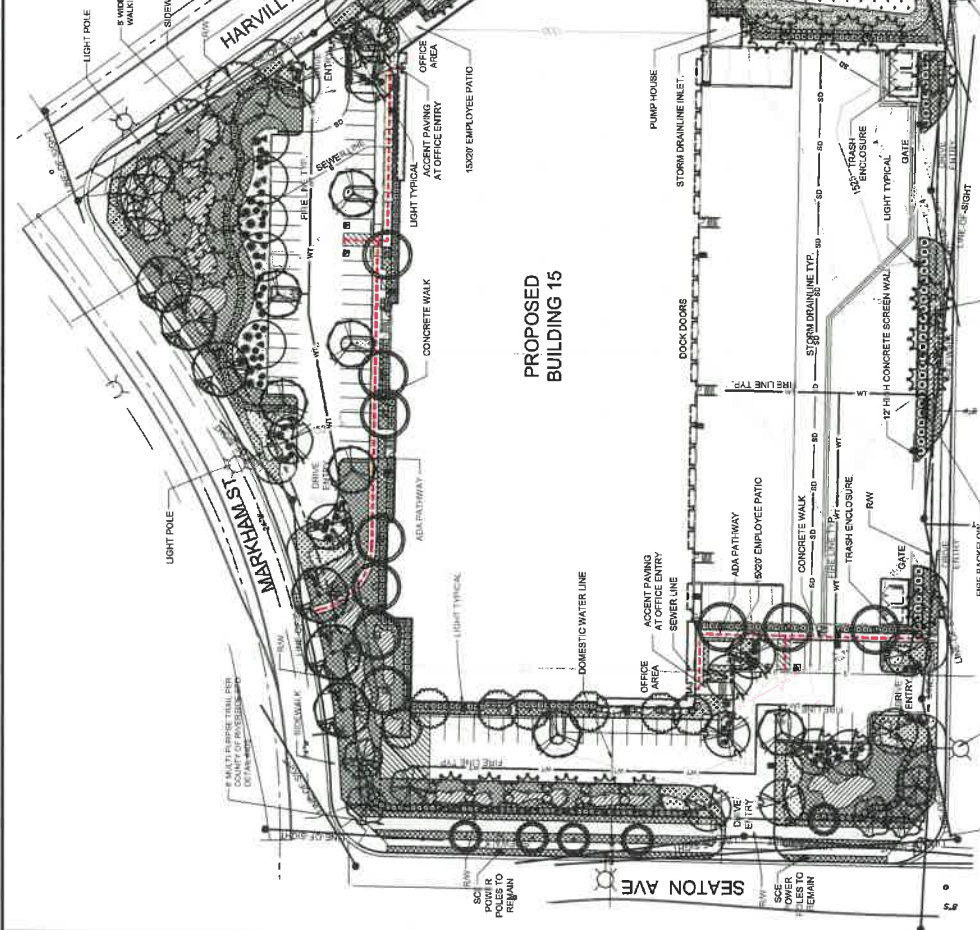
ADDRESS: 15 FREEMAN BUSINESS CENTER, FREEMAN, CA 94522

CONCEPT PLANT SCHEDULE

PLANT	QUANTITY	NOTES
1. PINK DAWN CITRUS	49 O.C.	
2. CHINESE PRITCHARD	49 O.C.	
3. CHINESE FRAME TREE	40 O.C.	
4. PINK HYDRANT		
5. BURESA		
6. PINK BLOSSOMING QUINCORNS		
7. PINK BLOSSOMING QUINCORNS		
8. PINK BLOSSOMING QUINCORNS		
9. PINK BLOSSOMING QUINCORNS		
10. PINK BLOSSOMING QUINCORNS		
11. PINK BLOSSOMING QUINCORNS		
12. PINK BLOSSOMING QUINCORNS		
13. PINK BLOSSOMING QUINCORNS		
14. PINK BLOSSOMING QUINCORNS		
15. PINK BLOSSOMING QUINCORNS		
16. PINK BLOSSOMING QUINCORNS		
17. PINK BLOSSOMING QUINCORNS		
18. PINK BLOSSOMING QUINCORNS		
19. PINK BLOSSOMING QUINCORNS		
20. PINK BLOSSOMING QUINCORNS		

STREET TREE SPACING

STREET	TREE TYPE	SPACING
SEATON	PINK DAWN CITRUS	49 O.C.
HARVILL AVE	CHINESE PRITCHARD	49 O.C.
MARSHMAN ST	CHINESE FRAME TREE	40 O.C.



NOTES

- ALL TREES WITHIN OF LANDSCAPE SHALL BE IN A SHADY/LIGHT BUD (W/SP) AND NOT ALLOWED TO BARBER FOR A TOTAL OF 10'.
- NOTE: CONTRACTORS MUST ALL CONCRETE MONOCURS TO DEFINE THE FOLLOWING AREAS: BETWEEN GRASS AND PLANTING AREAS.
- NOTE: QUANTITIES AND AREA CALCULATIONS SHOWN IN LEGEND ARE FOR REFERENCE ONLY. CONTRACTORS SHALL VERIFY QUANTITIES AND AREA CALCULATIONS FOR DETERMINING COST AND DELIVERY OF MATERIALS TO SITE.
- TREES SHALL BE STAKED WITH 1\"/>
- TREES SHALL HAVE BREATHER TUBES PER COUNTY STANDARDS DETAILS.
- PLANTED AREAS ADJACENT TO PARKING SPACES SHALL HAVE 1\"/>
- THE FOLLOWING ITEMS WILL BE INCORPORATED INTO THE FINAL IRRIGATION DESIGN PLANS & SPECIFICATIONS:
 - SMART CONTROLLER WITH AN IET GAGE WITH ACCESS TO REAL-TIME IET (MINIMUM CONTROLLER RATING SHALL BE LIGHT COMMERCIAL)
 - MASTER VALVE AND FLOW SENSOR (EXCEPT FOR PRIVATE RESIDENTIAL LOTS)
 - RAIN SENSING DEVICE
 - ANTI-DRAIN CHECK VALVES
 - PRESSURE REGULATORS (IF NEEDED)
 - NO OVERHEAD IRRIGATION WITHIN 24\"/>
 - SURFACE OR LOW-VOLUME IRRIGATION WILL BE USED FOR IRREGULARLY SHAPED AREAS, OR AREAS LESS THAN 10 FEET IN WIDTH.

CONCEPT PLANT SCHEDULE

1. PINK DAWN CITRUS - 49 O.C.

2. CHINESE PRITCHARD - 49 O.C.

3. CHINESE FRAME TREE - 40 O.C.

4. PINK HYDRANT

5. BURESA

6. PINK BLOSSOMING QUINCORNS

7. PINK BLOSSOMING QUINCORNS

8. PINK BLOSSOMING QUINCORNS

9. PINK BLOSSOMING QUINCORNS

10. PINK BLOSSOMING QUINCORNS

11. PINK BLOSSOMING QUINCORNS

12. PINK BLOSSOMING QUINCORNS

13. PINK BLOSSOMING QUINCORNS

14. PINK BLOSSOMING QUINCORNS

15. PINK BLOSSOMING QUINCORNS

16. PINK BLOSSOMING QUINCORNS

17. PINK BLOSSOMING QUINCORNS

18. PINK BLOSSOMING QUINCORNS

19. PINK BLOSSOMING QUINCORNS

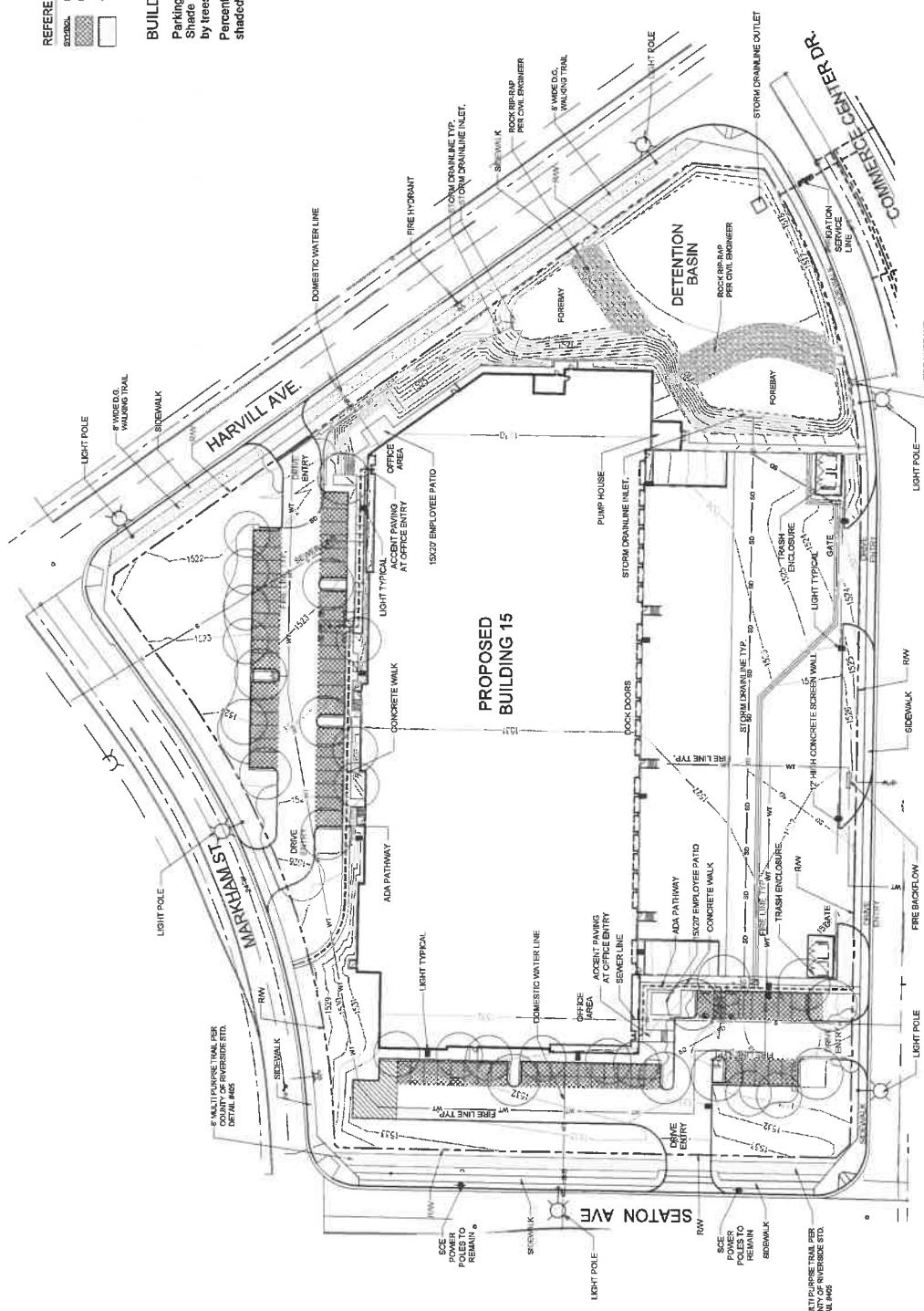
20. PINK BLOSSOMING QUINCORNS

REFERENCE NOTES SCHEDULE - BUILDING 15

SYMBOL	DESCRIPTION	SIZE
[Hatched Box]	PARKING LOT AREA	12' x 14' #1
[White Box]	TREE SHADE	6'-2" @ 1'

BUILDING 15 - SHADE TABULATION

Parking area = 12,149 s.f.
 Shade provided = 6,283 s.f.
 by trees in parking area
 Percentage of parking area
 shaded by trees = 51.7%



CONTRACT NO. 15-0000000000
 PROJECT NO. 15-0000000000
 SHEET NO. 15-0000000000
 DATE: 11/15/15

CONTRACT NO. 15-0000000000
 PROJECT NO. 15-0000000000
 SHEET NO. 15-0000000000
 DATE: 11/15/15



COMMERCE CONSTRUCTION CO., L.P.
 1318 Commerce Parkway North
 City of Berkeley, California 94702-3497
 Telephone: (925) 948-1300
 Fax: 925-948-1300

PROJECT NO. 15-0000000000
 SHEET NO. 15-0000000000
 DATE: 11/15/15

PROJECT NO. 15-0000000000
 SHEET NO. 15-0000000000
 DATE: 11/15/15



PROJECT NO. 15-0000000000
 SHEET NO. 15-0000000000
 DATE: 11/15/15

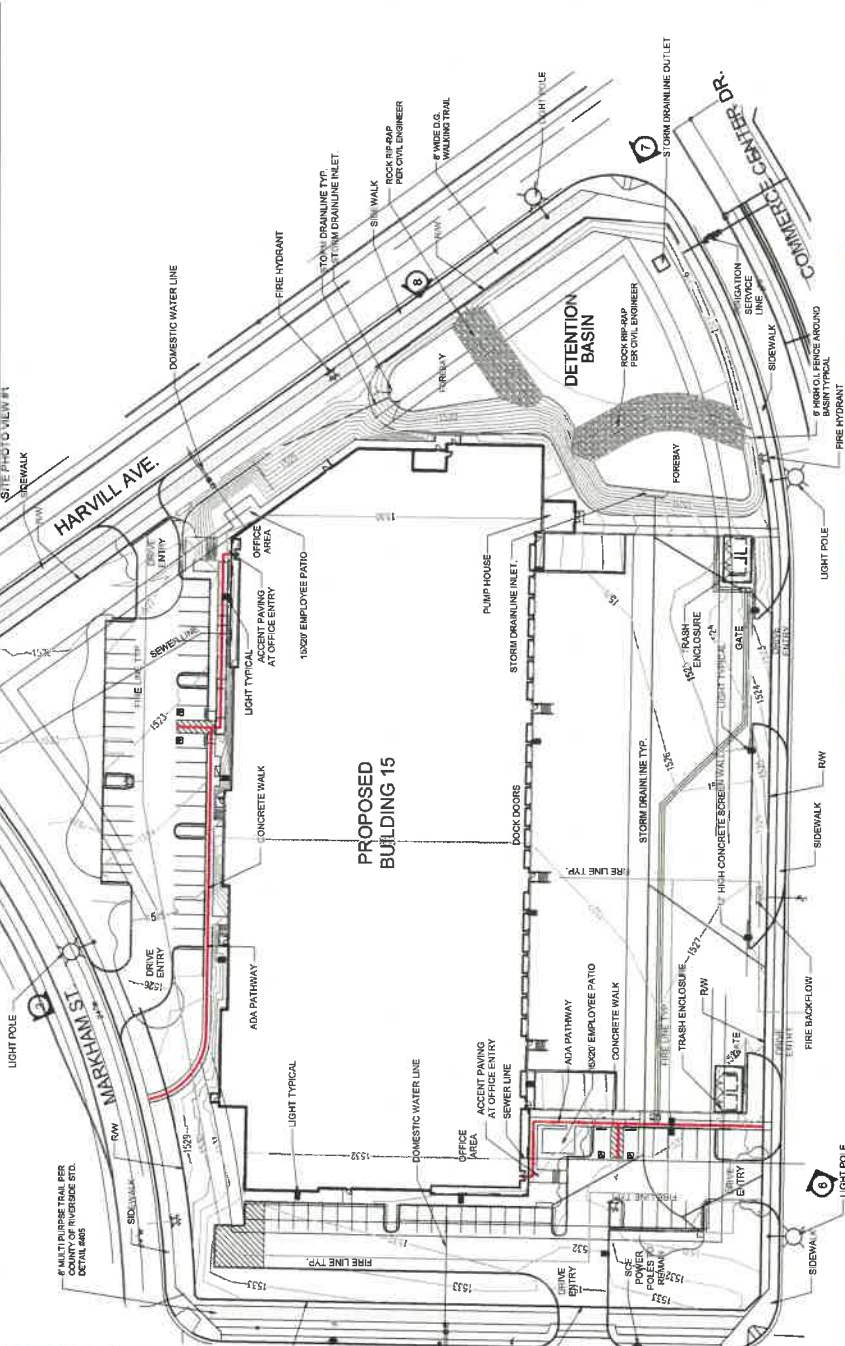
CONCORRE CONSTRUCTION CO., L.P.
 1518 Commerce Parkway North
 Dallas, Texas 75244
 (972) 344-2000
 www.cconcorre.com

CONCORRE CONSTRUCTION CO., L.P.
 1518 Commerce Parkway North
 Dallas, Texas 75244
 (972) 344-2000
 www.cconcorre.com

FRAYTONS
 ENGINEERS ARCHITECTS INTERIORS
 1518 Commerce Parkway North
 Dallas, Texas 75244
 (972) 344-2000
 www.fraytons.com

CONCORRE CONSTRUCTION CO., L.P.
 1518 Commerce Parkway North
 Dallas, Texas 75244
 (972) 344-2000
 www.cconcorre.com

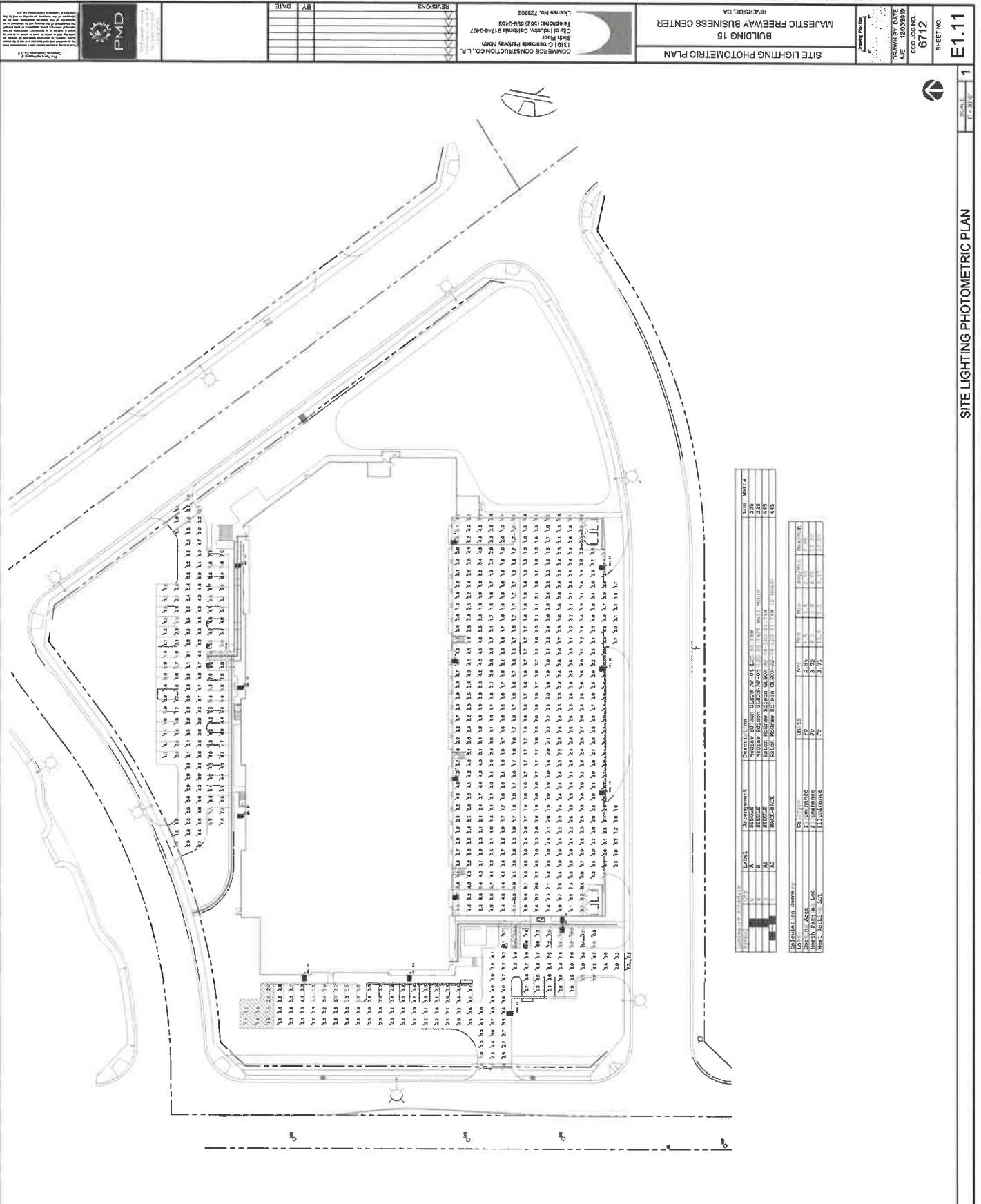
PROJECT TITLE: **SITE PHOTOS**
 DRAWING NO: **1518-01**
 SHEET NO: **L-5**
 OF 5 SHEETS



CONCORRE CONSTRUCTION CO., L.P.
 1518 Commerce Parkway North
 Dallas, Texas 75244
 (972) 344-2000
 www.cconcorre.com



CASE: PPT0000
 DATE: 10/20/19
 PLANNER: R. BORG
 LICENSE:



Category	Item	Value
LUMINAIRES	MAESTRO	2385
	MAESTRO	415
	MAESTRO	415
	MAESTRO	415
CALCULATED ON SUMMATION	MAESTRO	415
	MAESTRO	415

Category	Item	Value
CALCULATED ON SUMMATION	MAESTRO	415
	MAESTRO	415

SITE LIGHTING PHOTOMETRIC PLAN
 BUILDING 15
 MAESTRO FREEWAY BUSINESS CENTER
 RIVERIDE, CA

COMMENCE CONSTRUCTION CO., L.P.
 1310 Crossroads Parkway North
 City of Industry, California 91746-0877
 Telephone: (626) 998-4453
 License No. 722902

REV	DATE	BY

DRAWN BY DATE
 A.E. 10/20/19
 CCC JOB NO.
 6712
 SHEET NO.
 E1.11

SCALE: 1" = 30'-0"
 1
 SITE LIGHTING PHOTOMETRIC PLAN

MAJESTIC FREEWAY BUSINESS CENTER

PLOT PLAN No. 190003 (BUILDING 15)

ADDENDUM No. 6 TO ENVIRONMENTAL IMPACT REPORT No. 466

CEQA CASE No. CEQ190011

LEAD AGENCY:

**RIVERSIDE COUNTY
PLANNING DEPARTMENT
4080 LEMON STREET, 12TH FLOOR
RIVERSIDE, CA 92501**

PROJECT APPLICANT:

**MAJESTIC REALTY CO.
13191 CROSSROADS PARKWAY NORTH, 6TH FLOOR
CITY OF INDUSTRY, CA 91746**

CEQA CONSULTANT:



**T&B PLANNING, INC.
3200 EL CAMINO REAL, SUITE 100
IRVINE, CA 92602**

March 4, 2020

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LIST OF TECHNICAL APPENDICES

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A	Health Risk Assessment
B	Biological Technical Report
C	Geotechnical Study
D	Climate Action Plan Screening Table
E	Phase I Environmental Site Assessment
F1	Hydrology Study
F2	Water Quality Management Plan
G	Noise Study
H	Traffic Impact Analysis
I	Specific Plan Consistency Analysis

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
A-1-1	Light Agriculture, 1-acre minimum lot size (Zoning Designation)
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACOE	United States Army Corps of Engineers
ADT	Average Daily Traffic
AEP	Association of Environmental Professionals
AF/yr	Acre Feet per Year
AIA	Airport Influence Area
AICUZ	Air Installation Compatible Use Zone
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ALUP	Airport Land Use Plan
amsl	above mean sea level
APN	Assessor's Parcel Number
APZs	Accident Potential Zones
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BAAQMD	Bay Area Air Quality Management District
bgs	below ground surface
BMPs	Best Management Practices
BTR	Biological Technical Report
BUOW	Burrowing Owl
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAP	Climate Action Plan
CARB	California Air Resources Board
CAPSSA	Criteria Area Plant Species Survey Area
CASSA	Criteria Area Species Survey Area
CBC	California Building Code
CCC	California Climate Change (Executive Orders)
CCR	California Code of Regulations
C&D	Construction and Demolition (Waste)
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFD	Community Facilities District

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
cfs	cubic feet per second
cfy	cubic feet per year
CGS	California Geological Survey
CH ₄	Methane
CIWMB	California Integrated Waste Management Board
CIWMP	County Integrated Waste Management Plan
CMP	Congestion Management Program
CNDDDB	California Natural Diversity Database
CNEL	Community Equivalent Noise Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalents
COA	Condition of Approval
Corps	U.S. Army Corps of Engineers
CPEP	Clean Power and Electrification Pathway
CPF	Cancer Potency Factor
CSA	Community Service Area
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	Decibels
dBA	Decibels (A-Weighted)
DBESP	Determination of Biological Equivalence or Superior Preservation
DEH	Department of Environmental Health
DIF	Development Impact Fee
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
DWR	Department of Waste Resources
EA	Environmental Assessment
EA	Existing plus Ambient (Traffic Analysis Scenario)
EAC	Existing plus Ambient plus Cumulative (Traffic Analysis Scenario)
EAPC	Existing plus Ambient plus Project plus Cumulative (Traffic Analysis Scenario)
EI	Expansion Index
EIR	Environmental Impact Report
EMFAC	Emission FACTor Model
EMWD	Eastern Municipal Water District
EO	Executive Order

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
E+P	Existing plus Project (Traffic Analysis Scenario)
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EV	Electric Vehicle
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GBSC	Green Building Standards Code
GCC	Global Climate Change
GHG	Greenhouse Gas
g/idle-hr	grams per idle-hour
GLA	Glenn Lukos Associated (Project Biologist)
g/mi	grams per mile
GMA	Groundwater Management Area
GMP	Groundwater Management Plan
GMZ	Groundwater Management Zone
gpd	gallons per day
HCP	Habitat Conservation Plan
HHD	Heavy-Heavy Duty (Haul Truck)
HMBEP	Hazardous Materials Business Emergency Plan
hp-hr-gal	horsepower hours per gallon
HRA	Health Risk Assessment
I	Interstate
IEPR	Integrated Energy Policy Report
I-P	Industrial Park (Zoning Designation)
IS	Initial Study
IS/NOP	Initial Study/Notice of Preparation
ITE	Institute of Transportation Engineers
IWMA	Integrated Waste Management Act
kWh/year	Kilowatt Hours per Year
lbs	pounds

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
LI	Light Industrial (Land Use Designation)
LOS	Level of Service
MARB	March Air Reserve Base Airport
MBTA	Migratory Bird Treaty Act
MEIR	Maximally Exposed Individual Receptor
MEISC	Maximally Exposed Individual School Child
MEIW	Maximally Exposed Individual Worker
MFBCSP	Majestic Freeway Business Center Specific Plan
mgd	million gallons per day
MMP	Mitigation Monitoring Program
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MPG	Miles Per Gallon
MRZ	Mineral Resources Zone
M-SC	Manufacturing – Service Commercial (Zoning Designation)
MSHCP	Multiple Species Habitat Conservation Plan
MT	Metric Tons
MUTCD	Manual on Uniform Traffic Control Devices (MUTCD)
MVAP	Mead Valley Area Plan
MWD	Metropolitan Water District
N ₂ O	Nitrous Oxide
NAHC	Native American Heritage Commission
n.d.	no date
NEPSSA	Narrow Endemic Plant Species Survey Area
NIA	Noise Impact Analysis
NIOSH	National Institute for Occupational Safety and Health
No.	Number
NO _x	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
OEHHA	Office of Environmental Health Hazard Assessment
PCE	Passenger Car Equivalent
PM _{2.5}	Particulate Matter (2.5 micrometers or less diameter)
PM ₁₀	Particulate Matter (10 micrometers or less diameter)
ppm	parts per million
PP	Plot Plan

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
PPV	Peak Particle Velocity
PRIMP	Paleontological Resource Impact Mitigation Program
PVRWRF	Perris Valley Water Reclamation Facility
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCIT	Riverside County Information Technology
RECs	Recognized Environmental Conditions
REL	Reference Exposure Level
RMS	Route Mean Square
ROW	Right of Way
R-R	Rural Residential (Zoning Designation)
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
s.f.	square feet or square foot
SIC	Standard Industrial Classification
SJGB	San Jacinto Groundwater Basin
SKR	Stephens' Kangaroo Rat
SP	Specific Plan
SR	State Route
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
TACs	Toxic Air Contaminants
tpd	tons per day
TIA	Traffic Impact Analysis (<i>Technical Appendix H</i>)
tpy	tons per year
TRU	Transport Refrigeration Unit
TUMF	Transportation Uniform Mitigation Fee
UBC	Universal Building Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compound
VVUSD	Val Verde Unified School District
WQMP	Water Quality Management Plan
WRP	Waste Recycling Plan
WSA	Water Supply Assessment

1.0 Introduction

1.1 DOCUMENT PURPOSE

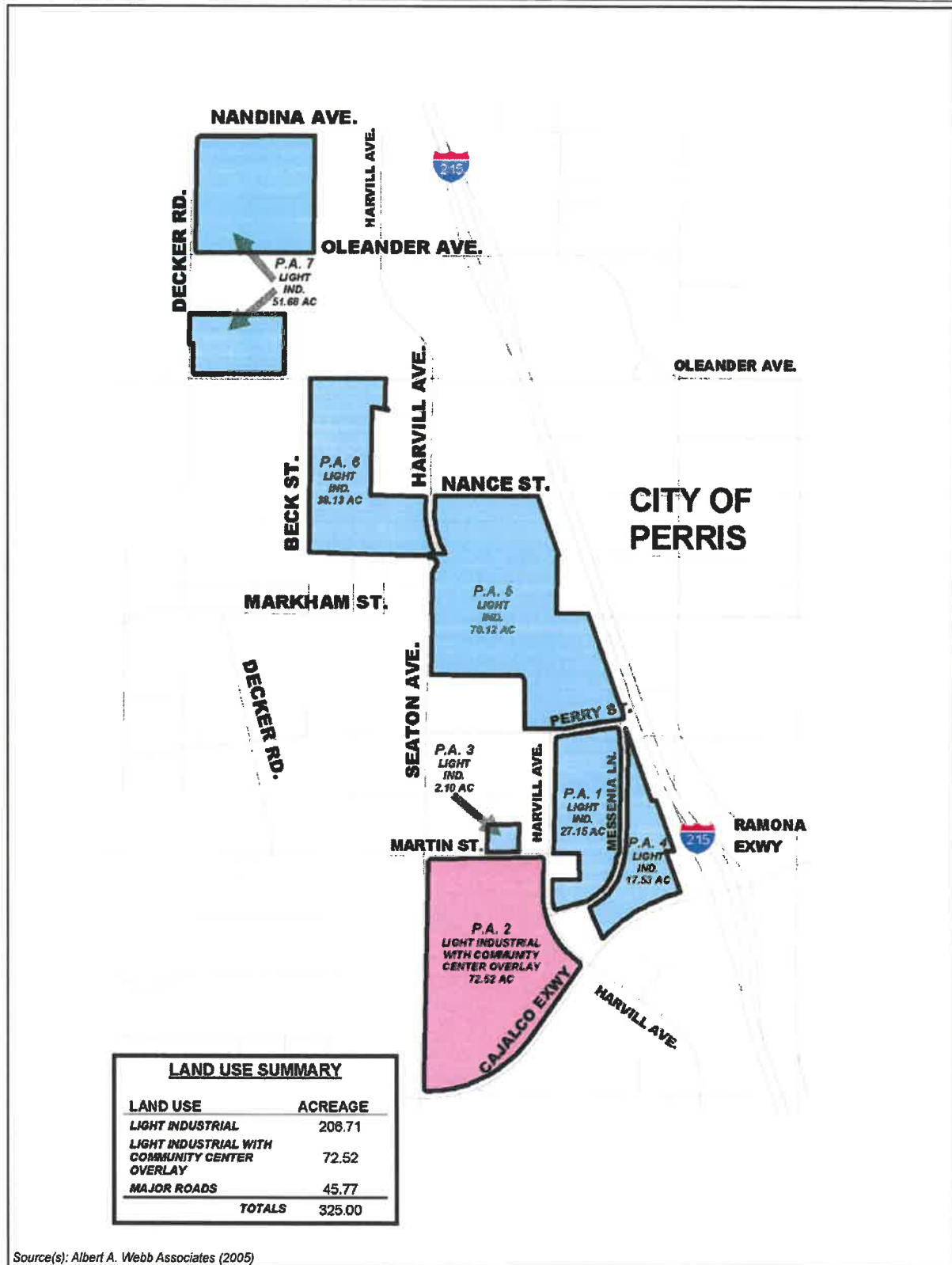
This introduction provides general information regarding: 1) the history of the Project site; 2) standards of adequacy for an Environmental Impact Report (EIR) Addendum under the California Environmental Quality Act (CEQA); 3) a summary of the Initial Study findings supporting the Lead Agency's (Riverside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

1.2 HISTORY OF SPECIFIC PLAN NO. 341

The Riverside County Board of Supervisors adopted the Majestic Freeway Business Center Specific Plan No. 341 (SP No. 341; herein, "MFBCSP") by resolution (Resolution No. 2005-416) on August 23, 2005 and concurrently certified a Final EIR (EIR No. 466; SCH No. 2004051085). The MFBCSP encompasses an approximately 325-acre property, of which approximately 45.78 acres consist of backbone roadways that were previously constructed as part of Community Facilities District (CFD) No. 88-8 in the early 1990s. The adopted land use plan for the MFBCSP is depicted on Figure 1-1, *MFBCSP Land Use Plan*. The MFBCSP allows for the development of approximately 6.2 million square feet (s.f.) of light industrial buildings, ranging in size between 25,000 and 1.2 million square feet for manufacturing, distribution, and warehouse uses. The MFBCSP also provides for the optional development of up to 680,000 s.f. of retail and commercial uses on 72.52 acres in a Community Center overlay area (i.e., MFBCSP Planning Area 5), which if developed would reduce the permitted amount of light industrial uses to 4,555,000 s.f. on 206.71 acres. (Webb, 2005, pp. I-1, I-2, and II-2)

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

- Plot Plan No. 21552 was approved by Riverside County on December 11, 2006 allowing for six light industrial warehouse and distribution buildings, ranging from 40,000 s.f. to 600,000 s.f. in size for a total of 947,000 s.f. and a 1.62 gross acre detention basin. Implementation of Plot Plan No. 21552 would result in the full buildout of MFBCSP Planning Areas 1 and 4. As of March 2019, one of the buildings (Building 10) approved pursuant to Plot Plan No. 21552 has been constructed and the others are pending construction. As part of its approval of Plot Plan No. 21552, the County determined that Plot Plan No. 21552 required no further CEQA review beyond that provided by EIR No. 466.
- Plot Plan No. 25252 was approved by Riverside County in February 2013 allowing for the development of a 399,150 s.f. light industrial building within the northern portion of MFBCSP Planning Area 5. This building was constructed in 2013 at the northeast corner of Markham Street and Harvill Avenue. As part of its approval of Plot Plan No. 25954, the County relied on an Addendum to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 25252 were within the scope of analysis of EIR No. 466.



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

FIGURE 1-1



Not to Scale

MFBCSP LAND USE PLAN

Plot Plan No. 190003 (Building 15)

- Plot Plan No. 25954 was approved by the Riverside County Planning Commission on July 20, 2016 allowing for the development of a 767,410 s.f. industrial building with a 10,000 s.f. mezzanine within the northern portion of MFBCSP Planning Area 7. This building was constructed in 2017 at the northwest corner of Harley Knox Boulevard and Blanding Way. As part of its approval of Plot Plan No. 25954, the County relied on an Addendum to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 25954 were within the scope of analysis of EIR No. 466.
- Plot Plan No. 180028 was approved by the Riverside County Planning Commission on August 7, 2019, and the Board of Supervisors denied an appeal of the Planning Commission’s approval on September 10, 2019. Plot Plan No. 180028, which encompasses MFBCSP Planning Area 2, allows for the development of three proposed light industrial buildings, including a 1,138,800 s.f. high-cube fulfillment center warehouse building, a 31,408 s.f. warehouse building, and a 15,192 s.f. warehouse building. As part of its approval of Plot Plan No. 180028, the County relied on Addendum No. 3 to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 180028 were within the scope of analysis of EIR No. 466.

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

1.3 PROJECT SUMMARY

The Project evaluated herein is a proposed Plot Plan (PP No. 19003) to allow for the construction of one building (Building 15) on approximately 5.78 acres within Planning Area 5 of the MFBCSP. The Project is an implementing action of the MFBCSP and, as demonstrated in the consistency analysis provided in *Technical Appendix I*, the Project is consistent with the MFBCSP, which was approved by Riverside County in 2005. Building 15 is proposed at the northwest corner of Commerce Center Drive and Harvill Avenue as an 83,449 s.f. general warehouse building; however, for purposes of analysis herein it is assumed Building 15 would comprise up to 90,279 s.f. in order to account for minor changes to building area that may result from final design. Please refer to Section 3.0 for a comprehensive description of the proposed Project evaluated herein.

1.4 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

1.4.1 CEQA Objectives

CEQA, a statewide environmental law contained in Public Resources Code §§ 21000-21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies inform themselves of the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could

Plot Plan No. 190003 (Building 15)

avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an EIR and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

1.4.2 CEQA Requirements for Environmental Impact Report (EIR) Addendums

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

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

- a. The lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in § 15162 calling for preparation of a Subsequent EIR have occurred.
- b. An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in § 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- c. An Addendum need not be circulated for public review but can be included in or attached to the Final EIR.
- d. The decision-making body shall consider the Addendum with the Final EIR prior to making a decision on the project.
- e. A brief explanation of the decision not to prepare a Subsequent EIR pursuant to § 15162 should be included in an Addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

EIR No. 466 was prepared to serve as a "program EIR" for the ultimate development of the MFBCSP (Webb, 2005, p. 1-2). CEQA Guidelines § 15168(c) sets forth requirements that implementing developments must meet in order to tier from a program EIR as provided in § 15152 of the CEQA Guidelines. As documented in the Initial Study provided herein in Sections 4.0 and 5.0, the proposed Project's environmental effects were fully evaluated in EIR No. 466, as required by CEQA Guidelines § 15168(c)(1). CEQA Guidelines § 15168(c)(2) allows for tiering from a program EIR if the lead agency finds that no subsequent EIR would be required pursuant to CEQA Guidelines § 15162. As discussed below under the discussion of CEQA Guidelines § 15162, the lead agency (Riverside County) has determined that there is substantial evidence demonstrating that the proposed Project is within the scope of analysis of EIR No. 466, is consistent with the project evaluated in EIR No. 466, is within the geographic area analyzed

by EIR No. 466, and is consistent with the overall planned building intensity for the site as evaluated by EIR No. 466. As such, the Project meets the criteria of CEQA Guidelines § 15168(c) that allows for tiering from a program EIR as allowed by CEQA Guidelines § 15152.

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

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

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

1.4.3 Format and Content of this EIR Addendum

The following components comprise the EIR Addendum in its totality:

Plot Plan No. 190003 (Building 15)

- a. This Introduction (Section 1.0), the Environmental Setting (Section 2.0), and the Project Description (Section 3.0).
- b. The completed Initial Study/Environmental Checklist Form and its associated analyses (Sections 4.0 and 5.0), which conclude that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of environmental impacts beyond those disclosed in EIR No. 466.
- c. Ten (10) technical reports and other documentation that evaluate the proposed Project, which are attached as EIR Addendum Technical Appendices A through I.

Appendix A Health Risk Assessment, prepared by Urban Crossroads, Inc., and dated September 9, 2019.

Appendix B Biological Technical Report, prepared by Glenn Lukos Associates, and dated January 24, 2020.

Appendix C Report of Geotechnical Study, prepared by Kleinfelder, and dated March 18, 2019.

Appendix D Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities, prepared by Urban Crossroads, Inc. (no date).

Appendix E Phase I Environmental Site Assessment, prepared by SCS Engineers, and dated November 2, 2018.

Appendix F1 Preliminary Hydrology Study, prepared by PBLA Engineering, Inc., and dated October 2019.

Appendix F2 Preliminary Project Specific Water Quality Management Plan (WQMP), prepared by PBLA Engineering, Inc., and dated October 2019.

Appendix G Noise Impact Analysis, prepared by Urban Crossroads, Inc., and dated March 3, 2020.

Appendix H Traffic Impact Analysis, prepared by Urban Crossroads, Inc., and dated June 12, 2019.

Appendix I Majestic Freeway Business Center Specific Plan Consistency Analysis for Building 15, prepared by T&B Planning, Inc., and dated July 3, 2019.

Plot Plan No. 190003 (Building 15)

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

- The Draft and Final EIR No. 466 (SCH No. 2004051085), accompanying Mitigation Monitoring Program (MMP), Technical Appendices to EIR No. 466, Findings and Statement of Facts, Statement of Overriding Considerations, and the associated Board of Supervisors Resolution. EIR No. 466 was certified by the Board of Supervisors on August 23, 2005.
- EIR No. 521 (SCH No. 200904105), which evaluates impacts associated with the County’s comprehensive update to the General Plan and the County’s Climate Action Plan (CAP). Draft EIR No. 521 was certified in December 2015.

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

1.4.4 Initial Study Checklist

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

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

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

Plot Plan No. 190003 (Building 15)

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

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

1.4.5 Initial Study Findings

Sections 4.0 and 5.0 contain a copy of the Initial Study/Environmental Assessment that Riverside County prepared for the proposed Project pursuant to CEQA and County of Riverside requirements (CEQA Case No. CEQ180105). The Initial Study determined that implementation of the proposed Project would not result in any new, significant environmental effects under the issue areas of aesthetics, agriculture/forest resources, air quality, biological resources, energy, geology/soils, greenhouse gas emissions, hazards/hazardous materials, cultural resources, hydrology/water quality, land use/planning, mineral resources, noise, paleontological resources, population/housing, public services, recreation, transportation, tribal cultural resources, utilities/service systems, or wildfire. More specifically, the County of Riverside has determined that an Addendum to EIR No. 466 should be prepared, rather than a Supplemental or Subsequent EIR, based on the following facts:

- a) As demonstrated in the accompanying Initial Study/Environmental Assessment form and its associated analyses (refer to Sections 4.0 and 5.0), the proposed Project would not require major revisions to the previously-certified EIR No. 466 because the Project would not result in any new significant impacts to the physical environment nor would it create substantial increases in the severity of the environmental impacts previously disclosed in the EIR No. 466. In summary, the proposed Project consists of a Plot Plan (PP No. 190003) to implement a portion of Planning Area 5 of the MFBCSP with up to 90,279 s.f. of general warehouse use. EIR No. 466 evaluated development of Planning Area 5 with a range of land uses including light industrial and warehouse/distribution land uses. The uses proposed as part of PP No. 190003 would result in a substantial decrease in the amount of traffic generated from the site as compared to what was evaluated as the maximum impact scenario in EIR No. 466. There are no components of PP No. 190003 that would result in increased physical environmental effects beyond what was previously evaluated and disclosed as part of EIR No. 466. Accordingly, there would be no new environmental effects or a substantial increase in the severity of previously-identified significant

Plot Plan No. 190003 (Building 15)

effects as a result of the proposed Project. Thus, the proposed Project would not require major revisions to the previously-certified EIR No. 466.

- b) EIR No. 466 concluded that implementation of the MFBCSP would result in significant and unavoidable impacts to air quality (due to emissions of VOCs and NO_x during construction and emissions of VOCs, NO_x, CO, and PM₁₀ during long-term operation) and traffic-generated noise. As demonstrated in the accompanying Initial Study/Environmental Assessment form and its associated analyses (refer to Sections 4.0 and 5.0), there are no components of the proposed Project that would result in new or increased impacts to air quality or due to traffic-related noise because the proposed Project would generate substantially less traffic than was assumed for the site by EIR No. 466 (refer to subsection 5.1.18). As such, the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of impacts identified in EIR No. 466 under the issue areas of air quality or noise.
- c) Subsequent to the certification of EIR No. 466, no substantial changes in the circumstances under which the Project would be undertaken have occurred. Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site comprises 18 parcels of land that have been previously graded for future development and that is surrounded by improved roadways. Land uses surrounding the site includes rural residential uses to the west; undeveloped lands that are planned for light industrial uses to the south; and existing and planned light industrial development to the east and north. The Project would result in a substantial reduction in the amount of traffic generated by uses on the Project site as compared to what was evaluated for the site by EIR No. 466 (refer to Table 5-17); thus, it can be concluded that the Project's impacts to transportation facilities (including local roads and freeways) would be reduced in comparison to the project evaluated by EIR No. 466. As demonstrated in the accompanying Initial Study/Environmental Assessment form and its associated analyses (refer to Sections 4.0 and 5.0), no substantial changes have occurred in the surrounding area that would result in new or more severe impacts to the environment as compared to what was evaluated and disclosed in EIR No. 466.
- d) Subsequent to the certification of EIR No. 466, no new information of substantial importance has become available which was not known and could not have been known at the time the EIR No. 466 was prepared. Changes in law have occurred since certification of EIR No. 466 that have resulted in more environmentally-protective rules and regulations (e.g., increased energy efficiency, water conservation, fuel efficiency, etc.) to which the Project would be required to comply. Compliance with modern rules and regulations would result in decreased impacts to the environment as compared to what was assumed, evaluated, and disclosed by EIR No. 466.
- e) The Project's one proposed discretionary action, which includes approval of Plot Plan No. 190003, would not result in any new or substantially more severe significant environmental impacts beyond those disclosed in EIR No. 466.

Plot Plan No. 190003 (Building 15)

- f) Subsequent to the certification of EIR No. 466, no new mitigation measures or alternatives have been identified that were infeasible at the time EIR No. 466 was certified and that would substantially reduce impacts to air quality or traffic-related noise, which were identified as significant and unavoidable by EIR No. 466.
- g) Subsequent to the certification of EIR No. 466, no new mitigation measures or alternatives that are considerably different from those analyzed in EIR No. 466 have been identified to reduce the significant unavoidable impacts to air quality or traffic-related noise.
- h) Technical reports were prepared for the proposed Project to evaluate its environmental effects. Riverside County has reviewed and accepted these reports as adequate and in compliance with Riverside County's requirements. Copies of these reports are contained within the appendix of this document and are herein incorporated by reference pursuant to CEQA Guidelines § 15150. These technical reports do not identify any new impacts or substantial increases in impacts to the environment beyond those that were disclosed in EIR No. 466. Specifically, these technical reports concluded as follows:
 - 1. The Mobile Source Health Risk Assessment (*Technical Appendix A*), prepared by Urban Crossroads, Inc., and dated September 9, 2019 concludes that the proposed Project would not result in any new impacts or more severe impacts associated with localized cancer and non-cancer risks than previously disclosed in EIR No. 466;
 - 2. The Biological Technical Report (*Technical Appendix B*), which was prepared by Glenn Lukos Associates and is dated January 24, 2020, concludes that the proposed Project would not result in any new impacts or more severe impacts associated with biological resources or jurisdictional waters or wetlands than previously disclosed in EIR No. 466;
 - 3. The Geotechnical Report (*Technical Appendix C*), prepared by Kleinfelder and dated March 18, 2019, concludes that the proposed Project would not result in any new impacts or more severe impacts associated with geology or soils than previously disclosed in EIR No. 466;
 - 4. The Screening Table for Greenhouse Gases (*Technical Appendix D*), prepared by Urban Crossroads, Inc., demonstrates that the proposed Project would be consistent with the Riverside County Climate Action Plan (CAP) and therefore would not result in any new impacts or more severe impacts associated with greenhouse gas emissions beyond what would have been disclosed by EIR No. 466;
 - 5. The Phase I Environmental Site Assessment (*Technical Appendix E*), prepared by SCS Engineers and dated November 2, 2018, concludes that the proposed Project would not result in any new impacts or more severe impacts associated with hazards and hazardous materials than previously disclosed in EIR No. 466;

Plot Plan No. 190003 (Building 15)

6. The Preliminary Hydrology Study (*Technical Appendix F1*) and Project Specific Water Quality Management Plan (*Technical Appendix F2*), prepared by PBLA Engineering, Inc., both dated October 2019, conclude that the proposed Project would not result in any new impacts or more severe impacts associated with hydrology and water quality than previously disclosed in EIR No. 466;
7. The Noise Impact Analysis (*Technical Appendix G*), prepared by Urban Crossroads, Inc. and dated March 3, 2020 concludes that the proposed Project would not result in any new impacts or more severe impacts associated with noise than previously disclosed in EIR No. 466;
8. The Traffic Impact Analysis (*Technical Appendix H*), prepared by Urban Crossroads, Inc. and dated June 12, 2019, concludes that the proposed Project would not result in any new impacts or more severe impacts associated with transportation and traffic than previously disclosed in EIR No. 466; and
9. The Specific Plan Consistency Analysis (*Technical Appendix I*), prepared by T&B Planning, Inc. and dated July 3, 2019, demonstrates that the proposed Project would be fully consistent with the MFBCSP and therefore would not result in any new impacts or more severe impacts associated with land use or planning conflicts than previously disclosed in EIR No. 466.

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

1.4.6 EIR Addendum Processing

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

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

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

Plot Plan No. 190003 (Building 15)

public hearing to evaluate the proposal and would take final action to uphold the Planning Commission's decision and deny the appeal, or to approve the appeal and disapprove the Project.

2.0 Environmental Setting

2.1 PROJECT LOCATION

As shown on Figure 2-1, *Regional Location Map*, and Figure 2-2, *Vicinity Map*, the 5.78-acre Project site is located within the Mead Valley Area Plan (MVAP) of unincorporated Riverside County, approximately 0.25 mile west of the City of Perris and approximately 1.0 mile southwest of the City of Moreno Valley. Specifically, the Project site is located at the northwest corner of Commerce Center Drive and Harvill Avenue, and is bounded on the north by Markham Street and on the west by Seaton Avenue. The subject property encompasses Assessor's Parcel Numbers (APNs) 314-260-(001 through 009), and 314-270-(015 through 023). The property is located in the northwest and south west portions of Section 1, Township 4 South, Range 4 West, San Bernardino Baseline and Meridian.

2.2 EXISTING SITE AND AREA CHARACTERISTICS

2.2.1 Existing Site Conditions

As shown on Figure 2-3, *Aerial Photograph*, under existing conditions the 5.78-acre site has been fully disturbed as part of grading activities that occurred in the early 1990s as part of "Oakwood Business Park" (CFD 88-8). A majority of the property consists of disturbed vegetation that is routinely disked for fire abatement purposes. The Projects frontages with Seaton Avenue and Commerce Center Drive are improved with curb and gutter, while the Projects frontages with Markham Street and Harvill Avenue are improved with curb, gutter, and sidewalk.

2.2.2 General Plan and Zoning

As shown on Figure 2-5, *MVAP Land Use Plan*, and Figure 2-4, *USGS Topographical Map*, the 5.78-acre property is designated by the Riverside County General Plan and MVAP for "Light Industrial (LI)" land uses, which allows for Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses (Riverside County, 2015b, p. 11 and Figure 3). In addition, and as previously shown on Figure 1-1, the Project site is located within the MFBCSP and encompasses a portion of Planning Area 5, which is designated for "Light Industrial" uses. The Light Industrial component of the MFBCSP is intended to provide for light manufacturing and warehouse/distribution uses that provide employment opportunities for area residents. (Webb, 2005, pp. III-4 and III-5)

As shown on Figure 2-6, *Existing Zoning Designations*, the Riverside County Zoning Code (Ordinance No. 348) assigns two separate zoning designations on the property. The western approximately 160 feet of the site is zoned for "I-P (Industrial Park)" land uses, which allows for planned industrial areas with approval of a plot plan. The remaining portions of the site are zoned for "M-SC (Manufacturing – Service Commercial)," which allows for most light manufacturing and industrial uses defined under the Standard Industrial Classification Code (SIC) with Plot Plan approval. (Riverside County, 2016)

Plot Plan No. 190003 (Building 15)

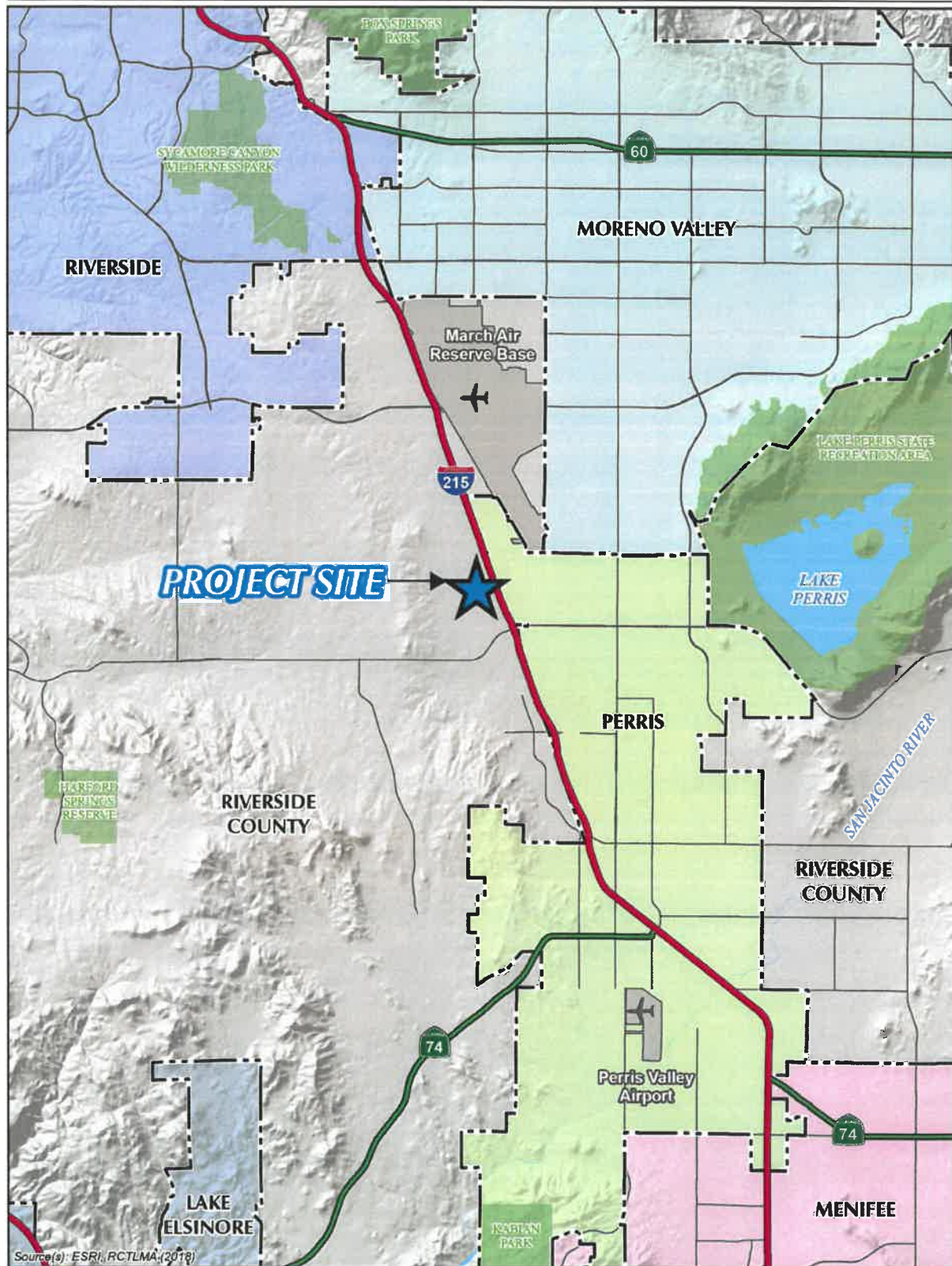
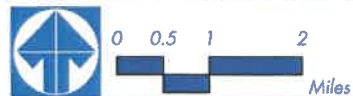


FIGURE 2-1

REGIONAL LOCATION MAP



Plot Plan No. 190003 (Building 15)



FIGURE 2-2

VICINITY MAP



Plot Plan No. 190003 (Building 15)

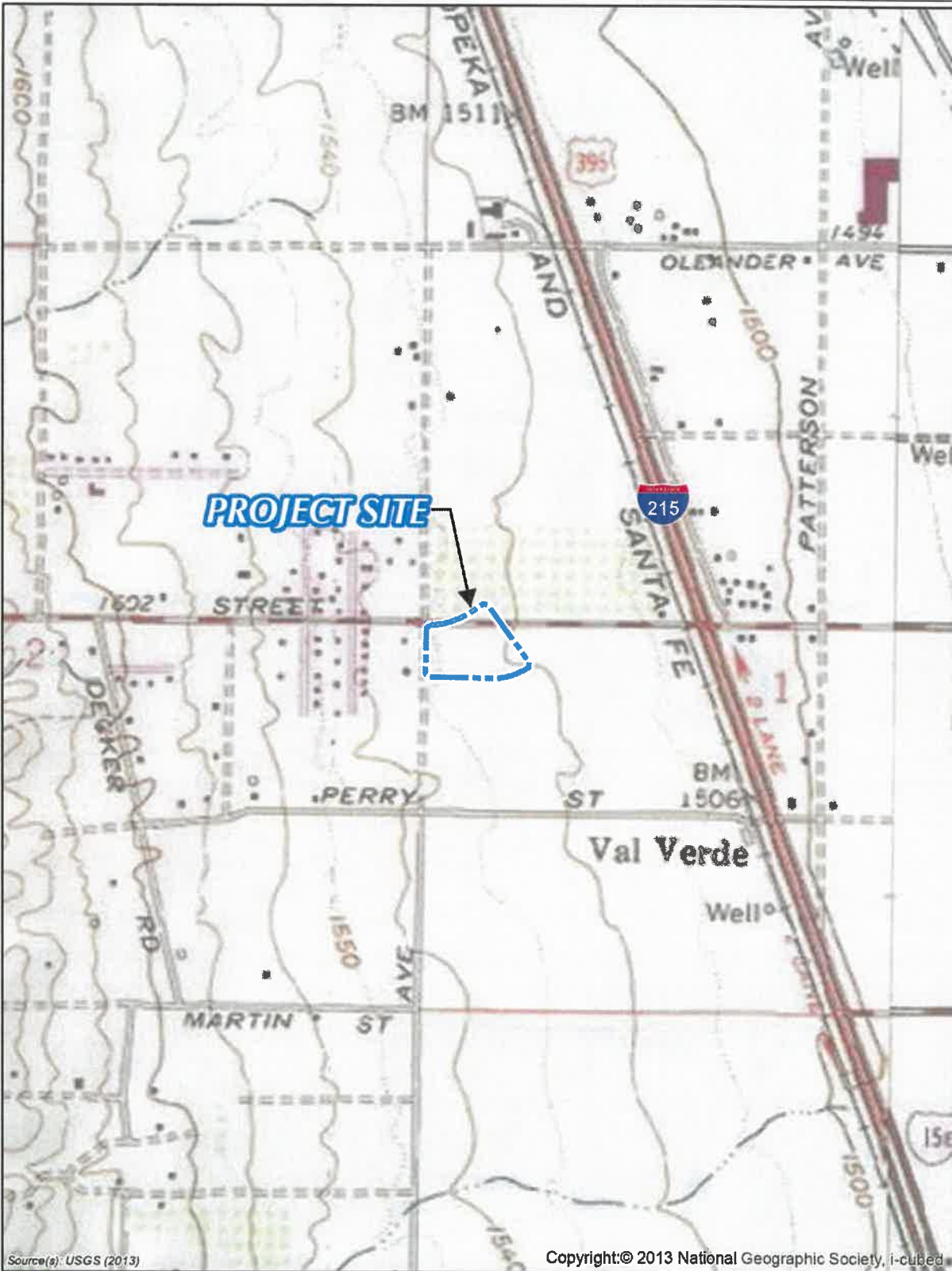


Source(s) ESRI, Nearmap Aerial (2018), RCTLMA (2018)



FIGURE 2-3

AERIAL PHOTOGRAPH



Source(s): USGS (2013)

Copyright:© 2013 National Geographic Society, i-cubed

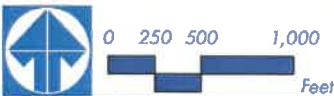


FIGURE 2-4

USGS TOPOGRAPHICAL MAP

Plot Plan No. 190003 (Building 15)

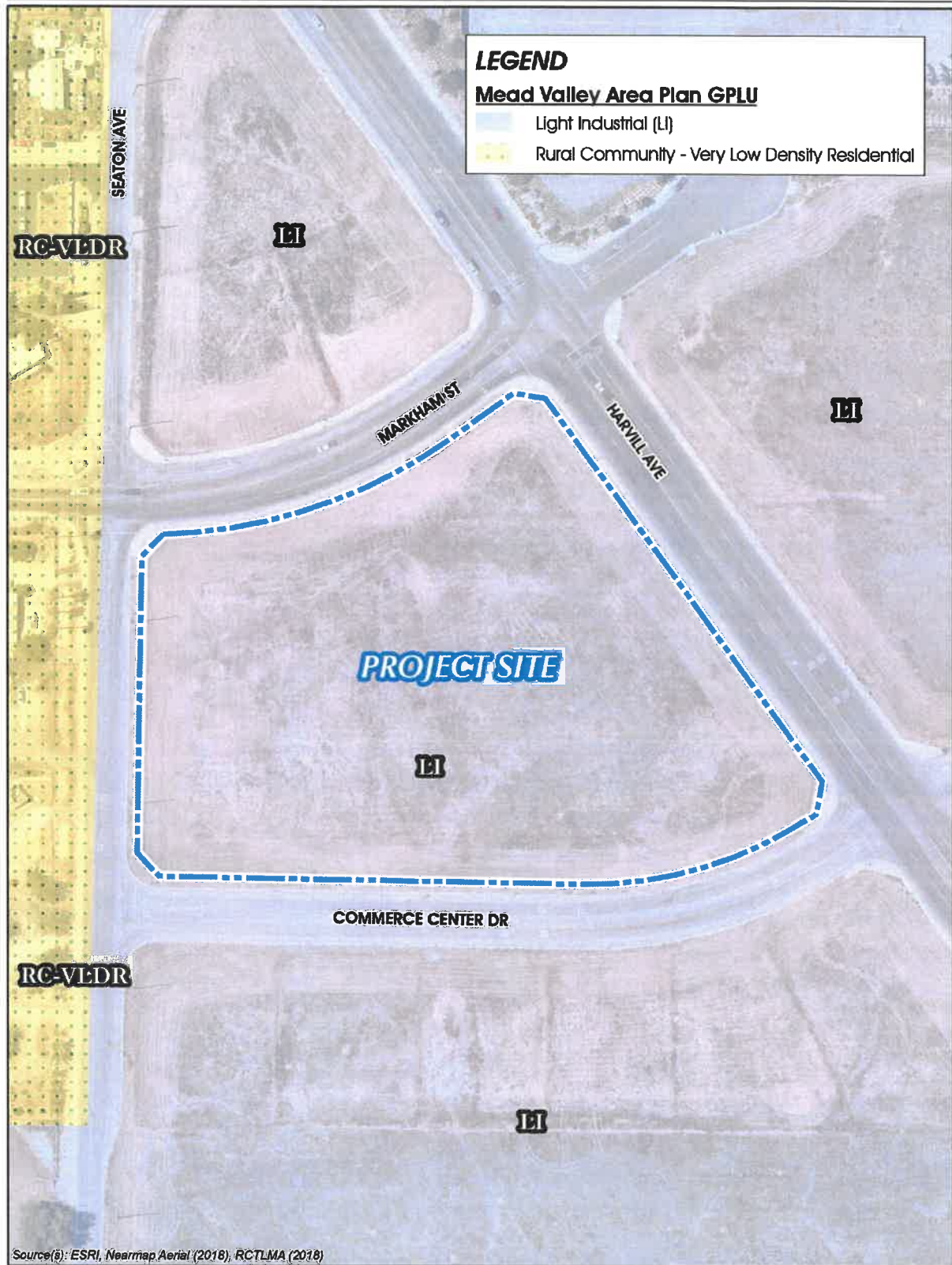


FIGURE 2-5

MVAP LAND USE PLAN

2.2.3 Surrounding Land Uses and Development

Figure 2-7, *Surrounding Land Uses and Development*, depicts the existing land uses and development in the vicinity of the Project site. As shown, the Project site is surrounded by improved roadways, including Markham Street, Seaton Avenue, Commerce Center drive, and Harvill Avenue. Land uses to the west of the site consist primarily of rural residential uses interspersed with undeveloped parcels. To the north of the Project site is an existing industrial use that includes outdoor storage of truck trailers and other materials and an unplanned parcel that is planned for light industrial uses by the MFBCSP. Remaining surrounding areas of the Project site consist of undeveloped lands that appear to be routinely disturbed for fire abatement purposes, all of which are planned for light industrial land uses.

2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

2.3.1 Land Use

Under existing conditions, the 5.78-acre Project site is vacant and undeveloped. Thus, under existing conditions, the Project site does not generate any measurable amounts of traffic, air quality emissions, greenhouse gas emissions, noise, etc.

2.3.2 Topography

The topography of the Project site is relatively flat with elevations ranging from approximately 1,530 feet above mean sea level (amsl) at the southwest corner of the site to 1,517 feet amsl at the southeast Project boundary. Overall topographic relief is approximately 13 feet.

2.3.3 Geology

No active or inactive fault traces are known to traverse the site and no evidence of on-site faulting was observed during the geotechnical investigation conducted for the Project site. The site is not located within a currently-designated Alquist-Priolo Fault Zone or County of Riverside Fault Zone. The closest zoned fault to the site is the San Jacinto fault zone located approximately 10 miles northeast of the site. (Kleinfelder, 2019, p. 9) Similar to other properties throughout southern California, the Project site is located within a seismically active region and is subject to ground shaking during seismic events.

A field exploration was conducted for the Project site, and the results determined that the site subsurface materials consist of undocumented fill ranging in thickness from approximately 1 to 1.5 feet below ground surface (bgs), older alluvium ranging in thickness from approximately 1.5 feet bgs, with bedrock occurring at a depth of between 1.5 and 15 feet bgs. (Kleinfelder, 2019, pp. 5-6)

2.3.4 Hydrology

Figure 2-8, *Existing Conditions Hydrology*, depicts the site's existing hydrology. As shown, runoff originating on-site is conveyed east and south along the eastern boundary and discharges into existing facilities in commerce Center Drive at the southeast corner of the site. Existing flow rates during 24-hour,

Plot Plan No. 190003 (Building 15)

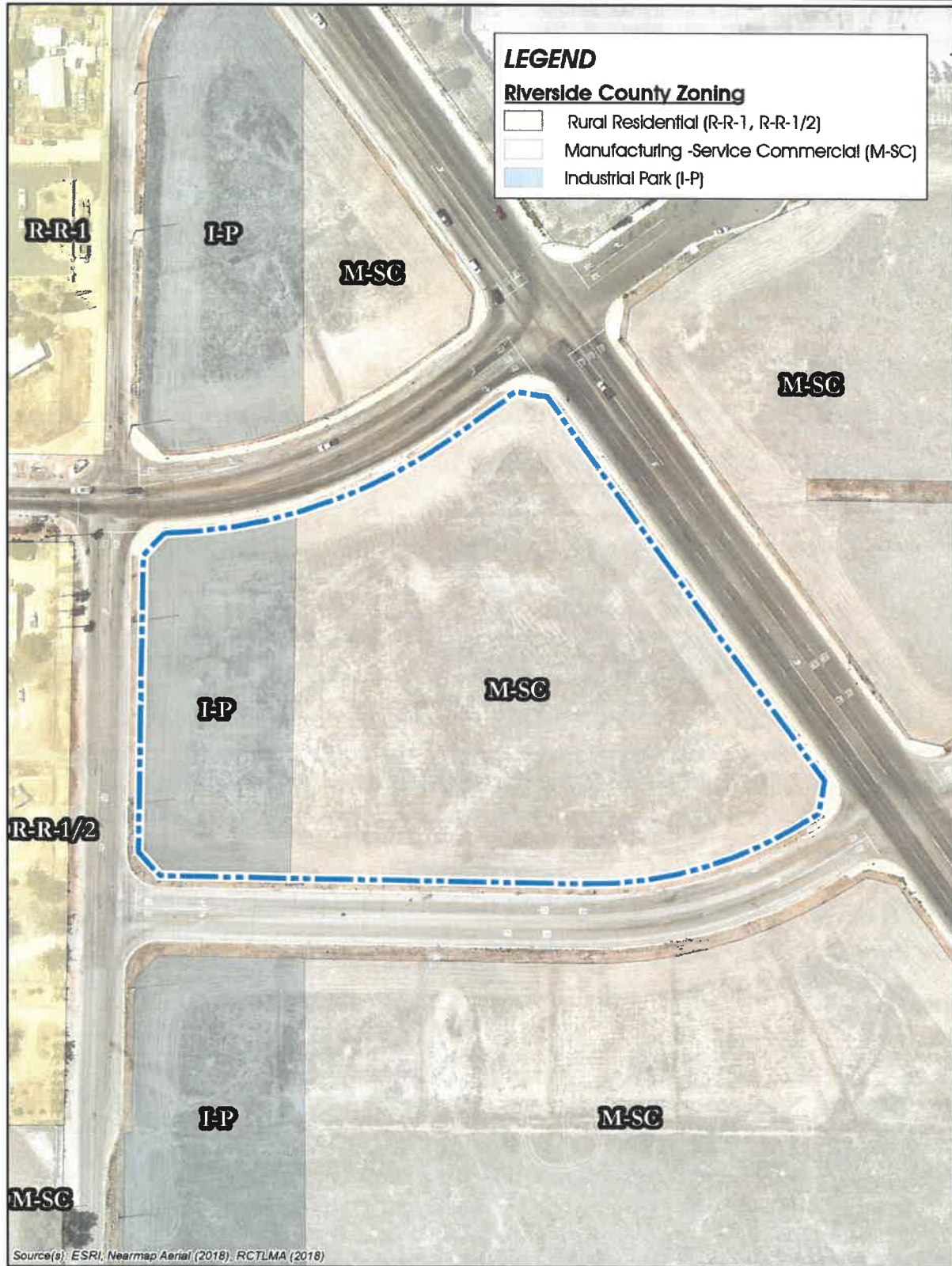
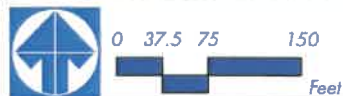


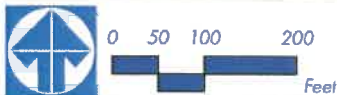
FIGURE 2-6



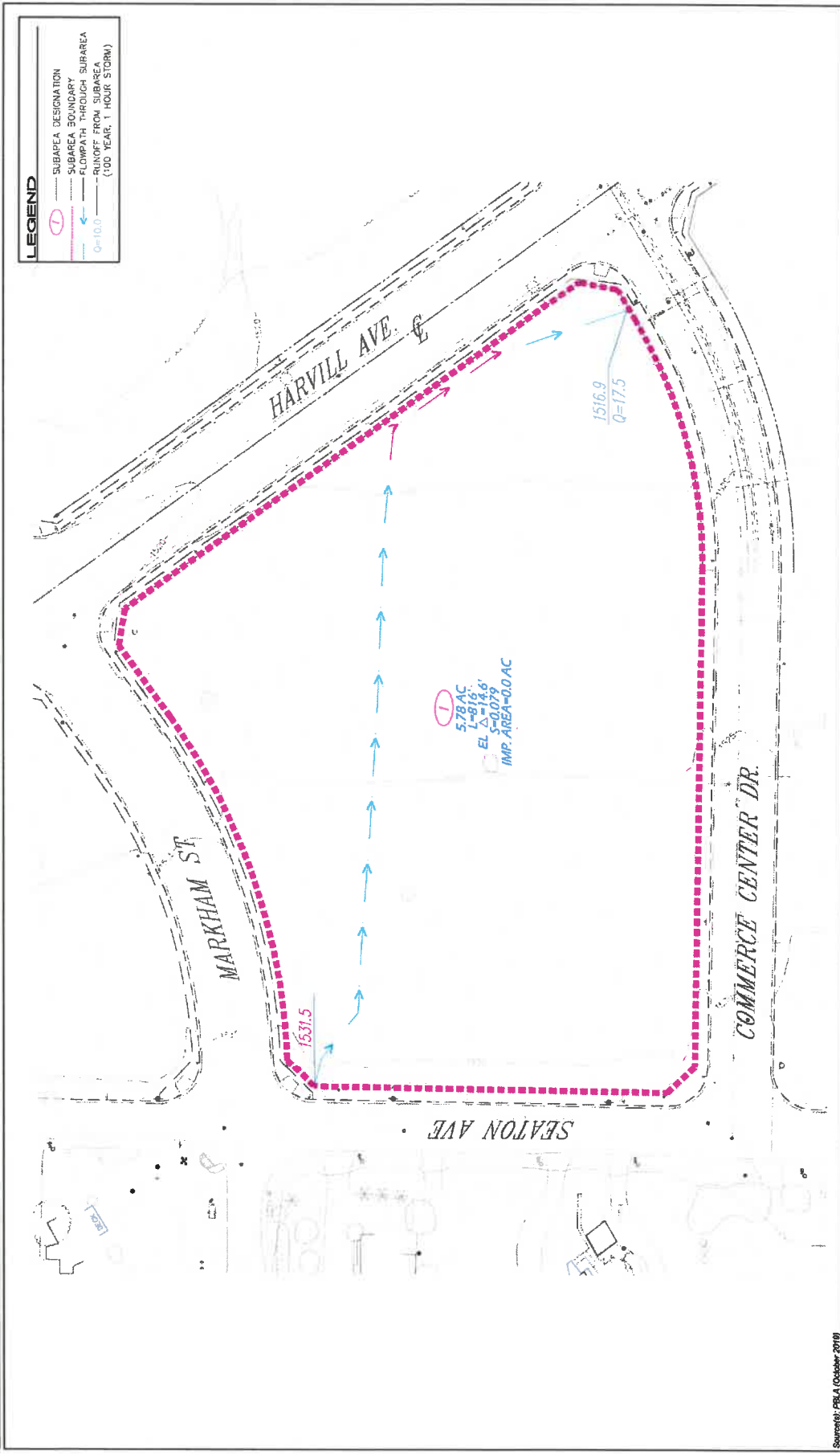
EXISTING ZONING DESIGNATIONS



FIGURE 2-7



SURROUNDING LAND USES AND DEVELOPMENT



LEGEND

- 1 SUBAREA DESIGNATION
- SUBAREA BOUNDARY
- FLOWPATH THROUGH SUBAREA
- RUNOFF FROM SUBAREA (100 YEAR, 1 HOUR STORM)



100-year storm events are estimated at 3.0 cubic feet per second (cfs). (PBLA, 2019a, p. 4 and Appendix A)

2.3.5 Groundwater

The Project site is located within the Perris North Groundwater Management Zone of the West San Jacinto Groundwater Management Area (GMA). Groundwater was encountered on site ranging approximately 13 feet bgs. There are no groundwater wells located on the Project site under existing conditions and the nearest well occurs 0.75-mile northeast of the site. (Kleinfelder, 2019, p. 6)

2.3.6 Soils

Table 2-1, *Summary of Project Area Soils*, provides a summary of the soil types present on the Project site. As shown, approximately 44.1% of the site has a slow rate of runoff and slight susceptibility to erosion. 25.1% of the Project site contains soils with a slow to medium rate of runoff with a slight to moderate susceptibility to erosion hazards. The remaining 30.8% of the Project site has a medium rate of runoff, with erosion susceptibility being slight to moderate or moderate. There are no portions of the Project site that contain soils with a high erosion susceptibility or rate of runoff.

Table 2-1 Summary of Project Area Soils

Map Unit Symbol	Map Unit Name	Rate of Runoff	Erosion Susceptibility	Acres in AOI	Percent of AOI
AoC	Arlington fine sandy loam, deep, 2 to 8 percent slopes	Medium	Moderate	0.0	0%
EnC2	Exeter sand loam, 2 to 8 percent slopes, eroded	Slow to Medium	Slight to Moderate	0.5	7.9%
GyC2	Greenfield sandy loam, 2 to 8 percent slopes, eroded	Slow to Medium	Slight to Moderate	1.0	17.2%
HcC	Hanford coarse sandy loam, 2 to 8 percent slopes	Medium	Slight to Moderate	1.8	30.8%
MmB	Monserate sandy loam, 0 to 5 percent slopes	Slow	Slight	2.6	44.1%
Totals for Area of Interest:				5.8	100.0%

AOI = Area of Interest (i.e., Project site).

Note: Totals reflect rounding.

(NRCS, n.d.; USDA, 1971, pp. 14, 31, 38-40, and 46-47)

2.3.7 Vegetation

As depicted on Figure 2-9, *Existing Vegetation*, and as shown in Table 2-2, *Summary of Vegetation/Land Use Types*, the 6.25-acre area ("Study Area") evaluated by the Project's Biological Technical Report (BTR, *Technical Appendix B*) contains two distinct vegetation communities as mapped by the Project biologist (Glenn Lukos Associates, "GLA"), including Developed and Disturbed/Ruderal. Each is described below. (GLA, 2020, p. 20)



Source: Chen Luca (08-16-2019)



788 Planning, Inc.

FIGURE 2-9

EXISTING VEGETATION

Table 2-2 Summary of Vegetation/Land Use Types

Vegetation Type	Project Site (acres)	Offsite Area (acres)	Study Area Total (acres)
Developed	0	0.06	0.06
Disturbed/Ruderal	5.78	0.41	6.19
Total	5.78	0.47	6.25

(GLA, 2020, Table 4-1)

- **Developed.** The Study Area supports 0.06 acre of developed lands, all of which occur in the off-site portion of the Study Area. These areas are composed of sidewalk, gutters, and asphalt roadways, and are devoid of vegetation. (GLA, 2020, p. 20)
- **Disturbed/Ruderal.** The Study Area supports 6.19 acres of disturbed/ruderal lands, of which 5.78 acres occur within the Project site and 0.41 acre occurs off site. These lands cover the majority of the Study Area. The outer 20 feet of this area is frequently maintained, resulting in lower species occurrence around the Project site perimeter. Dominant plant species observed include Russian thistle (*Salsola tragus*), common sandaster (*Corethrogyne filaginifolia*), red brome (*Bromus madritensis* ssp. *rubens*) and short-pod mustard (*Hirschfeldia incana*). Other plant species include pinebush (*Ericameria pinifolia*), horseweed (*Erigeron canadensis*), California buckwheat (*Eriogonum fasciculatum*), red-stemmed filaree (*Erodium cicutarium*), stinknet (*Oncosiphon piluliferum*), telegraphweed (*Heterotheca grandiflora*), western sunflower (*Helianthus annuus*), broom baccharis (*Baccharis sarothroides*), prickly lettuce (*Lactuca serriola*), and annual burrweed (*Ambrosia acanthicarpa*). (GLA, 2020, pp. 20-21)

2.3.8 Wildlife

No special-status animals were detected at the Project site as part of field surveys conducted by Glenn Lukos Associates in 2019, although some special-status bird and mammal species have a low potential to occur. Table 4-3 of the Project's Biological Technical Report (*Technical Appendix B*) provides a list of special-status animals evaluated for the Project site through general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors: 1) species identified by the CNDDDB as occurring (either currently or historically) on or in the vicinity of the Project site, and 2) any other special-status animals that are known to occur within the vicinity of the Project site, for which potentially suitable habitat occurs on the site. (GLA, 2020, p. 27)

3.0 Project Description

The proposed Project consists of an application for a Plot Plan (PP No. 190003), and is described in this subsection. Copies of the entitlement application materials for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines §15150 and are available for review at the County of Riverside Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501. A detailed description of the proposed Project is provided in the following subsections. It should be noted that the Project design features described in the following subsections would be fully enforceable by the County as part of its review of implementing ministerial permits (e.g., lot merger(s), grading permits, building permits, etc.).

3.1 PROPOSED DISCRETIONARY APPROVALS

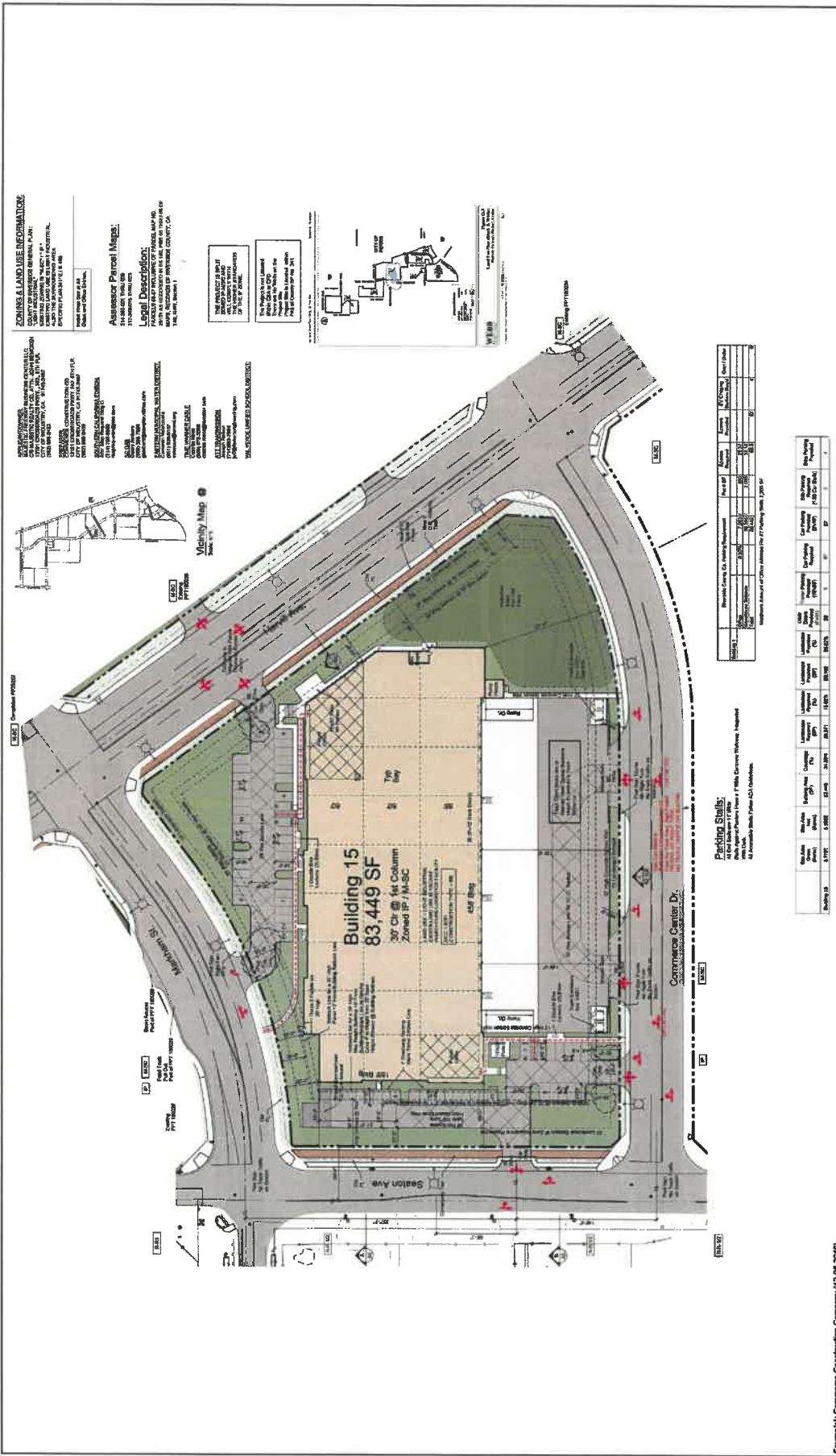
3.1.1 Plot Plan No. 190003

A plot plan is required prior to development of any permitted use pursuant to the requirements of the site's underlying zoning designation of I-P and M-SC (refer to subsection 2.2.2). Accordingly, Plot Plan No. 190003 (PP No. 190003) is proposed to allow for development of the site with a proposed warehouse building (Building 15).

A. Site Planning and Building Configuration

Figure 3-1, Plot Plan No. 190003, depicts the overall site plan proposed by the Project Applicant. As shown, the Project entails the development of the 5.78 gross-acre site with one warehouse building (herein, "Building 15") and a detention basin. Building 15 is a proposed approximately 83,449 s.f. warehouse building; however, for purposes of analysis herein it is assumed that Building 15 would comprise up to 90,279 s.f. of building area in order to account for any minor changes to the building area as part of final Project design. While the ultimate tenant of the proposed building is not currently known, it is anticipated that the building would be occupied with warehousing uses.

Pedestrian entrances to the building are proposed at the northeast and southwest corners of the building. Also, the northeast and southwest corners of the building would accommodate supporting office uses. A total of 20 dock doors are proposed along the southern side of the building. No truck trailer parking spaces are proposed. Access to the dock doors areas would be provided from two entrances from Commerce Center Drive and would be secured by two manual gates. There would be a total of four (4) passenger vehicular entrances for access to the Building 15 site, with one entrance from Markham Street, one entrance from Harvill Avenue, one entrance from Seaton Avenue, and one entrance from Commerce Center Drive. A total of 67 parking spaces for passenger vehicles also are accommodated, with parking lots proposed in the northern and western portions of the Project site. A minimum 30-foot fire access lane also is provided in truck docking areas on the southern side of the building and would accommodate emergency access to the proposed building.



In addition, a detention basin is proposed in the southeastern corner of the project site. The detention basin would extend to a depth of approximately 1,516 feet amsl. Flows from the detention basin would be conveyed to a drainage outlet structure at the southeastern corner of the Project site and would discharge into existing storm drain facilities within Commerce Center Drive.

B. Grading and Site Work

Figure 3-2, Conceptual Grading Plan, depicts the Project's proposed grading plan. As shown, the site would be graded in a manner that largely approximates the site's existing topographic conditions. The Project would require a total of 15,434 cubic yards (cy) of cut and 46,782 cy of fill, requiring an import of 31,347 of fill material. It is expected that earthwork material imported to the site would be sourced from other building sites within the MFBCSP, or a distance of up to 1.0 mile from the Project site. No blasting is required for the Project.

Site grading and development would result in the establishment of minor areas of manufactured slopes, which would be limited to the northeastern site boundary and within the proposed detention basin. Slopes along the northeast portion of the site are proposed at a gradient of 2:1 (horizontal:vertical) and would measure up to 10-feet in height (refer to Figure 3-2). The detention basin proposed in the southeastern corner of the Project site would capture runoff from the developed portions of the site. Slopes along the detention basin are proposed at gradients ranging from 2:1 to 4:1. Elevations within the detention basin would range from approximately 1,516 feet amsl to 1,526 feet amsl. The detention basin is designed to convey runoff to a proposed outlet structure then to existing drainage facilities within Commerce Center Drive. Retaining walls also are proposed at the northwest portion of the detention basin.

C. Circulation

Access to the Project site would occur via Harvill Avenue, Markham Street, Seaton Avenue, and Commerce Center Drive. Access for passenger vehicles to the Project site would be accommodated via entrances along Markham Street, Harvill Avenue, Seaton Avenue, and Commerce Center Drive. Truck access would be provided via two entrances along Commerce Center Drive. Signage would be installed discouraging any truck access along Seaton Avenue and prohibiting right turns at both of the truck driveways along Commerce Center Drive to require trucks to go east and away from existing residences. Additionally, a 30-foot wide emergency access would be provided along the southern portion of the building in the truck docking areas, and Knox boxes would be included at the gate and office entries to allow for emergency vehicle access. None of the entrances providing site access would be signalized.

As part of the Project, nine feet of right-of-way (ROW) would be dedicated along the site's frontage with Harvill Avenue, 14 feet of ROW would be dedicated along the eastern edge of Seaton Avenue, and six feet of ROW would be dedicated along the southern edge of Markham Street. The Project Applicant also would construct a 6-foot wide sidewalk and curb and gutter along the site's frontage with Commerce Center Drive. Additionally, the Project Applicant would construct an eight-foot-wide Community Trail within a 14-foot ROW along the eastern side of Seaton Avenue. No other frontage improvements or ROW dedications are required for the Project.

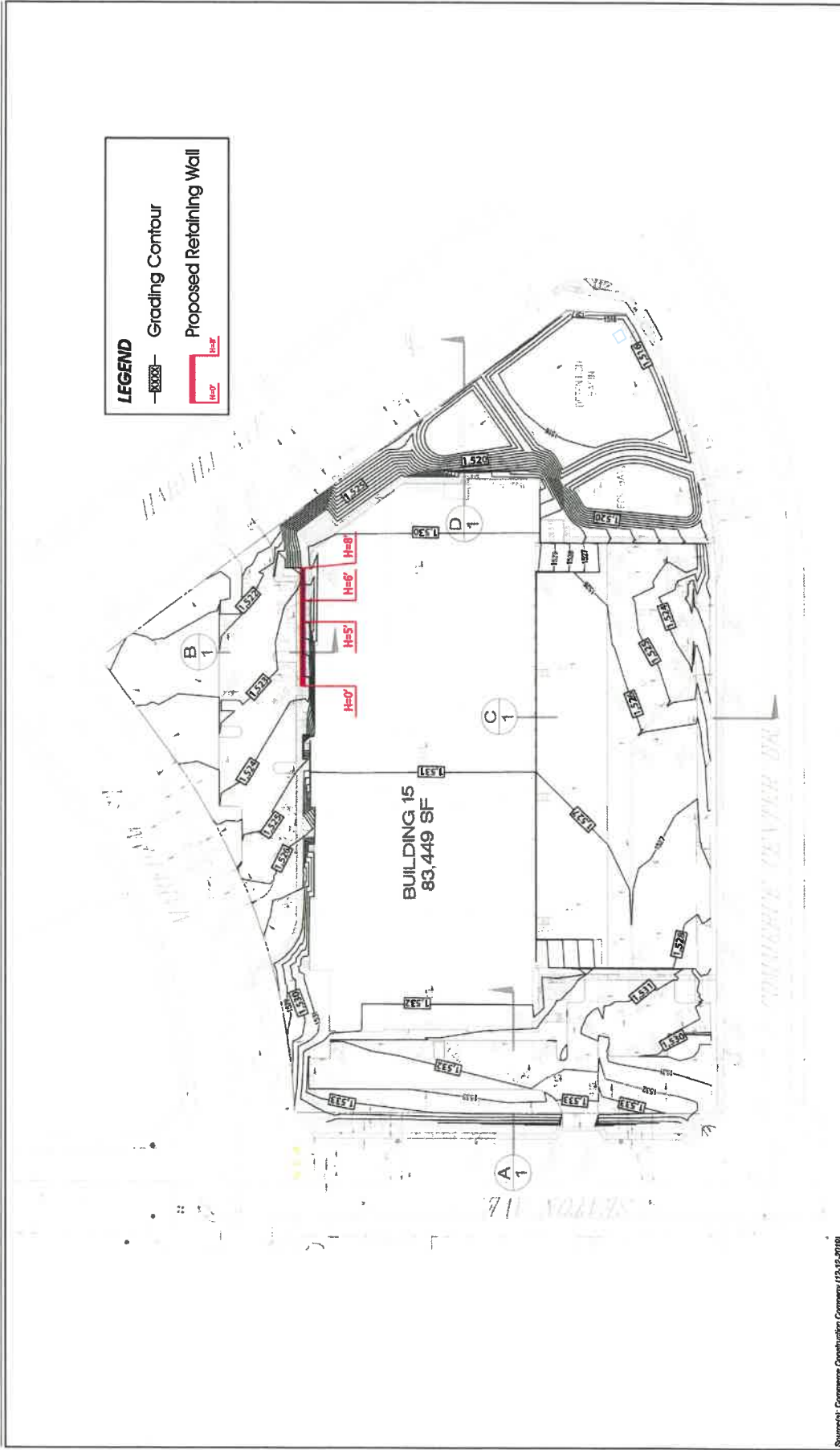


FIGURE 3-2

CONCEPTUAL GRADING PLAN



D. Architectural Design

Proposed building elevations for Building 15 are depicted on *Figure 3-3, Building 15 North and East Elevations* and *Figure 3-4, Building 15 South and West Elevations*. As shown, Building 15 would have a variable roof line that would measure between 36 and 39 feet in height near the corners of the building, as measured from the proposed finished floor. The elevation of the finished floor for Building 15 would range from 1,532.09 feet amsl at the west portion of the building to 1,529.79 feet amsl at the east portion of the building. The northeast and southwest corners of the building would contain low-reflective, glazing (glass) elements with signage proposed above the main entrances to the building in the northeast and southwest corners. The southern façade of the building accommodates a total of 20 dock doors. The dock doors would measure nine-foot by ten-foot in size and would be painted white. It should be noted that truck docking areas would be set approximately 3.5 feet below the proposed grade to facilitate loading and unloading of trucks via the docking doors. Two roll-up doors, which would be painted white, are proposed to the west and east of the docking doors along the southern facades. The entire building would be painted with a mixture of white, light gray, and dark gray colors, with blue accent paint used as accents along the façade, particularly near the building entrances.

E. Landscaping

Figure 3-5, Preliminary Landscape Plan, depicts the Project's proposed landscape plan. As shown, landscaping would consist of a combination of trees, shrubs, and groundcover. The Project site's perimeter along Harvill Avenue would be landscaped with 24-inch box Chinese pistache trees (*Pistacia chinensis*), while the site's frontages with Commerce Center Drive would be landscaped with 15-gallon shoestring acacia trees (*Acacia stenophylla*). The site's frontage with Seaton Avenue would be landscaped with 24-inch box pink dawn chitalpa trees (*x Chitalpa tashkentensis* 'Pink Dawn'). A variety of accent shrubs and groundcover also are proposed. The Project's frontage with Markham Street largely would be landscaped with 24-inch box Chinese flame trees (*Koelreuteria bipinnata*). Large-scale shrubs and groundcover also would be provided. Entrances to the passenger vehicle parking areas along Markham Street, Harvill Avenue, Commerce Center Drive, and Seaton Avenue would be planted with thornless Palo Verde (*Cercidium x 'Desert Museum'*). 15-gallon shoestring acacia accent trees also are proposed around the detention basin. Groundcover for detention basins also would include hydroseed (grasses), with hedging and shrubs as well as California sycamore trees along the perimeter of the basins.

Passenger vehicle parking areas and areas surrounding the proposed buildings would be landscaped with a combination of shoestring acacias, 24-inch Brisbane box trees (*Tristania conferta*), 36-inch box thornless Palo Verde (*Cercidium x 'Desert Museum'*), fern pines (*Podocarpus gracillior*), Chilean mesquite (*Prosopis chilensis*), and African sumac (*Rhus lancea*). Entrances to buildings also would be highlighted by Brisbane box trees, thornless Palo Verde, shoestring acacia, and fern pines. Groundcover and shrubs also are proposed in the landscaped areas within the parking lots and landscape areas abutting the proposed buildings. All corners of the project site would include 48-inch box Coast Live Oak trees (*Quercus agrifolia*) and shoestring acacia. Groundcover and shrubs also are proposed in the landscaped areas within the parking lots and landscape areas abutting the proposed buildings.

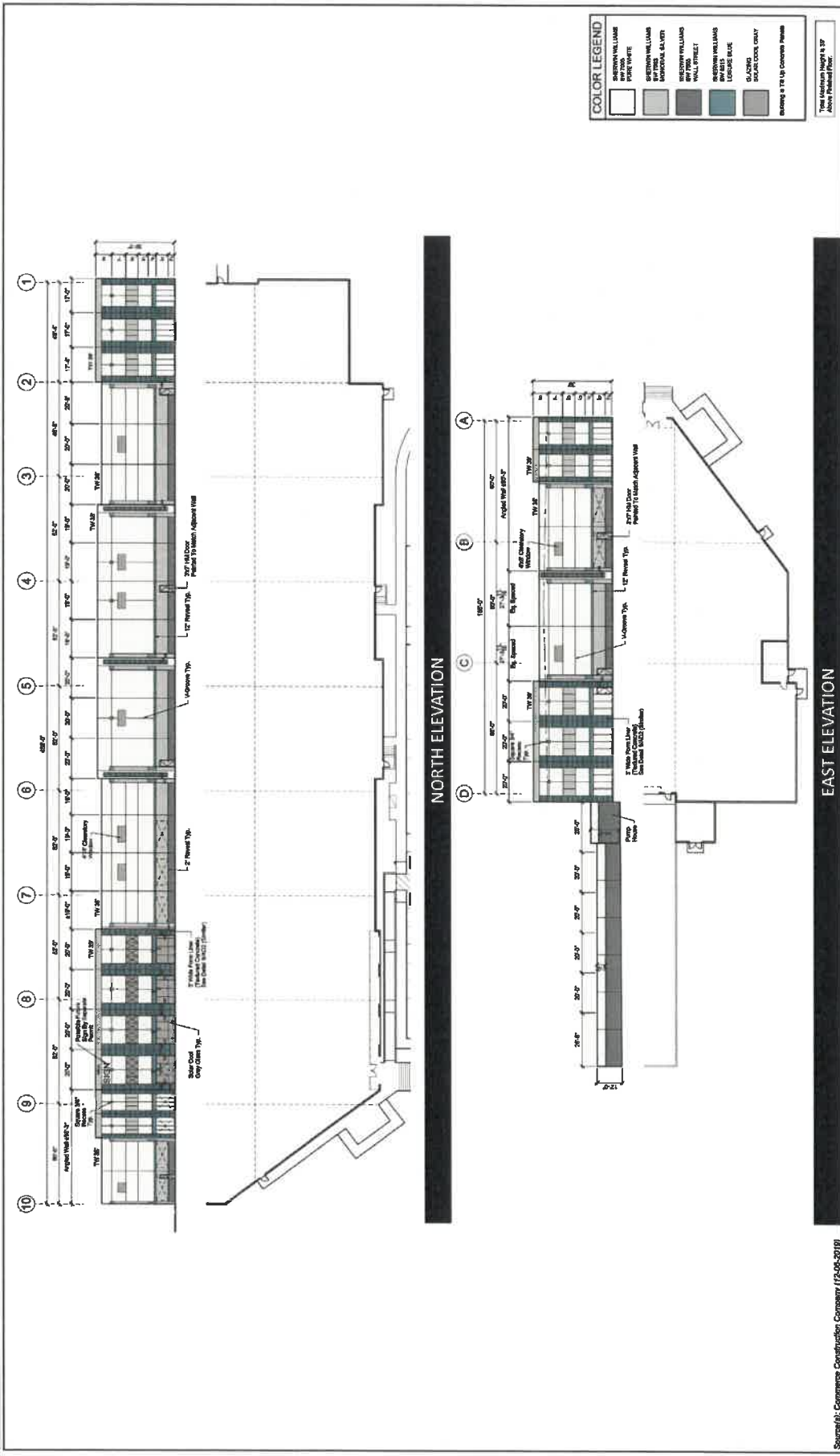
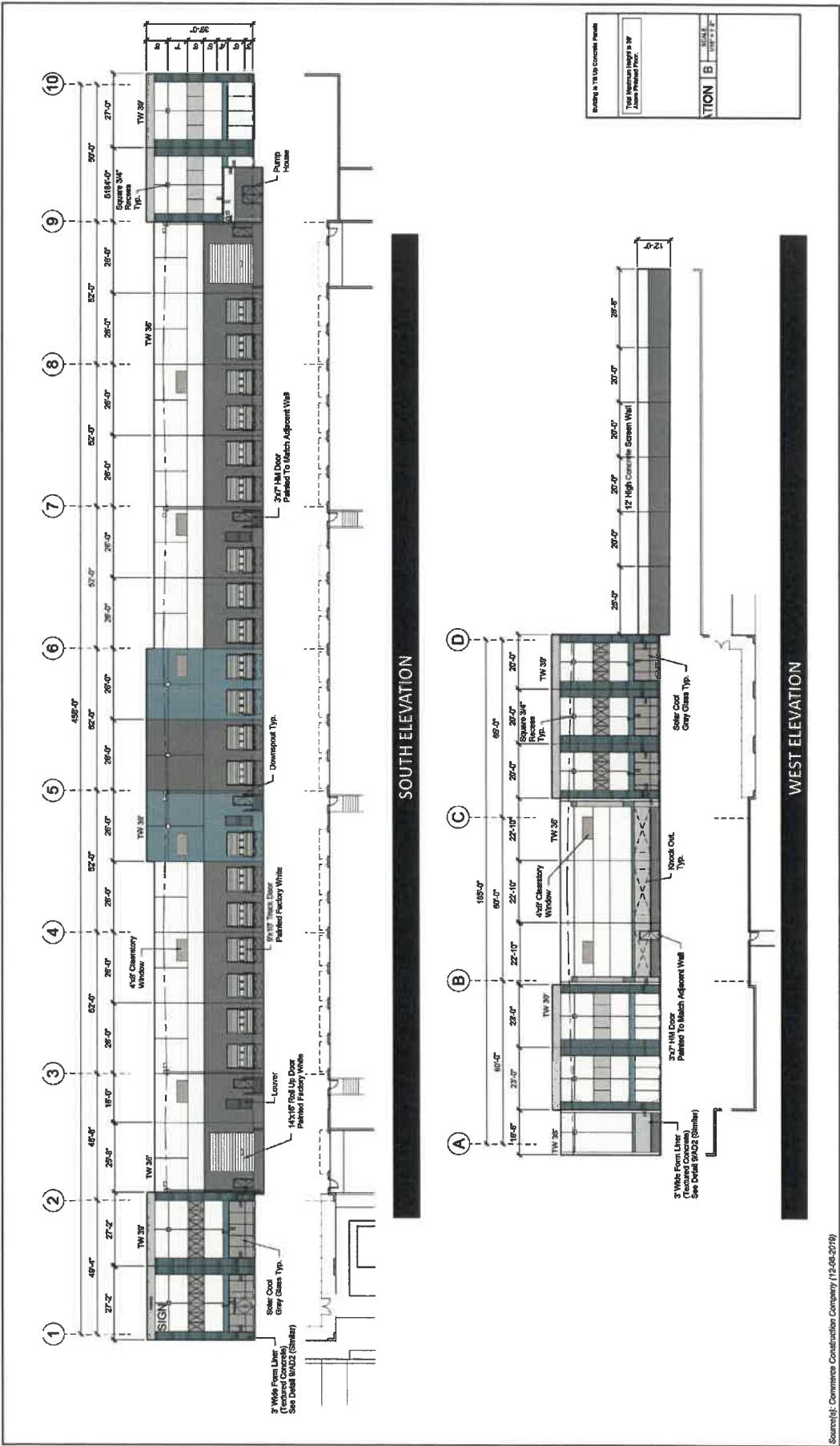


FIGURE 3-3

BUILDING 15 NORTH AND EAST ELEVATIONS



Source(s): Commercial Construction Company (12-06-2019)



FIGURE 3-4

BUILDING 15 SOUTH AND WEST ELEVATIONS



MAINTENANCE NOTE:
UPON COMPLETION OF CONSTRUCTION, THE CLIENT AND THE CONTRACTOR SHALL MAINTAIN THE PLANTINGS FOR A PERIOD OF 12 MONTHS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CARE AND PROTECTION OF THE PLANTINGS DURING THIS PERIOD. THE CLIENT SHALL BE RESPONSIBLE FOR THE CARE AND PROTECTION OF THE PLANTINGS AFTER THIS PERIOD.

STATEMENT OF COMPLIANCE
The proposed construction is designed to comply with the requirements of the CEQA Guidelines. The project will not have a significant effect on the environment. The project will not have a significant effect on the environment. The project will not have a significant effect on the environment.

IRRIGATION CONCEPT STATEMENT
Prior to proposed construction, the contractor shall install an irrigation system for the site. The system shall be designed to provide adequate water to the plants during the growing season. The system shall be designed to provide adequate water to the plants during the growing season.

SHREDDED MULCH NOTE
ALL SHREDDED MULCH SHALL BE STORED IN A COVERED AREA AND PROTECTED FROM WEATHER. THE MULCH SHALL BE STORED IN A COVERED AREA AND PROTECTED FROM WEATHER. THE MULCH SHALL BE STORED IN A COVERED AREA AND PROTECTED FROM WEATHER.

IRRIGATION CONCEPT STATEMENT
Prior to proposed construction, the contractor shall install an irrigation system for the site. The system shall be designed to provide adequate water to the plants during the growing season. The system shall be designed to provide adequate water to the plants during the growing season.

NOTES:

- ALL TREES WITHIN THE CONSTRUCTION ZONE SHALL BE PROTECTED BY A TREE GUARD AND MULCHED. ALL TREES WITHIN THE CONSTRUCTION ZONE SHALL BE PROTECTED BY A TREE GUARD AND MULCHED. ALL TREES WITHIN THE CONSTRUCTION ZONE SHALL BE PROTECTED BY A TREE GUARD AND MULCHED.
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FIGURE 3-5 PRELIMINARY LANDSCAPE PLAN Page 3-8

Plot Plan No. 190003 (Building 15)

F. Walls and Fencing

As shown above on Figure 3-1 and on Figure 3-3 and Figure 3-4, the Project Applicant proposes concrete screen walls and fencing. A 12-foot high concrete screen wall is proposed and would extend along the western, southern, and eastern boundaries of the truck docking area to screen views of the docking area from Seaton Avenue, Commerce Center Drive, and Harvill Avenue. Manual gates are proposed at the entrances to the truck docking areas from Commerce Center Drive. Additionally, Figure 3-2 shows that the Project Applicant proposes a retaining wall adjacent to the passenger vehicle parking area to the north of the proposed building that would measure up to eight feet in height.

G. Water, Sewer, and Drainage

Figure 3-6, *Conceptual Utility Plan*, depicts proposed water, sewer, and drainage improvements proposed by the Project Applicant, each of which are described below.

Water Service

Potable water service to the Project site would be provided by Eastern Municipal Water District (EMWD), while reclaimed water is not available in the area. As shown on Figure 3-6, domestic water service for Building 15 would occur from direct connections to an existing 24-inch water main within Harvill Avenue and an existing 14-inch water main within Seaton Avenue. 6- and 10-inch fire water laterals also would be constructed on site and would be supplied via connections to the existing 12-inch water main in Commerce Center Drive and Harvill Avenue. Fire water mains would be constructed on site surrounding Building 15 to provide adequate water for fire protection purposes. Additionally, fire hydrants are proposed surrounding all sides of the proposed building, all of which would connect to existing water mains located within the adjacent roadways.

Sewer Service

Sewer service to the Project site also would be provided by the EMWD. As shown on Figure 3-6, the Project Applicant proposes to construct sewer lines extending from the northeastern and southeastern portions of Building 15 which would connect to the existing 12-inch sewer mains located within Markham Street and 8-inch sewer main in Commerce Center Drive. Sewer flows would be conveyed south within Harvill Avenue and ultimately to the EMWD's Perris Valley Water Reclamation Facility (PVRWRF).

Drainage

Under existing conditions, runoff originating from the site is conveyed easterly across the site to the southeast corner of the site boundary and ultimately to storm drain facilities within Commerce Center Drive. With implementation of the Project, runoff in the northern portions of the site would be conveyed via catch basins and a 24-inch storm drain into the proposed on-site detention basin. Runoff within the southern and western portions of the site would be conveyed via catch basins and 12- and 18-inch storm drain lines to the proposed on-site detention basin. Following detention, flows from the detention basin would be conveyed to the proposed outlet structure and then into an existing 48-inch storm drain within Commerce Center Drive.

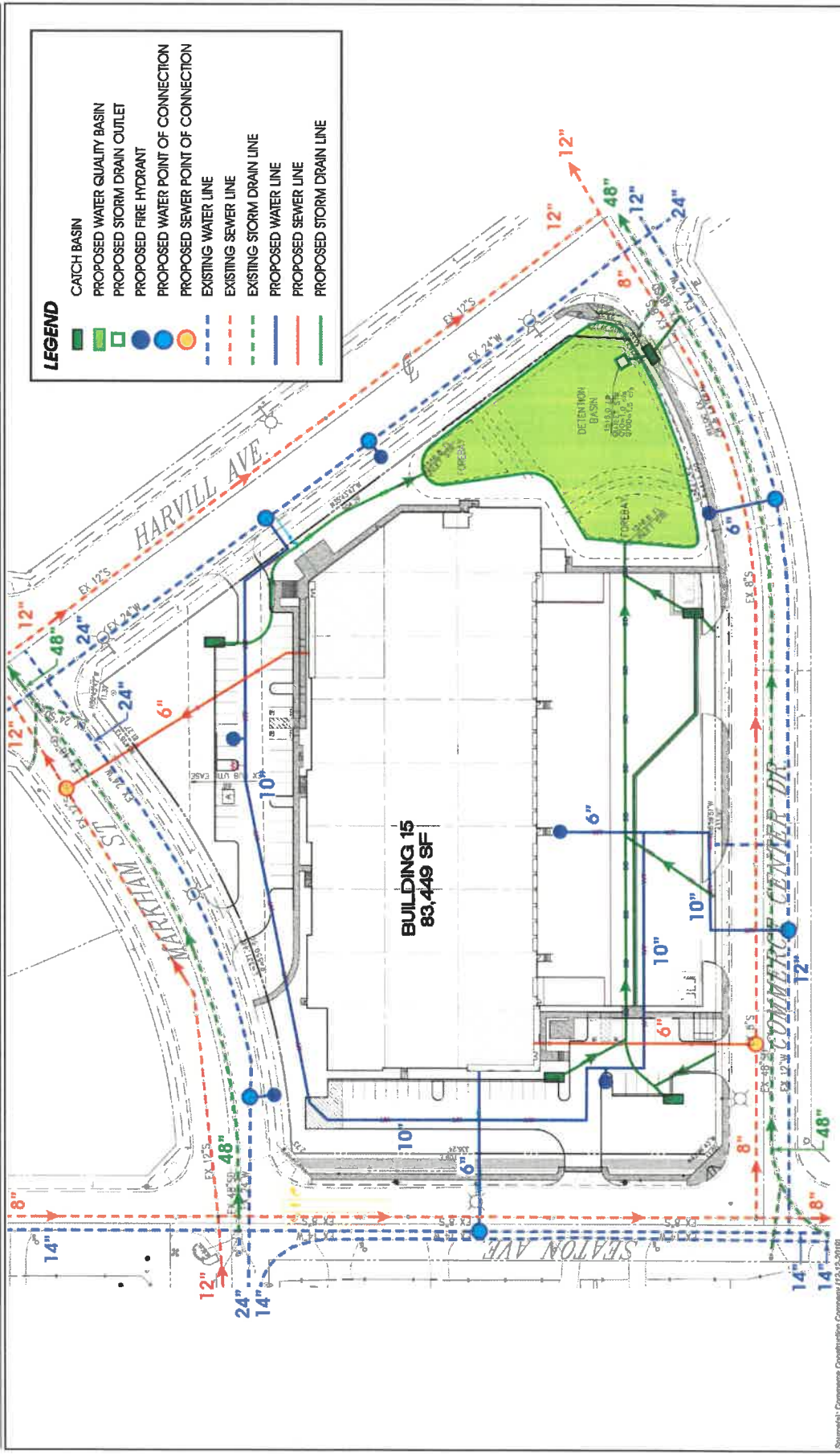


FIGURE 3-6

CONCEPTUAL UTILITY PLAN

3.2 SCOPE OF ENVIRONMENTAL ANALYSIS

3.2.1 Construction Characteristics

A. *Proposed Physical Disturbance*

Implementation of the proposed Project would result in disturbances to the entire 5.78-acre Project site in addition to approximately 0.5 acre of off-site disturbances associated with driveway construction and proposed utility connections within Harvill Avenue, Commerce Center Drive, Seaton Avenue, and Markham Street. No additional off-site improvements are anticipated to implement the proposed Project.

3.2.2 Operational Characteristics

A. *Overview of Operational Characteristics*

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

B. *Future Employment*

Because users of the Project's buildings are not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of analysis, employment estimates have been calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimated that light industrial business would employ one (1) worker for every 1,030 s.f. of building area. Based on this employment generation rate, the Project is expected to create approximately 88 new, recurring jobs ($90,279 \text{ s.f.} \div 1,030 = 88$). (Riverside County, 2015c, Appendix E, Table ES-5)

C. *Future Traffic*

As indicated in *Table 3-1, Project Trip Generation Summary*, buildout of the proposed Project is anticipated to result in a net total of 160 actual vehicle trip-ends per day with 13 AM peak hour trips and 18 PM peak hour trips, including 13 AM peak hour trips and 18 PM peak hour trips. In comparison, the proposed Project is anticipated to generate a net total of 208 Passenger Car Equivalent (PCE) trip-ends per day, with 19 PCE AM peak hour trips and 23 PCE PM peak hour trips. (Urban Crossroads, 2019b, Table 4-2) Additionally, and as discussed in more detail in subsection 5.1.18, the Project would result in the generation of 276 fewer vehicle trips (actual vehicles) as compared to the warehousing uses evaluated by EIR No. 466 for the Project site. In comparison, the proposed Project would generate 518 fewer PCE trip-ends per day, 23 fewer PCE AM peak hour trips, and 22 fewer PCE PM peak hour trips as compared to the amount of traffic evaluated for the Project site by EIR No. 466. (Urban Crossroads, 2019b, Table 4-3)

Table 3-1 Project Trip Generation Summary

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles									
Warehousing	90.279	TSF							
Passenger Cars:			9	3	12	4	10	14	126
Truck Trips:									
2-axle:			0	0	0	0	0	0	6
3-axle:			0	0	0	0	1	1	8
4+-axle:			1	0	1	1	2	3	20
- Net Truck Trips			1	0	1	1	3	4	34
BUILDING 15 TOTAL NET TRIPS (Actual Vehicles)²			10	3	13	5	13	18	160
Passenger Car Equivalent (PCE)									
Warehousing	90.279	TSF							
Passenger Cars:			9	3	12	4	10	14	126
Truck Trips:									
2-axle:			1	0	1	0	1	1	8
3-axle:			1	0	1	0	1	1	14
4+-axle:			4	1	5	2	5	7	60
- Net Truck Trips			6	1	7	2	7	9	82
BUILDING 15 TOTAL NET TRIPS (PCE)²			15	4	19	6	17	23	208

¹ TSF = thousand square feet

² TOTAL NET TRIPS = Passenger Cars + Net Truck Trips.
(Urban Crossroads, 2019b, Table 4-2)

3.2.3 Related Environmental Review and Consultation Requirements

Riverside County has primary approval responsibility for the proposed Project. As such, the County is serving as the Lead Agency for this EIR Addendum pursuant to CEQA Guidelines § 15050. As indicated in subsection 1.4.6, the County’s Planning Commission will consider the Project’s requested Plot Plan application as part of a publicly-noticed hearing and will have the authority to approve, conditionally approve, or deny the proposed Project. Upon approval of the Project and approval of this EIR Addendum, the County would conduct administrative reviews and grant ministerial permits and approvals to implement the Project. At this time, no state or federal approvals or permits are anticipated to be necessary, other than the issuance of a National Pollutant Discharge Elimination System (NPDES) Permit by the Santa Ana Regional Water Quality Control Board (RWQCB). Coverage under a NPDES Permit is required for all construction projects in the State that disturb more than one acre of land. Table 3-2, *Matrix of Project Approvals/Permits*, provides a summary of the agencies responsible for subsequent ministerial approvals associated with the Project. This EIR Addendum covers all federal, state, and local government approvals which may be needed to construct or implement the proposed Project, whether or not explicitly noted in Table 3-2.

Table 3-2 Matrix of Project Approvals/Permits

PUBLIC AGENCY	APPROVALS AND DECISIONS
RIVERSIDE COUNTY	
PROPOSED PROJECT – RIVERSIDE COUNTY DISCRETIONARY APPROVALS	
Riverside County Planning Commission	<ul style="list-style-type: none"> • Approve, conditionally approve, or deny proposed Plot Plan No. 180034.
Subsequent Riverside County Discretionary and Ministerial Approvals	
Riverside County Building and Safety Department	<ul style="list-style-type: none"> • Approval of Roadway Vacations. • Issue Grading Permits. • Issue Building Permits. • Approve Road Improvement Plans. • Issue Encroachment Permits. • Issue Conditional Use Permits, if required. • Approve Lot Line Adjustments and/or Parcel Mergers
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board (RWQCB)	<ul style="list-style-type: none"> • Issuance of a Construction Activity General Construction Permit • Compliance with National Pollutant Discharge Elimination System (NPDES) Permit
Riverside County Flood Control & Water Conservation District (RCFCWCD)	<ul style="list-style-type: none"> • Approvals for construction of the proposed detention basin

4.0 Environmental Checklist

Environmental Assessment (EA)/CEQA Case Number: Case No. CEQ190011

Project Case Type(s) and Number(s): Plot Plan No. 190003

Lead Agency Contact Person: Russell Brady; (951) 955-3025

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

Applicant Contact Person: John Semcken

Telephone Number: (562) 948-4306

Applicant's Name: Majestic Realty Co.

Applicant's Address: 13191 Crossroads Parkway North, 6th Floor; Industry, CA 91746

Engineer's Name: Steve Levissee, PBLA Engineering, Inc.

Engineer's Address: 4790 Irvine Blvd, Suite 105-262; Irvine, CA 92620

4.1 PROJECT INFORMATION

A. Project Description: The Project Applicant proposes a Plot Plan (Plot Plan No. 190003) to allow for development of the 5.78-acre Project site with a 90,279 s.f. general warehouse building. A detention basin also is proposed in the southeastern portion of the site. Refer to Section 3.0 for a detailed description of the proposed Project.

B. Type of Project:

Site Specific Countywide Community Policy

C. Total Project Area: 5.78 Acres

Residential Acres: 0	Lots: 0	Units: 0	Projected No. of Residents: 0
Commercial Acres: 0	Lots: 0	Sq. Ft. of Bldg. Area: 0	Est. No. of Employees: 0
Industrial Acres: 5.78	Lots: N/A	Sq. Ft. of Bldg. Area: 90,279 s.f.	Est. No. of Employees: 88
Other: Detention Basin	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A

D. Assessor's Parcel No(s): 314-260-(001, 002, 003, 004, 005, 006, 007, 008, and 009), and 317-270-(015, 016, 017, 018, 019, 020, 021, 022, and 023).

E. Street References: East of Seaton Avenue, south of Markham Street, west of Harvill Avenue, and north of Commerce Center Drive.

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

G. Brief description of the existing environmental setting of the project site and its surroundings: Under existing conditions the 5.78-acre site has been fully disturbed as part of grading activities

that occurred in the early 1990s as part of "Oakwood Business Park" (CFD 88-8). The majority of the property consists of disturbed vegetation that is routinely disked for fire abatement purposes.

The Project site is surrounded by improved roadways, including Markham Street, Commerce Center Drive, Seaton Avenue, and Harvill Avenue. Land uses to the west of the site consist primarily of rural residential uses interspersed with open space. To the north of the Project site is an existing industrial use that includes outdoor storage of truck trailers and other materials. Remaining areas north of the Project site consist of undeveloped lands that are planned for light industrial uses.

4.2 APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The Project site is located within the Mead Valley Area Plan (MVAP) of the County of Riverside's General Plan, and is within the Majestic Freeway Business Center Specific Plan (MFBCSP, Specific Plan No. 341). The General Plan and MVAP designate the site for "Light Industrial (LI)" land uses, which allows for Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses (Riverside County, 2015b, p. 11 and Figure 3). The Project site also is located within MFBCSP Planning Area 5, which is designated by the MFBCSP for "Light Industrial Land Uses." The Light Industrial designation of the MFBCSP is intended to provide for light manufacturing and warehouse/distribution uses that provide employment opportunities for area residents. (Webb, 2005, pp. III-4 and III-5)
- 2. Circulation:** The proposed Project was reviewed for conformance with County Ordinance No. 461 by the Riverside County Transportation Department. Adequate circulation facilities exist and are proposed to serve the proposed Project. The proposed Project meets with all applicable circulation policies of the General Plan.
- 3. Multipurpose Open Space:** No natural open space land is required to be preserved within the boundaries of this Project. The Project proposes an eight-foot wide community trail along the site's frontage with Seaton Avenue. The Project would be consistent with or otherwise would not conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The proposed Project meets with all other applicable Multipurpose Open Space Element Policies.
- 4. Safety:** The proposed Project allows for sufficient provision of emergency response services to the existing and future users of the Project through the Project's design. The proposed Project meets with all other applicable Safety Element policies.
- 5. Noise:** The proposed Project meets with all applicable Noise Element policies. Although EIR No. 466 found that buildout of the MFBCSP area would result in significant and unavoidable

Plot Plan No. 190003 (Building 15)

impacts due to traffic-related noise, the proposed Project would not exceed Riverside County noise standards during construction or long-term operation, including noise impacts due to Project-related traffic.

6. **Housing:** No housing is proposed by this Project, nor would the Project displace any existing housing. There are no impacts to housing as a direct result of this Project.
 7. **Air Quality:** EIR No. 466 determined that air quality impacts during construction would exceed the SCAQMD's construction significance thresholds for volatile organic compounds (VOCs) and nitrogen oxides (NO_x) and would therefore result in significant unavoidable impacts. EIR No. 466 also disclosed that operations associated with buildout of the MFBCSP would result in significant and unavoidable impacts due to emissions of VOCs, NO_x, carbon monoxide (CO), and PM₁₀. The proposed Project would be subject to the air quality mitigation measures identified by EIR No. 466, which address both construction-related and operational-related air quality emissions. The Project also would be subject to applicable SCAQMD requirements. Moreover, construction of the proposed Project would result in lower emission levels than disclosed by EIR No. 466 due to advancements in construction equipment technology and efficiency since EIR No. 466 was certified. Additionally, the Project would result in a substantial reduction in the amount of traffic generated by development on the site as compared to what was evaluated in EIR No. 466, which also would result in substantial reductions in operational air quality emissions as compared to what was evaluated in EIR No. 466. The proposed Project is consistent with or otherwise would not conflict with all applicable Air Quality Element policies.
 8. **Healthy Communities:** A Project-specific Health Risk Assessment (HRA; *Technical Appendix A*) was prepared for the proposed Project which determined that the Project would not result in any significant localized air quality impacts affecting nearby sensitive receptors (i.e., residential). The Project accommodates sidewalk connections and entails the installation of a multi-purpose trail segment along Seaton Avenue, in conformance with the MVAP, which would encourage walking and physical activity. The Project site is not environmentally sensitive or subject to severe natural hazards. The Project also would provide for local jobs, which would assist the County in reducing the substantial out-of-county job commutes. The proposed Project is consistent with or otherwise would not conflict with all applicable policies of the Healthy Communities Element.
- B. **General Plan Area Plan(s):** Mead Valley Area Plan (MVAP)
 - C. **Foundation Component(s):** Community Development
 - D. **Land Use Designation(s):** General Plan and MVAP: Light Industrial; MFBCSP: Light Industrial.
 - E. **Overlay(s), if any:** None

- F. **Policy Area(s), if any:** Mt. Palomar Night Time Lighting Policy Area.
- G. **Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any:** Areas surrounding the Project site occur within the MVAP. Areas to the north, east, and south are within the Community Development Foundation Component and are designated for “Light Industrial land uses.” Areas to the west are within the “Rural Community” Foundation Component, and are designated for “Rural Community – Very Low Density Residential” land uses. The Project site and surrounding areas are located within the Mt. Palomar Night Time Lighting Policy Area.
- H. **Adopted Specific Plan Information**
 - 1. **Name and Number of Specific Plan, if any:** Majestic Freeway Business Center Specific Plan (Specific Plan No. 341)
 - 2. **Specific Plan Planning Area, and Policies, if any:** The Project site is located within Planning Area 5 of the Majestic Freeway Business Center Specific Plan (MFBCSP), Specific Plan No. 341 (SP 341). There are no policies in the MFBCSP that relate specifically to Planning Area 5 beyond standard compliance with the development standards and design guidelines set forth by SP 341.
- I. **Existing Zoning:** “I-P (Industrial Park)” and “M-SC (Manufacturing – Service Commercial)”
- J. **Proposed Zoning, if any:** There are no changes proposed to the site’s zoning classification.
- K. **Adjacent and Surrounding Zoning:** North: I-P and M-SC; East: M-SC; South: I-P and M-SC; and West: Rural Residential (R-R).

4.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

4.4 DETERMINATION

On the basis of this initial evaluation:

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

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT (EIR)** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED:

- I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
- I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
- I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore, a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.
- I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental

Plot Plan No. 190003 (Building 15)

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

February 19, 2020

Date

Russell Brady

Printed Name

For Charissa Leach, Planning Director

5.0 Environmental Analysis

5.1 ENVIRONMENTAL ISSUES ASSESSMENT

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

5.1.1 Aesthetics

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

Plot Plan No. 190003 (Building 15)

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

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

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, there are no officially-designated State scenic highways in the Project vicinity, nor are there any County-designated scenic highways. The nearest officially-designated State scenic highway is the portion of State Route 74 (SR-74) located east of the City of Hemet, which is approximately 25.5 miles southeast of the Project site. The nearest State-eligible scenic highway is State Route 74 (SR-74), located approximately 5.0 miles south of the Project site, while Interstate 215 (I-215), located 0.2 mile east of the Project site, is designated as a County-eligible scenic highway. (Caltrans, 2011; Riverside County, 2015b, Figure 10) Due to distance and intervening topography and development, the building proposed by the Project Applicant would not be visible from any segments of SR-74; thus, the Project would not result in any impacts to State scenic highways (Google Earth, 2018). Although the building proposed by the Project Applicant would be visible from nearby segments of I-215, I-215 is not officially designated as a scenic highway corridor. Moreover, the Project site is located in an area that is characterized by industrial uses along I-215 and between I-215 and the Project site; thus, the building proposed by the Project Applicant would appear as an extension of the existing development pattern in the area. Additionally, Riverside County reviewed the Project's design elements for conformance with the development standards and design guidelines prescribed by the MFBCSP, and determined that all Project components are consistent with the MFBCSP. A detailed analysis of the Project's consistency with the MFBCSP is provided in *Technical Appendix I* (T&B Planning, 2019). As the MFBCSP development standards and design guidelines were crafted to preclude aesthetically offensive conditions, the Project would not result in a significant adverse effect on views available from nearby segments of I-215. Accordingly, Project impacts to scenic highway corridors would be less than significant. Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact as previously identified and analyzed in EIR No. 466.

- b) **Would the proposed Project substantially damage scenic resources, including, but not limited to trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?**
- c) **In non-urbanized areas, would the proposed Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area,**

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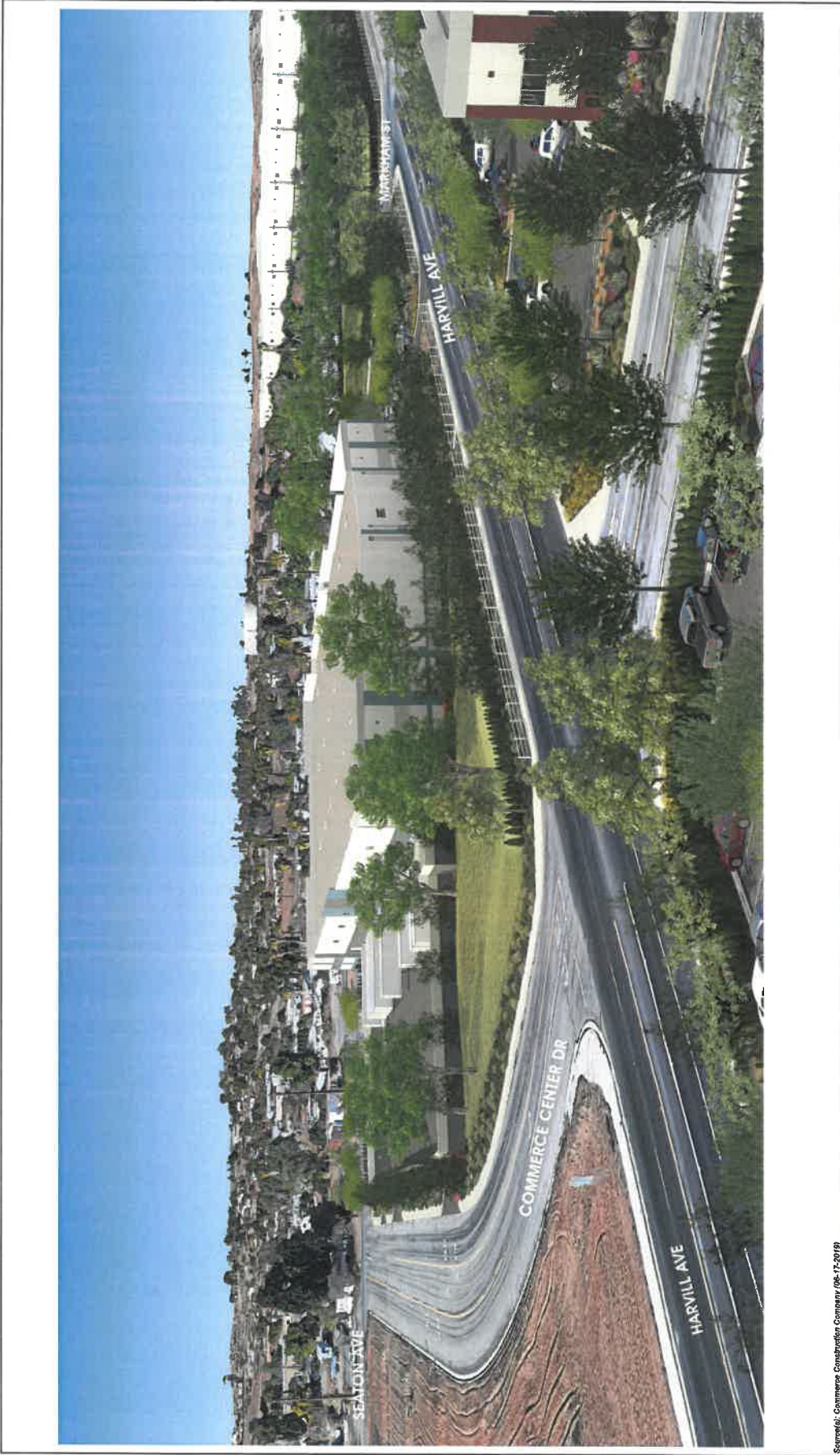
would the project conflict with applicable zoning and other regulations governing scenic quality?

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

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

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

No Substantial Change from Previous Analysis: As previously depicted on Figure 2-3, under existing conditions and consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site has been largely disturbed by past grading activities. Implementation of the Project would convert the Project site from a largely undeveloped parcel of land to light industrial uses. As shown, development of the Project site would be governed by SP No. 341 as well as proposed PP No. 190003, which contain site planning, architectural, and landscape architectural specifications to ensure that the site is developed in a manner that is not aesthetically offensive. In addition, the Project Applicant proposes landscaping along the site's frontages with Seaton Avenue, Markham Street, Harvill Avenue, and Commerce Center Drive, including trees, shrubs, and groundcover. Landscaping also is proposed throughout the Project site to soften the appearance of parking areas and the proposed light industrial building. A conceptual rendering of the proposed Project is presented on Figure 5-1, *Project Rendering – Harvill Avenue at Commerce Center Drive Looking Northwest*. As shown, the Project would not create an



Source: Commerce Construction Company (06-17-2019)



T&B Planning, Inc.

FIGURE 5-1

PROJECT RENDERING - HARVILL AVENUE AT COMMERCE CENTER DRIVE LOOKING NORTHWEST

aesthetically offensive site open to public view. Furthermore, there are no prominent vistas available from the Project site, and views of regional components of the viewshed, such as the San Bernardino Mountains to the north, would continue to be available in the surrounding areas. Accordingly, implementation of the proposed Project would not substantially damage scenic resources, obstruct any prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to public view, and impacts would be less than significant.

Additionally, the Project site is located in an urbanized area. The Project was reviewed by Riverside County for compliance with all development regulations, design guidelines, and other requirements of the MFBCSP, including requirements related to visual quality. As demonstrated in *Technical Appendix I*, the Project would not conflict with any MFBCSP policies related to visual quality (T&B Planning, 2019). The Project also was found to be consistent with all relevant goals and policies of the Riverside County General Plan related to visual quality. In addition, the Project would be consistent with the Municipal Code requirements related to visual quality, including Riverside County Ordinance No. 655 (Regulating Light Pollution) and Ordinance No. 915 (Regulating Outdoor Lighting). As such, the Project would not conflict with applicable zoning or other regulations governing scenic quality, and a less-than-significant impact would occur.

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

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
2. Mt. Palomar Observatory				
a. Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

No Substantial Change from Previous Analysis: The Project site is located approximately 41 miles northwest of the Mount Palomar Observatory and has the potential to create lighting levels that could adversely affect the operation of this facility (Google Earth, 2018). The proposed Project would be required to comply with Riverside County Ordinance No. 655, which was adopted to prevent significant lighting impacts that could affect the nighttime use of the Mount Palomar Observatory. Due to the 41-mile distance between the Project site and the Mount Palomar Observatory, the Project would be subject to the provisions of Ordinance No. 655 pertaining to Zone B. Ordinance No. 655 encourages the use of low-pressure sodium lamps, and requires all nonexempt outdoor fixtures to be shielded to prevent sky glare. (Riverside County, 1988) Compliance with Ordinance No. 655 is mandatory and would be assured through future County review of building permit applications. With mandatory compliance to Ordinance No. 655, Project impacts to the Mount Palomar Observatory would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
3. Other Lighting Issues				
a. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**
- b) **Would the proposed Project expose residential property to unacceptable light levels?**

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

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in the area and would prevent the exposure of residential uses to unacceptable light levels. (Webb, 2005, p. IV-35)

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

No Substantial Change from Previous Analysis: Under existing conditions, the Project site is undeveloped and vacant, and contains no sources of artificial lighting. The Project Applicant proposes to develop the site with a general warehouse building, and would introduce new lighting elements on site to illuminate the parking areas, truck docking areas, and building entrances as well as street lights along the site's frontages with Markham Street, Seaton Avenue, Harvill Avenue, and Commerce Center Drive. Ordinance No. 915 requires that all outdoor luminaires (other than street lighting) must be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. (Riverside County, 2012) With exception of roadway lighting, all lighting proposed by the Project Applicant would be required to comply with Riverside County Ordinance No. 915. Compliance with Ordinance No. 915 would be assured through future County review of building permit applications. Mandatory compliance with Ordinance No. 915 would ensure that Project-related lighting would not create a new source of substantial light or glare which could adversely affect day or nighttime views in the area. Additionally, street lighting as proposed along Markham Street, Seaton Avenue, Harvill Avenue, and Commerce Center Drive would be subject to the requirements of Section 22 of Ordinance No. 461, which has been designed to preclude light and glare impacts associated with street lighting throughout the County. As such, the Project would not expose residential properties to unacceptable light levels, and no impact would occur.

With respect to glare, a majority of Project building elements would consist of tilt-up concrete panels, although the southwest and northwest corners of the building would include glass elements. While window glazing has a potential to result in minor glare effects, such effects would not adversely affect daytime views of surrounding properties, including motorists along adjacent roadways, because the glass proposed by the Project Applicant would be low-reflective. Areas proposed for window glazing also would be limited, as shown on the Project's application materials. Furthermore, any potential glare effects would be reduced due to landscaping and the proposed concrete screen walls. Thus, glare impacts from proposed building elements would be less than significant. However, the Project's building roof designs accommodate the installation of solar panels. Pursuant to conditions of approval imposed on the Project by the Riverside County Airport Land Use Commission (refer to the discussion under Thresholds 22a. through 22.d in subsection 5.1.9, and the Project's Conditions of Approval [COAs]), then a solar glare study would be required with a performance standard to demonstrate that glare from the solar panels would not adversely affect aircraft operations at the March Air Reserve Base (MARB). The solar glare study would be subject to review and approval by the ALUC, which would preclude any significant glare impacts associated with the installation of solar panels. There are no other components of the Project that would

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

5.1.2 Agriculture and Forest Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

No Substantial Change from Previous Analysis: According to mapping information from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the Project site is classified as containing “Farmland of Local Importance.” Areas surrounding the Project site are classified as “Farmland of Local Importance,” “Urban and Built-Up Land,” and “Other Land.” (CDC, 2017) Thus, the Project site and surrounding areas do not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), and the Project therefore would have no potential to convert Farmland to non-agricultural use. As such, no impact to Farmland would occur as a result of the Project. Further, the Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Therefore, implementation of the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: The Project site is zoned for “I-P (Industrial Park)” and “M-SC (Manufacturing – Service Commercial)” ; thus, the Project site is not zoned for agricultural use, and no agricultural uses occur on site under existing conditions. Areas to the north, east, and south of the Project site are zoned for “I-P (Industrial Park)” and “M-SC (Manufacturing – Service Commercial).” Areas west are zoned for “Light Agriculture, 1-acre Minimum Lot Size (A-1-1),” and “Rural Residential (R-R).” Although the A-1-1 zoning comprises an agricultural zoning designation, none of the properties located adjacent to the Project site are used for agricultural production. Thus, the Project would not conflict with existing agricultural zoning or existing agricultural use, and impacts would be less than significant.

According to mapping information available from the CDC, the Project site and surrounding areas are not subject to a Williamson Act contract. The nearest land subject to a Williamson Act Contract is located approximately 3.0 miles west of the Project site. (CDC, 2016) Additionally, according to Riverside County GIS, the Project site and surrounding areas are not located within an existing County Agricultural Preserve (RCIT, 2019). The nearest land subject to an Agricultural Preserve occurs approximately 3.0 miles west of the Project site. As such, the Project would result in no impacts to lands subject to a Williamson Act Contract or lands located within an Agricultural Preserve.

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

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

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

No Substantial Change from Previous Analysis: The Project site is not located within 300 feet of any agriculturally-zoned property. The nearest agriculturally-zoned property, which is zoned for “A-1-1 (Light Agriculture, 1-acre minimum lot size),” is located approximately 866 feet to the west of the Project site. Notwithstanding, in the unlikely event that agricultural operations are established prior to buildout of the proposed Project, the Project Applicant would be required to comply with Riverside County Ordinance No. 625, which protects agricultural operations from nuisance complaints and encourages the development, improvement, and long-term viability of agricultural land where the landowner desires to continue agricultural operations in spite of urbanization that may occur in the surrounding areas. (Riverside County, 1994) Mandatory compliance with Ordinance No. 625, if required, would further ensure that the Project does not indirectly cause or contribute to the conversion of off-site farmland to non-agricultural use. Accordingly, and consistent with the findings of EIR No. 466, impacts to agriculturally-zoned properties would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: “Farmland” is defined in Section II.a of Appendix G to the State CEQA Guidelines to mean Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As described under Threshold a), above, there are no areas of Farmland within the Project vicinity. As such, there are no components of the proposed Project that would result in changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, and no impact would occur. Further, the Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Therefore, implementation of

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

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?**
- b) **Would the proposed Project result in the loss of forest land or conversion of forest land to non-forest use?**
- c) **Would the proposed Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?**

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

No Substantial Change from Previous Analysis: No lands within the Project vicinity are zoned for forest land, timberland, or Timberland Production, nor are any lands within the Project vicinity used for timber

production (Riverside County, 2016; Google Earth, 2018). The Project therefore would have no potential to conflict with timberland or forest land zoning designations, nor would the Project result in the loss of forest land or conversion of forest land to non-forest use. There are no components of the proposed Project that would result in changes to the existing environment which could result in the conversion of forest land to non-forest use. Thus, no impact to forest resources would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.3 Air Quality

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

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

EIR No. 466 Finding: EIR No. 466 found that because the MFBCSP would comply with the General Plan, the MFBCSP would not conflict with regional population projections and therefore would not exceed the growth forecasts of the AQMP. Impacts were determined to be less than significant. (Webb, 2005, pp. IV-54 and IV-55)

No Substantial Change from Previous Analysis: The proposed Project is located within the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) is principally responsible for air pollution control in the SCAB and has adopted a series of Air Quality Management Plans (AQMPs) to reduce air emissions in the Basin. Most recently, the SCAQMD Governing Board adopted the Final 2016

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AQMP for the SCAB in March 2017. The 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and updated emission inventory methodologies for various source categories.

As discussed in more detail in subsection 5.1.18, the proposed Project would result in a substantial reduction in the amount of traffic generated by development of the site as compared to what was evaluated by EIR No. 466. Specifically, the Project would build out a portion of MFBCSP Planning Area 5 and result in 276 fewer trips (actual vehicles) as compared to the warehouse/distribution land uses that were evaluated by EIR No. 466 for the Project site (Urban Crossroads, 2019b, Table 4-3). A majority of the Project's emissions would result from vehicular traffic, including both passenger vehicle and truck traffic. Thus, because the Project would result in a substantial reduction in the amount of traffic generated by the development of the Project site as compared to what was assumed for the site by EIR No. 466, it can be concluded that the proposed Project would result in a substantial reduction in air quality emissions as compared to what was evaluated and disclosed by EIR No. 466. Accordingly, because EIR No. 466 determined that buildout of the MFBCSP would not conflict with the AQMP, and because the Project would result in a reduction in emissions as compared to what was evaluated in EIR No. 466, the Project would not conflict with the AQMP and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: EIR No. 466 determined that construction-related emissions associated with buildout of the MFBCSP area would result in emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_x) that exceed the South Coast Air Quality Management District (SCAQMD) daily emission thresholds. EIR No. 466 also found that operational emissions associated with the MFBCSP would exceed the daily thresholds established by SCAQMD for VOCs, NO_x, carbon monoxide (CO), and PM₁₀. Although mitigation measures were imposed on the MFBCSP project, EIR No. 466 nonetheless concluded that impacts due to emissions of VOCs and NO_x during construction and emissions of VOCs, NO_x, CO, and PM₁₀ during long-term operation would be significant and unavoidable. (Webb, 2005, pp. IV-55 through IV-67)

EIR No. 466 noted that the South Coast Air Basin (SCAB) in which the MFBCSP is located was designated as a non-attainment area for ozone and PM₁₀ under state standards, and as a non-attainment area for ozone, carbon monoxide, PM_{2.5} and PM₁₀ under federal standards. EIR No. 466 found that long-term emissions of VOCs, NO_x, CO, and PM₁₀ would be above the applicable SCAQMD thresholds. Therefore, EIR No. 466 concluded that buildout of the MFBCSP would result in cumulatively significant impacts to air quality with respect to ozone, CO, and PM₁₀. Although mitigation measures were identified, EIR No. 466 concluded that impacts would be significant and unavoidable. (Webb, 2005. p. IV-70)

New Ability to Substantially Reduce significant Impact: Construction characteristics associated with the proposed Project would be similar to what was assumed for the site by EIR No. 466. Additionally, the

Project would be subject to Mitigation Measures MM Air1 through MM Air 3 from EIR No. 466, which would serve to reduce the Project's construction-related air quality emissions. Moreover, due to advances in technology and more stringent regulations since EIR No. 466 was certified in 2005, there is substantial evidence that the Project's construction-related emissions would be less than was disclosed by EIR No. 466. As shown in the California Emissions Estimator Model (CalEEMod) User's Guide Version 2016.3.2, Section 4.3 "OFFROAD Equipment," as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements. Additionally, construction-related equipment would be subject to a variety of State regulations that would serve to reduce air quality emissions as compared to what was assumed by EIR No. 466. For example, Title 17 of the California Code of Regulations (Low Carbon Fuel Standard) requires a reduction in greenhouse gases in fuel sold in California to be 10% less by 2020, including NO_x. Additionally, the Project is required to comply with the provisions of SCAQMD Rule 113, *Table of Standards*, by requiring that all architectural coatings must consist of low VOCs (i.e., VOCs of less than 100 grams per liter [g/L]) unless otherwise specified in the SCAQMD *Table of Standards*. Nonetheless, and consistent with the findings of EIR No. 466, Project-related air quality impacts due to emissions of VOCs and NO_x during construction would be significant and unavoidable. Although the Project would result in reduced emissions of construction-related VOCs and NO_x as compared to what was evaluated and disclosed for the Project site by EIR No. 466, a new mitigation measure has been identified to further reduce emissions of VOCs and NO_x during construction (refer to Mitigation Measure MM Air 10). In addition, neither Riverside County nor the SCAQMD have a directly applicable mitigation fee program for collecting fees toward the regional mitigation of air pollutant emissions. In the absence of a mitigation fee program, Riverside County has imposed a Condition of Approval on the project that will obligate the Project Applicant to make a voluntary fee payment to Riverside County, for the County's use toward a to-be-determined project or program to improve air quality in the Mead Valley community.

With respect to long-term operational emissions, and as discussed in more detail in subsection 5.1.18, the proposed Project would result in a substantial reduction in the amount of traffic generated by the development of the site as compared to what was evaluated by EIR No. 466. Specifically, the Project would result in 276 fewer trips (actual vehicles) as compared to the shopping center land uses that were evaluated for the Project site by EIR No. 466 (Urban Crossroads, 2019b, Table 4-3). A majority of the Project's operational emissions would result from vehicular traffic, including both passenger vehicle and truck traffic. Thus, due to the reduction in traffic and traffic-related air quality emissions associated with the proposed Project, the Project would result in reduced air quality impacts as compared to what was evaluated and disclosed by EIR No. 466. Additionally, the Project would be subject to compliance with MFBCSP EIR Mitigation Measures MM Air 2 through MM Air 9 to reduce operational emissions. Moreover, vehicular emissions associated with the Project are clearly concluded to be less than was assumed by EIR No. 466 due to more stringent regulatory requirements. For example, the Project would be subject to Title 17 of the California Code of Regulations (Low Carbon Fuel Standard), which requires a reduction in greenhouse gases in fuel sold in California to be 10% less by 2020, including NO_x. Additionally, SCAQMD Rule 113, *Table of Standards*, requires that all architectural coatings must consist of low VOCs (i.e., VOCs of less than 100 grams per liter [g/L]), which would serve to reduce the Project's VOC emissions associated with on-going architectural coatings. Additionally, in model year 2017, the average estimated real-world CO₂ emission rate for all new vehicles fell by 3 grams per mile (g/mi) to 357 g/mi, the lowest level ever

measured. Additionally, fuel economy increased to 24.9 mpg, achieving a record high. (EPA, 2019) Nonetheless, and consistent with the findings of EIR No. 466, it is assumed that such regulatory requirements and technological advancements are not enough to reduce the Project's operational emissions to below a level of significance. Thus, and consistent with the conclusion reached by EIR No. 466, the proposed Project would result in significant and unavoidable impacts due to operational emissions of VOCs, NO_x, and PM₁₀. Although the Project's operational emissions of VOCs, NO_x, and PM₁₀ would be less than was evaluated and disclosed for the Project site by EIR No. 466, and although not required by CEQA, additional mitigation measures have been identified to further reduce the Project's emissions of VOCs, NO_x, and PM₁₀ (refer to Mitigation Measures MM Air 11 through MM Air 14). In addition, neither Riverside County nor the SCAQMD have a directly applicable mitigation fee program for collecting fees toward the regional mitigation of air pollutant emissions. In the absence of a mitigation fee program, Riverside County has imposed a Condition of Approval on the Project that will obligate the Project Applicant to make a voluntary fee payment to Riverside County, for the County's use toward a to-be-determined project or program to improve air quality in the Mead Valley community.

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

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

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

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

For non-cancer risks, EIR No. 466 utilized a chronic Reference Exposure Level (REL) threshold of 5 µg/m³, indicating that non-cancer health risks would be potentially significant when people are exposed to short-term diesel particulate matter concentrations greater than 5 µg/m³ and if the hazard index exceeds 1.0. The hazard index (used to quantify the significance of non-cancer health risks) for all receptors in both 2004 and 2012 were determined to be less than 0.04 (for all scenarios evaluated in EIR No. 466), which was less than 4 percent of the SCAQMD recommended threshold. As such, non-cancer risks were found to be less than significant. (Webb, 2005, pp. IV-83 and IV-84)

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

No Substantial Change from Previous Analysis: As discussed further in subsection 5.1.18, the proposed Project would generate 276 fewer trip-ends per day (actual vehicles) as compared to the traffic evaluated for the Project site by EIR No. 466. As a result of the substantial decrease in traffic that would be generated by the Project site as compared to what was assumed by EIR No. 466, this Initial Study clearly concludes that the Project would result in reduced localized impacts to nearby sensitive receptors as compared to what was evaluated and disclosed in EIR No. 466 for the Project site. Notwithstanding, the Project’s potential to result in localized impacts associated with carbon monoxide (CO) “hot spots,” cancer-related risk, and non-cancer related risks have been evaluated, and each is discussed below.

CO “Hot Spot” Analysis

An adverse carbon monoxide (CO) concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. It has long been recognized that CO hot spots are caused by vehicular emissions, primarily when idling at congested intersections. As noted above, EIR No. 466 determined that buildout of the MFBCSP, including Planning Area 5, would result in less-than-significant impacts due to CO hot spots. As shown in Table 5-17 in Subsection 5.1.18, the Project would result in 276 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for the Project site. Thus, it can be concluded that the Project’s potential to create or contribute to a CO hotspot would be reduced in comparison to what was evaluated in EIR No. 466 for the Project site.

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

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO “hot spot” analysis was conducted by SCAQMD in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards. Based on the SCAQMD’s 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, of the 8.4 ppm CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the “hot spot” analysis), only 0.7

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ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. (SCAQMD, 2003) Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Blvd. and Imperial Hwy. intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO “hot spot” at any study area intersections.

Similar considerations also are employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour – or 24,000 vehicles per hour where vertical and/or horizontal air does not mix – in order to generate a significant CO impact (BAAQMD, 2010, p. 3-4). As noted in Table 5-17 in subsection 5.1.18, the Project would generate 160 trips per day (actual vehicles), including 13 a.m. peak hour trips and 18 p.m. peak hour trips, and would not produce the level of traffic necessary to create a significant CO impact.

The busiest intersection evaluated in SCAQMD’s 2003 AQMP was that at Wilshire Blvd. and Veteran Ave., which had a daily traffic volume of approximately 100,000 vehicles per day and AM/PM traffic volumes of 8,062 vehicles per hour and 7,719 vehicles per hour respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).¹ (SCAQMD, 2003) At buildout of the Project, as shown on Exhibit 7-1 of the Project’s Traffic Impact Analysis (TIA; *Technical Appendix H*), the highest average daily trips on a segment of road would be 16,500 daily trips along the segment of Markham Street abutting the Project site, which is lower than the highest daily traffic volumes at Wilshire Blvd. and Veteran Ave. of 100,000 vehicles per day (Urban Crossroads, 2019b, Exhibit 7-1). Therefore, the proposed Project considered herein would not produce the volume of traffic required to generate a CO “hot spot” either in the context of the 2003 SCAQMD hot spot study, or based on representative BAAQMD CO threshold considerations. As such, and consistent with the findings of EIR No. 466, the Project would not result in or contribute to any CO “hot spots,” and impacts would be less than significant.

Diesel Mobile Health Risk Assessment

As shown in Table 5-17 in Subsection 5.1.18, the Project would result in 276 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for the Project site. Even though Project trips would be substantially reduced, EIR No. 466 evaluated buildout of MFBCSP Planning Areas and did not evaluate specific buildings. Because a building footprint is now proposed as part of the current Project, the County determined it was prudent to prepare a full Health Risk Assessment (HRA) to demonstrate that health risk impacts would remain below a level of significance, and there would be no new or increased significant impacts not already analyzed in EIR No. 466. Accordingly, an HRA was prepared by Urban Crossroads and is provided as *Technical Appendix A*. The purpose of the HRA is to

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

evaluate Project-related impacts to sensitive receptors (i.e., residential, schools, etc.) and nearby workers as a result of heavy-duty diesel trucks accessing the site. (Urban Crossroads, 2019a, p. 3)

Pursuant to guidance from the SCAQMD, if a proposed project is expected to generate/attract heavy-duty diesel trucks, which emit diesel particulate matter (DPM), preparation of a mobile source HRA is necessary. The Project's mobile source HRA was prepared in accordance with the document, *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, and is composed of all relevant and appropriate procedures presented by the United States Environmental Protection Agency (EPA), California Environmental Protection Agency (CalEPA), and SCAQMD. Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of ten (10) persons per million as the maximum acceptable incremental cancer risk due to DPM exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. Refer to the Project's HRA, provided as *Technical Appendix A*, for additional information. (Urban Crossroads, 2019a, p. 3)

The SCAQMD also has established non-carcinogenic risk parameters for use in HRAs. Noncarcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index less of than one (1.0) means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less-than-significant. (Urban Crossroads, 2019a, p. 3)

Emissions Estimation

On-Site and Off-Site Truck Activity

Vehicle DPM emissions were calculated by Urban Crossroads by using emission factors for particulate matter less than 10µm in diameter (PM₁₀) generated with the 2014 version of the Emission FACtor model (EMFAC) developed by the California Air Resources Board (CARB).² Refer to the Project's HRA (*Technical Appendix A*) for more information on EMFAC 2014. (Urban Crossroads, 2019a, p. 7)

For the proposed Project, annual average PM₁₀ emission factors were generated by running EMFAC 2014 in EMFAC Mode for vehicles in the SCAQMD jurisdiction. The vehicle travel speeds modeled for the Project are summarized below. (Urban Crossroads, 2019a, p. 8)

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

Calculated emission factors are shown at Table 5-1, *2020 Weighted Average DPM Emissions Factors*. As a conservative measure, a 2020 EMFAC 2017 run was conducted and a static 2020 emissions factor data set was used for a duration of 30 years. Use of 2020 emission factors would overstate potential impacts

² It should be noted that EMFAC 2014 is utilized herein as it is the latest approved version of EMFAC by US EPA. Although EMFAC 2017 has been released by the State, it is not yet approved for use by US EPA.

since this approach assumes that emission factors remain “static” and do not change over time due to fleet turnover or cleaner technology with lower emissions that would be incorporated after 2020. Additionally, based on EMFAC 2017, Light-Heavy-Duty Trucks consist of 47.73% diesel, Medium-Heavy-Duty Trucks consist of 88.29% diesel, and Heavy-Heavy-Duty Trucks consist of 96.13% diesel trucks and have been accounted for accordingly in the emissions factor generation. This methodology would tend to overstate Project impacts because it is reasonable to conclude that over time, emission factors would be reduced as new regulations and requirements are enacted to reduce diesel particulate matter emissions. (Urban Crossroads, 2019a, p. 8)

Table 5-1 2020 Weighted Average DPM Emissions Factors

Speed	Weighted Average
0 (idling)	0.13800 (g/idle-hr)
5	0.13365(g/s)
25	0.08464(g/s)

(Urban Crossroads, 2019a, Table 2-1)

On-site vehicle idling exhaust emissions were calculated by applying the idle exhaust PM₁₀ emission factor (g/idle-hr) from EMFAC and the total truck trip over the total idle time (15 minutes), whereas CARB’s Diesel-Fueled Commercial Motor Vehicle Idling Regulation requires that all heavy-duty diesel truck operators (gross vehicle weight rating >10,000 lbs.) restrict idling to a maximum of five minutes. Refer to the Project’s HRA (Technical Appendix A) for details of the exhaust emission calculations. (Urban Crossroads, 2019a, pp. 8-9)

Each roadway in the Project’s study area was modeled as a line source (made up of multiple adjacent volume sources). The corresponding coordinates of each volume source are included in Appendix “2.1” to the Project’s HRA (Technical Appendix A). The DPM emission rate for each volume source was calculated by multiplying the emission factor (based on the average travel speed along the roadway) by the number of trips and the distance traveled along each roadway segment and dividing the result by the number of volume sources along that roadway, as illustrated on Table 5-2, *DPM Emissions from Project Trucks (2020 Analysis Year)*. The modeled emission sources are illustrated on Exhibit 2-A of the Project’s HRA. The modeled truck travel routes included in the Project’s HRA are based on the truck trip distributions (inbound and outbound) available from the Project’s Traffic Impact Analysis (Technical Appendix H), and was modeled to determine the potential impacts to sensitive receptors along the primary truck routes. The modeling domain is limited to the Project’s primary truck route and includes off-site sources in the study area for approximately 1 mile. This modeling domain is more conservative than using only a ¼-mile modeling domain which is supported by substantial evidence since several studies have shown that the greatest potential risks occur within a ¼-mile of the primary source of emissions (in the case of the Project this is the on-site idling, travel, and on-site equipment). Refer to the Project’s HRA for details of the exhaust emissions calculations. (Urban Crossroads, 2019a, p. 9)

Per the Project’s Traffic Impact Analysis, the Project is expected to generate a total of approximately 160 trip-ends per day (actual vehicles) and includes 34 truck trip-ends per day. (Urban Crossroads, 2019a, p. 12)

Table 5-2 DPM Emissions from Project Trucks (2020 Analysis Year)

Source	Truck Emission Rates					
	Trucks Per Day	VMT ^a (miles/day)	Truck Emission Rate ^b (grams/mile)	Truck Emission Rate ^b (grams/idle-hour)	Daily Truck Emissions ^c (grams/day)	Modeled Emission Rates (g/second)
On-Site Idling Building 15	17			0.1421	0.60	6.991E-06
On-Site Travel Building 15	34	2.57	0.1365		0.35	4.058E-06
Off-Site Travel 50% Day 4	17	1.98	0.0846		0.17	1.943E-06
Off-Site Travel 50% Day 5	17	1.09	0.0846		0.09	1.070E-06
Off-Site Travel 35%	12	6.96	0.0846		0.59	6.815E-06
Off-Site Travel 65%	23	15.32	0.0846		1.30	1.489E-05

^a Vehicle miles traveled are for modeled truck route only.

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

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

(Urban Crossroads, 2019a, Table 2-2)

Exposure Quantification

The analysis presented herein is based on the Project's HRA (*Technical Appendix A*), which was conducted in accordance with the guidelines in the *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. SCAQMD recommends using the EPA's AERMOD model. For purposes of analysis, the Lakes AERMOD View (Version 9.8.1) was used to calculate annual average particulate concentrations associated with Project site operations. (Urban Crossroads, 2019a, p. 12)

The model offers additional flexibility by allowing the user to assign an initial release height and vertical dispersion parameters for mobile sources representative of a roadway. For the Project's HRA, the roadways were modeled as adjacent volume sources. Roadways were modeled using the EPA's haul route methodology for modeling of on-site and off-site truck movement. More specifically, the Haul Road Volume Source Calculator in AERMOD View was utilized to determine the release height parameters. Based on the US EPA methodology, the Project's modeled sources would result in a release height of 3.49 meters, and an initial lateral dimension of 4.0 meters, and an initial vertical dimension of 3.25 meters. Refer to the Project's HRA (*Technical Appendix A*) for additional information. (Urban Crossroads, 2019a, p. 12)

Based on recommendations from SCAQMD staff, receptor grids with a maximum of 100 meters spacing were placed at residential and worker locations to ensure that the maximum impacts are properly analyzed. (Urban Crossroads, 2019a, p. 12)

The Project's HRA evaluates the potential health risks to residential and worker locations over a period of 30 or 25 years of exposure, respectively. As such, even though this duration of exposure is unlikely to occur in practical terms (because the amount of time spent indoors), the Project's HRA assumes that a resident or worker would be exposed over a long period of time for 12 or 24-hours per day at the structure they reside or work. (Urban Crossroads, 2019a, p. 14)

Furthermore, worker receptors immediately adjacent to the Project site have been evaluated in the HRA. Any impacts to workers located further away from the Project site than the modeled worker receptors would have a lesser impact than is disclosed in the Project's HRA at the Maximally Exposed Individual Worker (MEIW) as diesel exhaust emission concentrations diminish with distance from the source. Similarly, any school receptors located further away from the Project site than the modeled school receptors would have a lesser impact (Urban Crossroads, 2019a, p. 14)

Discrete variants for daily breathing rates, exposure frequency, and exposure duration were obtained from relevant distribution profiles presented in the 2015 OEHHA Guidelines. Tables 2-4 through 2-6 of the Project's HRA (*Technical Appendix A*) summarize the Exposure Parameters for Residents, Offsite Worker, and School exposure scenarios based on 2015 OEHHA Guidelines. Appendix 2.2 to the Project's HRA includes the detailed risk calculation. (Urban Crossroads, 2019a, p. 14)

Carcinogenic Chemical Risk

Based on the SCAQMD Air Quality Significance Thresholds (April 2019), emissions of toxic air contaminants (TACs) are considered significant if an HRA shows an increased risk of greater than 10 in one million. Based on guidance from the SCAQMD in the document, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, for purposes of analysis in the Project's HRA, 10 in one million was used as the cancer risk threshold for the proposed Project. (Urban Crossroads, 2019a, p. 14)

Excess cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens over a specified exposure duration. The estimated risk is expressed as a unitless probability. The cancer risk attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific cancer potency factor (CPF). A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people, would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time. As an example, the risk of dying from accidental drowning is 1,000 in a million which is 100 times more than the SCAQMD's threshold of 10 in one million, the nearest comparison to 10 in one million is the 7 in one million lifetime chance that an individual would be struck by lightning. (Urban Crossroads, 2019a, p. 14)

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

Non-Carcinogenic Exposures

An evaluation of the potential non-carcinogenic effects of chronic exposures was also conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). The REL for diesel particulates was obtained from OEHHA for the analysis in the Project's HRA. The chronic REL for DPM was established by OEHHA as 5 µg/m³ (OEHHA Toxicity Criteria Database, <http://www.oehha.org/risk/chemicaldb/index.asp>). (Urban Crossroads, 2019a, p. 16)

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

Potential Project-Related Toxic Air Pollutants from Construction Activities

During short-term construction activity, the operation of diesel-fueled construction equipment on the Project site would result in some diesel particulate matter (DPM) which is a listed carcinogen and toxic air contaminant (TAC) in the State of California. Based on the Project air quality consultant's (Urban Crossroads, Inc.) professional opinion, Urban Crossroads' experience in preparing health risk assessments for development projects, and long-standing regulatory guidance, given the Project's construction characteristics and the relatively small amount of equipment proposed to be used and the relative short duration of activity, any DPM generated from construction activity would be negligible and not result in any significant health risks. Also, several mitigation measures required by EIR No. 466 for construction-

related air pollutant emissions also address the negligible construction-related DPM emissions, and although not required by CEQA, an additional mitigation measure has been identified to further reduce the Project's construction-related emissions (refer to Mitigation Measure MM Air 10). As such, impacts to sensitive receptors during short-term construction activities would be less than significant. (Urban Crossroads, 2019a, p. 17)

Potential Project-Related Operational DPM Source Cancer and Non-Cancer Risks³

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

Residential Exposure Scenario

The residential land use with the greatest potential exposure to Project DPM source emissions is located approximately 144 feet west of the Project site across Seaton Avenue at an existing residential structure. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.43 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.0002, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent residences, and impacts would be less than significant. The nearest modeled receptors are illustrated on Exhibit 2-C of the Project's HRA (*Technical Appendix A*). (Urban Crossroads, 2019a, p. 18)

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project DPM source emissions is located immediately adjacent to the south of the Project site that is entitled to be developed with industrial uses in the future. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact at this location is 0.23 in one million which is less than the threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.0007, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent workers. All other modeled worker locations in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. Accordingly, the Project would not cause a significant human health or cancer risk to nearby workers, and impacts would be less than significant. The nearest modeled receptors are illustrated on Exhibit 2-C of the Project's HRA (*Technical Appendix A*). (Urban Crossroads, 2019a, p. 18)

³ SCAQMD guidance does not require assessment of the potential health risk to on-site workers. Excerpts from the document OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2003), also indicate that it is not necessary to examine the health effects to on-site workers unless required by RCRA (Resource Conservation and Recovery Act) / CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act) or the worker resides on-site.

Plot Plan No. 190003 (Building 15)**School Child Exposure Scenario**

The closest school is at the Perris Spanish Seventh-day Adventist Church located at 22905 Alviso Drive more than 0.5-mile (2,640 feet) south of the Project site. At the maximally exposed individual school child (MEISC), the maximum incremental cancer risk impact attributable to the Project at this location is calculated to be an estimated 0.01 in one million which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be 0.000008, which would not exceed the applicable significance threshold of 1.0. Any other schools near the Project site would be exposed to less emissions and consequently less impacts than what is disclosed for the MEISC. As such, the Project would not cause a significant human health or cancer risk to nearby school children. The nearest modeled receptors for operational activity are illustrated on Exhibit 2-C of the Project's HRA (*Technical Appendix A*). (Urban Crossroads, 2019a, pp. 18-19)

Summary of Impacts to Sensitive Receptors

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

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

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

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

the use of low-VOC architectural coatings as required by SCAQMD Rule 113, *Table of Standards*; compliance with low sulfur fuel requirements pursuant to SCAQMD Rule 431.2, *Low Sulfur Fuel*; and compliance with SCAQMD Rule 402, *Nuisance*, which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public. Compliance with these standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction and is thus considered less than significant. Potential sources of operational odors generated by the Project would include disposal of miscellaneous commercial refuse and the use of diesel equipment. All Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on site. Moreover, mandatory compliance with SCAQMD Rule 402 would prevent occurrences of odor nuisances associated with Project site operations. Additionally, a new mitigation measure, Mitigation Measure MM Air 10, has been identified to reduce odor emissions associated with diesel-powered equipment by requiring on-site equipment to be powered by electricity, compressed natural gas, propane, or diesel-fueled engines that comply with the CARB/USEPA Tier IV Engine standards for off-road vehicles or better. Mandatory compliance with Mitigation Measure MM Air 10 would reduce to below a level of significance potential impacts due to the use of equipment on site by prohibiting equipment types that have high levels of diesel emissions. Accordingly, and consistent with the findings of EIR No. 466, Project odor-causing emissions impacts during near-term construction and long-term operational activities would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address air quality impacts. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. It should be noted that Mitigation Measure MM Air 2 has been modified in order to ensure that the requirement is enforceable by Riverside County. Mitigation Measure MM Air 3 also has been updated to reflect current SCAQMD requirements for idling. Additionally, all of the Project's proposed vehicular access points occur along Commerce Center Drive and away from residential uses along Seaton, and Plot Plan No. 190003 requires that signs must be posted prohibiting truck traffic along Seaton Avenue; thus, the Project has fulfilled the requirements of Mitigation Measure MM Air 4 to locate truck entries away from existing residences. In addition, Mitigation Measure MM Air 5 has been modified to reflect the Plot Plan No. 190003 requirement to post signage prohibiting truck traffic along Seaton Avenue, which is the only residential street surrounding the Project site. Although not legally required by CEQA, Mitigation Measure MM Air 10 has been added to further reduce construction-related emissions of VOCs and NO_x. Additionally, and although not legally required by CEQA, Mitigation Measures MM Air 11 through MM Air 14 have been added to further reduce the Project's operational emissions of VOCs, NO_x, and PM₁₀. Furthermore, although the Project's DPM impacts would be less than significant, Mitigation Measure MM Air 10 has been added to further reduce DPM emissions associated with site operations even though Mitigation Measure MM Air 10 is not legally required by CEQA. None of these

changes to the following mitigation measures are the result of the Project causing a new or increased significant impact not already identified and analyzed in EIR No. 466.

- MM Air 1** During construction, mobile construction equipment will be properly maintained at an offsite location before mobilization to the site, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.
- MM Air 2:** Legible, durable, weather-proof signs shall be placed at all passenger vehicle parking areas prohibiting ~~Prohibit~~ all vehicles from idling in excess of thirty minutes, both on-site and off-site. Prior to the issuance of an occupancy permit, the County of Riverside shall conduct a site inspection to ensure that the signs are in place.
- MM Air 3:** To comply with the California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling," legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the County of Riverside shall conduct a site inspection to ensure that the signs are in place. ~~Prohibit all diesel trucks from idling in excess of ten minutes, both on-site and offsite.~~
- MM Air 4:** Wherever practicable, main truck entries will not be located near existing residences.
- MM Air 5:** As required by Plot Plan No. 190003, legible, durable, weather-proof signage shall will be installed at the intersections of Seaton Avenue at Commerce Center Drive and Markham Street at Seaton Avenue directing stating that heavy-duty trucks shall not use Seaton Avenue to identified truck routes that avoid residential areas within vicinity of the Project site.
- MM Air 6:** Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.
- MM Air 7:** As part of lease agreements, the proposed Project owner shall educate drivers/tenants on alternative clean fuels.

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

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

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

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

b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB compliant.

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

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

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

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

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

MM Air 11: The minimum number of automobile electric vehicle (EV) charging stations required by the California Code of Regulations Title 24 shall be provided. In addition, the buildings shall include an electrical system and other infrastructure sufficiently-sized with maximum panel loads per Southern California Edison requirements to accommodate the potential installation of additional auto and truck EV charging stations in the future. The electrical system and infrastructure must be clearly labeled with noticeable and

permanent signage which informs future building occupants/owners of the existence of this infrastructure.

MM Air 12: Conduit shall be installed to tractor trailer parking areas in logical locations mutually determined by the County and Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available.

MM Air 13: All owner users and future tenants shall participate in Riverside County’s Rideshare Program. The purpose of this program is to encourage 2+ person occupancy vehicle trips and encourage other alternative modes of transportation. Carpooling opportunities and public transportation information shall be advertised to employees of the building tenant. Developer and all successors shall include the provisions of this obligation in all leases of the Project so that all tenants shall fulfill the terms and conditions of this County condition of approval.

MM Air 14: Developer and all successors shall include information in building sale and lease agreements that inform owner users and tenants about (1) the air quality benefits associated with water-based or low volatile organic compounds (VOC) cleaning products, and (2) the benefits of becoming SmartWay Shippers and SmartWay Carriers, which is federal EPA program that advances supply chain sustainability.

5.1.4 Biological Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
7. Wildlife & Vegetation				
a. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
c. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: EIR No. 466 disclosed that the MFBCSP area is not located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) criteria area. EIR No. 466 also disclosed that the MFBCSP area is not located within the MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA), Criterial Area Species Survey Area (CASSA), Amphibian Species Survey Areas, or Mammal Species Survey Areas, although the MFBCSP area is located within the Burrowing Owl Survey Area. EIR No. 466 also noted that the MFBCSP site did not contain any wetlands or areas defined as riparian/riverine area or vernal pools. Additionally, EIR No. 466 noted that the urban/wildlands interface guidelines set

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forth in Section 6.1.4 of the MSHCP are not applicable to the MFBCSP site due to distance to the nearest area proposed for conservation by the MSHCP. Thus, and with exception of the burrowing owl (BUOW) and tricolored blackbird, EIR No. 466 concluded that the MFBCSP would be fully consistent with the MSHCP and determined impacts would be less than significant. (Webb, 2005, p. IV-117 through IV-119)

Focused surveys for the BUOW conducted for EIR No. 466 identified a total of 17 burrowing owls in four territories within the northern portion of the MFBCSP site and within a 500-foot “zone of influence” around the MFBCSP site. No burrowing owls were identified within MFBCSP Planning Area 5 (i.e., the Project site). EIR No. 466 concluded that because of planned development in the area as well as numerous major roadway facilities, conservation within the MFBCSP site would not provide for the long-term conservation of the species. As such, EIR No 466 found that no conservation was required on site pursuant to MSHCP policies relating to the BUOW, and concluded impacts would be less than significant. (Webb, 2005, pp. IV-121 and IV-122)

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

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

No Substantial Change from Previous Analysis: The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site is not located within any MSHCP Criteria Cells, Cores, or Linkages, indicating the Project site is not targeted for conservation under the MSHCP (RCIT, 2019; GLA, 2020, p. 46). Further, there are no changed circumstances on the Project site with respect to biological resources when compared to the site analyzed in EIR No. 466. Regardless, the Project is subject to mandatory payment of the MSHCP per-acre local development mitigation fee pursuant to Ordinance No. 810. An Assessment of the Project’s consistency with the requirements of the MSHCP is provided below.

Project Compliance with MSHCP Section 6.1.2

Volume 1, Section 6.1.2 of the MSHCP describes the process to protect species associated with riparian/riverine areas and vernal pools. The MSHCP requires focused surveys for sensitive riparian bird species when suitable habitat would be affected and surveys for sensitive fairy shrimp species when vernal pools or other suitable habitat would be affected. The Project site does not contain riparian/riverine or vernal pool resources, and no impacts to these resources would occur (GLA, 2020, p. 44). As such, a Determination of Biological Equivalent or Superior Preservation (DBESP) is not required, and the proposed Project would be consistent with MSHCP Volume I, Section 6.1.2 (GLA, 2020, p. 47).

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Project Compliance with MSHCP Section 6.1.3

Volume 1, Section 6.1.3 of the MSHCP requires that within Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plant Species will be required for all public and private projects where appropriate soils and habitat are present. According to MSHCP Figure 6-1, the Project site is not located within the NEPSSA; thus, the Project has no potential to result in a conflict with MSHCP Section 6.1.3. (Riverside County, 2003, Figure 6-1; GLA, 2020, p. 47)

Project Compliance with MSHCP Section 6.1.4

According to Section 6.1.4 of the MSHCP, the Urban/Wildlands Interface Guidelines are intended to address indirect effects (“edge effects”) associated with locating development in proximity to MSHCP conservation areas. The MSHCP Conservation Cell occurs approximately 0.9 mile to the south of the Project site, south of Cajalco Expressway. Accordingly, because the Project site does not occur adjacent to or near the Conservation Area, the Project would not be subject to the requirements of MSHCP Section 6.1.4. (RCIT, 2019; GLA, 2020, p. 47)

Project Compliance with MSHCP Section 6.3.2

MSHCP Section 6.3.2 requires special surveys for certain plant species for lands located within the Criteria Area Plant Species Survey Area (CAPSSA). According to Figure 6-2 of the MSHCP, the Project site is not located within the CAPSSA. Additionally, according to MSHCP Figure 6-3, the Project site is not located within the Amphibian Species Survey Area, while MSHCP Figure 6-5 shows that the Project site is not located within the Mammal Species Survey Area. However, the Project site does occur within the Burrowing Owl Survey Area. Focused burrowing owl surveys were conducted for the proposed Project site, and no burrowing owls were detected. Notwithstanding, and consistent with the mitigation measures identified by EIR No. 466, the Project would be subject to pre-construction burrowing owl surveys within 30 days of site disturbance in conjunction with MSHCP requirements (refer to EIR No. 466 Mitigation Measure MM Bio 1, included below). With mandatory pre-construction burrowing owl surveys, the Project would not conflict with MSHCP Section 6.3.2. (Riverside County, 2003, Figures 6-2 through 6-5; GLA, 2020, pp. 47-48)

Based on the foregoing analysis, and assuming mandatory compliance with EIR No. 466 Mitigation Measure MM Bio 1, requiring pre-construction burrowing owl surveys, the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan (GLA, 2020, p. 50). As such, impacts due to a conflict with the MSHCP would not occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- b) Would the proposed Project 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**

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Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

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

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

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

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure and rough grading of building pads. Although the Project site has been subject to disturbance and EIR No. 466 assumed it would be developed in the future, the Project consists of proposed Plot Plan No. 190003, which identifies a specific development plan for buildout of a portion of MFBCSP Planning Area 5 that was not available at the time EIR No. 466 was certified. As such, Riverside County required an updated assessment of the Project's potential to result in impacts to sensitive plants and wildlife, the results of which are presented below. It should be noted that the Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed.

Impacts to Special-Status Plants

According to the Biological Technical Report (BTR) prepared for the Project (*Technical Appendix B*), the proposed Project would not impact special-status plants. As noted above, the 2004 biological report prepared for EIR No. 466 did not identify specifically where paniculate tarplant was documented in their study area, and so it was not clear whether paniculate tarplant was detected within the Project's study

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area. Regardless, the paniculate tarplant has a blooming period from approximately April through November (CNPS 2018), and Glenn Lukos Associates (GLA) biologists did not detect this species or any remnant part of it on site during the biological survey visits, which occurred on October 16, 17, and 30, 2018 and November 20, 2018, during the blooming period for this species. As such, the Project would not result in any impacts to sensitive plant species, including species identified as a candidate, sensitive, or special status species, and impacts would be less than significant. (GLA, 2020, pp. 21 and 41 and Table 2-1)

Impacts to Special-Status Animals

Impacts to Listed Species

The proposed Project may result in the loss of habitat for the Stephens' kangaroo rat (SKR), tricolored blackbird, and Swainson's hawk. Although not confirmed present, SKR, Swainson's hawk, and tricolored blackbird have the potential to occur at the Project site and if present to be impacted by the Project. Potential impacts to each are discussed below.

- **Stephens' kangaroo rat (SKR).** An estimated 6.19 acres of potential habitat for SKR (disturbed/ruderal) occurs within the Study Area. No potential SKR burrows or evidence of occupation (including burrows, scat, tail drags, or dust baths) were detected in the Study Area; however, there is low potential for SKR. Impacts to SKR occupied habitat could be a potentially significant impact under CEQA; however, the Project site occurs within the SKR Habitat Conservation Plan (HCP) area and the SKR Fee Assessment Area, pursuant to Riverside County Ordinance No. 663. All projects located within Fee Assessment Area are required to pay the SKR fee pursuant to Ordinance No. 663, which would mitigate any potential SKR impacts that may result from the Project to a less-than-significant level. (GLA, 2020, p. 42)
- **Swainson's Hawk.** Development of the proposed Project would remove 6.19 acres of potential foraging habitat for migrating Swainson's hawks during spring/fall and winter. Although this species is listed as Threatened by the state of California, the California Endangered Species Act (CESA) does not protect migrant habitat unless the habitat supports breeding/nesting; thus, protection under CESA would not be triggered by the Project. Furthermore, the removal of this amount of potential foraging habitat would not be a significant impact under CEQA because the number of individual Swainson's hawks potentially affected would be very low. Regardless, the loss of foraging habitat for Swainson's hawk would be mitigated through compliance with the MSHCP and mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810. Payment of MSHCP fees pursuant to Riverside County Ordinance No. 810 would assist the County in assembling the MSHCP Reserve System, which in turn will provide for suitable foraging habitat for this species. Thus, with compliance with the MSHCP and mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810, impacts to 6.19 acres of potential foraging habitat for migrating Swainson's hawks would be reduced to less-than-significant levels. (GLA, 2020, p. 42)

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- **Tricolored Blackbird.** An estimated 6.19 acres of potential foraging habitat (disturbed/ruderal) for the tricolored blackbird occurs within the Study Area. The Study Area does not support suitable nesting habitat. As discussed in EIR No. 466, biologists in 2004 observed the tricolored blackbird foraging within the overall 300-acre area evaluated for the MFBCSP. The exact location within the Study area was not identified by EIR No. 466. GLA biologists did not detect the tricolored blackbird on site during general biological surveys conducted on October 16, 17, and 30, 2018 and November 20, 2018, and the Project site does not support suitable nesting habitat for this species. This species is also a covered species under the MSHCP. As such, impacts to tricolored blackbird would be less than significant with mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810. (GLA, 2020, p. 42)

Impacts to Non-Listed Species

In addition to the listed species discussed above, the proposed Project would impact habitat for the following non-listed, special-status species that have potential to occur, but that are covered by the MSHCP: 1) Birds: burrowing owl, ferruginous hawk (foraging role only), loggerhead shrike, mountain plover, northern harrier hawk (foraging role only), white-tailed kite; and 2) Mammals: northwestern San Diego pocket mouse and San Diego black-tailed jackrabbit. (GLA, 2020, p. 42)

No Burrowing owls or physical evidence of burrowing owls were detected in the Study Area during focused surveys conducted by GLA in 2019. However, pursuant to the 2006 MSHCP Burrowing Owl Survey Instructions, pre-construction owl surveys must be performed no more than 30 days prior to disturbance. If burrowing owls are detected during pre-construction surveys, then the owls must be relocated from the site outside of the breeding season following accepted protocols, and subject to the approval of the Regional Conservation Authority (RCA), CDFW, and USFWS. These findings are consistent with the findings of EIR No. 466, which identified Mitigation Measure MM Bio 2 to require pre-construction surveys for the burrowing owl and passive relocation of any owls that may be present during the pre-construction surveys. Consistent with the finding of EIR No. 466, with implementation of Mitigation Measure MM Bio 2 and with mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810, Project impacts to the burrowing owl would be less than significant and within the scope of analysis of EIR No. 466. (GLA, 2020, p. 42)

Proposed impacts to ferruginous hawk (foraging role only), loggerhead shrike (foraging role only), Los Angeles pocket mouse, northwestern San Diego pocket mouse, mountain plover, northern harrier (foraging role only), San Diego black-tailed jackrabbit, and white-tailed kite, would be less than significant under CEQA. This is based on the number of individuals potentially affected, the species role in the Project site, and/or whether the species remains “common” to the region. Regardless, these species are designated as covered species under the MSHCP, and the loss of habitat for these species would be covered through the MSHCP and payment of MSHCP fees pursuant to Riverside County Ordinance No. 810. (GLA, 2020, p. 43)

Impacts to Raptor Foraging Habitat

The Project would remove 6.19 acres of low-quality potential foraging habitat for raptors, including red-tailed hawk, ferruginous hawk, northern harrier, Swainson’s hawk, and white-tailed kite and does not

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support suitable nesting habitat on site. Due to the disturbed nature of the Study Area, lack of small mammal and reptile activity, close proximity to human disturbance, and small size of low-quality suitable habitat, impacts to raptor foraging habitat and potential nesting habitat would be less than significant under CEQA. Additionally, the ferruginous hawk, northern harrier, Swainson's hawk, and white-tailed kite are covered species under the MSHCP and so the loss of foraging habitat for these species would be covered through the MSHCP and impacts would be less than significant. (GLA, 2020, p. 43)

Impacts to Critical Habitat

The proposed Project would not impact lands designated as critical habitat by the United States Fish and Wildlife Service (USFWS). (GLA, 2020, p. 43)

Impacts to Nesting Birds

The Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to September 15). Impacts to nesting birds are prohibited by the MBTA and California Fish and Game Code. However, this finding is consistent with EIR No. 466, which imposed Mitigation Measure MM Bio-1 to require pre-construction surveys and avoidance (as necessary) of active nests during the breeding season in order to reduce impacts to less-than-significant levels. Consistent with the findings of EIR No. 466, impacts to nesting birds protected by the MBTA would be reduced to less-than-significant levels with implementation of Mitigation Measure MM Bio-1. (GLA, 2020, p. 43)

Although impacts to native birds are prohibited by MBTA and similar provisions of California Fish and Game Code, impacts to native birds by the proposed Project would not be a significant impact under CEQA for biological reasons. The native birds with potential to nest on the Study Area would be those that are extremely common to the region and highly adapted to human landscapes (e.g., mourning dove, killdeer). The number of individuals potentially affected by the Project would not significantly affect regional, let alone local, populations of such species. (GLA, 2020, p. 43)

Conclusion

As indicated in the foregoing analysis, the Project would result in less-than-significant impacts to endangered, threatened, candidate, sensitive, and/or special status species with standard regulatory compliance (including payment of fees) and implementation of the mitigation measures specified by EIR No. 466. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466, nor do any changed circumstances exist with respect to biological resources on the Project site since the certification of EIR No. 466.

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

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

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No Substantial Change from Previous Analysis: Conditions in the Project area are similar to the conditions that existed at the time EIR No. 466 was certified in 2005, but since 2005 more development has occurred in the surrounding area, thereby indicating that wildlife movement through the area is more constrained than it was when EIR No. 466 was certified. As previously shown on Figure 2-3, the Project site is surrounded by disturbed and developed lands. Furthermore, the Project site does not occur within any MSHCP-identified habitat linkages or corridors. The MSHCP is intended, in part, to facilitate wildlife movement regionally throughout western Riverside County and the Project is fully consistent with the MSHCP requirements that apply to the Project site. As such, impacts to wildlife movement and wildlife nursery sites would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (GLA, 2020, p. 43)

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

EIR No. 466 Finding: EIR No. 466 found that the MFBCSP site was disturbed for many years and converted to nonnative grassland. Much of the vegetation was weedy with nonnative grasses such as Red Brome (*Bromus madritensis* ssp. *Rubens*) dominant over most of the MFBCSP site. EIR No. 466 disclosed that no other sensitive natural communities were found on the MFBCSP site and concluded that development of the MFBCSP would have no adverse effect on any riparian or other sensitive natural community. (Webb, 2005, p. IV-126)

No Substantial Change from Previous Analysis: As previously indicated in Table 2-2, the Project contains the following vegetation/land use types: Developed, and Disturbed/Ruderal. Neither of these vegetation/land use types are associated with drainages, and thus none comprise riparian habitat. Both of these habitat types provide limited resources to plants and animals due to their disturbed nature. Thus, the loss of these habitat types would not represent a significant impact under CEQA. Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (GLA, 2020, p. 41)

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

EIR No. 466 Finding: EIR No. 466 disclosed that because the USGS 7.5-minute quadrangle map depicted two “blue-line” streams on the MFBCSP site, a “Routine Wetland Delineation” was conducted to determine the presence and extent of jurisdictional wetlands and/or non-wetland Waters of the U.S. Initial surveys conducted as part of the jurisdictional delineation did not locate areas that met the typical criteria for jurisdictional wetlands. Soil test pits excavated failed the typical three-parameter test

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(presence of hydrophytic vegetation, hydric soils, and wetland hydrology). Two drainages and a depressional area that appeared to collect nuisance water were all tested but failed to meet the criteria for wetlands. According to EIR No. 466, mapped blue-line streams were difficult to reconcile in the field given that historic uses have fragmented, channelized, and damaged them. The two east-to-west oriented mapped blue-line streams and one unmapped depressional area were disarticulated from historic drainages within the MFBCSP area and extant drainages outside the MFBCSP area. EIR No. 466 determined that most of the historical drainages have been impacted or realigned as part of extensive improvements in the surrounding area, including Cajalco Expressway and other roadways in the area. Although EIR No. 466 identified a potential drainage area within MFBCSP Planning Area 5 that likely qualifies as a Waters of the U.S., no jurisdictional drainages were identified within MFBCSP Planning Area 5 (i.e., the Project site). With respect to the drainage in Planning Area 5, EIR No. 466 determined that if the “waters” are to be filled as part of future implementing development, prior to grading, the implementing development(s) would be required to obtain a Section 404 permit from the U.S. Army Corps of Engineers (Corps), a Section 401 Water Quality Certification from the Santa Ana Regional Water Quality Control Board (RWQCB), and a 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW). By complying with regulatory requirements, including compensatory mitigation that is identified in the permits, EIR No. 466 concluded that the MFBCSP would have less-than-significant impacts to waters under federal and state jurisdiction. (Webb, 2005, pp. IV-126 and IV-127)

No Substantial Change from Previous Analysis: Prior to beginning a field evaluation, a 200-scale color aerial photograph and USGS topographic maps were examined by the Project biologist (GLA) to determine the locations of potential areas of Corps/CDFW jurisdiction. The Study Area was field checked to look for definable channels and/or wetland vegetation, soils and hydrology. Evaluation of the site for wetlands followed the methodology set forth in the U.S. Army Corps of Engineers 1987 Wetland Delineation Manual (Wetland Manual) and the 2008 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Supplement (Arid West Supplement) and Section 1600-1617 of the California Fish and Game Code (FGC). (GLA, 2020, p. 9) Based on the results of this analysis, GLA concluded that the Study Area does not contain any jurisdictional features, including those features that would fall under the jurisdiction of the Corps, CDFW, or the Regional Board (GLA, 2020, p. 38). As such, the Project would not require a Corps Clean Water Act (CWA) Section 404 Permit, a Regional Board CWA Section 401 Water Quality Certification or CWC Section 13260 Waste Discharge Order, or a CDFW Section 1602 Streambed Alteration Agreement. No impacts to jurisdictional waters or wetlands would occur with implementation of the proposed Project. As such, the Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the Mead Valley Area Plan of the General Plan has established policies to promote the retention of existing stands of Oak Trees, and found that the MFBCSP would not eliminate any stands of Oak Trees. The IS/NOP noted that no other policies had been established for the protection of biological resource protection that would be applicable

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to the MFBCSP. As such, the IS/NOP found that no impact would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 12)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, there are no existing trees on site that may be subject to the County's Oak Tree Management Guidelines. In addition, although County Ordinance No. 559 regulates the removal of trees, Ordinance No. 559 only applies to native trees on parcels located above 5,000 feet in elevation above mean sea level (amsl) and the Project Applicant does not propose the removal of any trees; thus, Ordinance No. 559 is not applicable to the proposed Project. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

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

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

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

MM Bio 2: A pre-construction survey for resident burrowing owls will be conducted by a qualified biologist 30 days prior to commencement of grading and construction activities. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be resurveyed for owls. The pre-construction survey

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and any relocation activity will be conducted in accordance with the requirements of the MSHCP. If active nests are located, they shall be avoided and outside of the breeding season the owls may be passively relocated. To adequately avoid active nests during the breeding season (February 1 through August 31), no grading or heavy equipment activity shall take place within 250 feet of an active nest.

If burrowing owls occupy the site and cannot be avoided, passive relocation shall be used to exclude owls from their burrows, as required by the Riverside County Environmental Programs Department. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors should be left in place 48 hours to ensure owls have left the burrow. The project area should be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe should be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.

5.1.5 Cultural Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
8. Historic Resources				
a. Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed Project alter or destroy an historic site?**
- b) **Would the proposed Project cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?**

EIR No. 466 Finding: EIR No. 466 documented that cultural resource surveys occurred within the MFBCSP between April and June, 2004. The results of the analysis determined that no federal or state significant historical resources were located within the MFBCSP site. The only man-made features recorded within the MFBCSP area during the historic period were various roads, and no buildings or other development were evident. EIR No. 466 noted that the entire MFBCSP area remained vacant and undeveloped

throughout the historic period and up to when EIR No. 466 was certified. Therefore, EIR No. 466 concluded that potential impacts to historic resources were not expected and that impacts would be less than significant. (Webb, 2005, p. IV-134)

No Substantial Change from Previous Analysis: The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure, and rough grading of building pads. No historical resources have been discovered on the site since EIR No. 466 was prepared. Notwithstanding, in the unlikely circumstance that historical resources are encountered during construction of the proposed Project, then Mitigation Measure MM Cultural 1 from EIR No. 466 would apply. Mitigation Measure MM Cultural 1 requires that if any historical, cultural, or archaeological resources are encountered, then all work in the area must cease until the resource can be evaluated by a qualified archaeologist and an appropriate method of treatment of the resource has been identified. As such, and consistent with the finding of EIR No. 466, the Project's impacts to historical resources would be less than significant with implementation of Mitigation Measure MM Cultural 1. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

EIR No. 466 Finding: EIR No. 466 indicated that 15 archaeological sites were identified within the MFBCSP boundaries. A Phase II Archaeological Survey was conducted on the 15 sites, which were determined to consist of shallow grinding slicks on the surface of granitic boulder outcrops. EIR No. 466 noted that the general interpretation of this site type is that they are lightly used, temporary food processing sites from

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the Lake Prehistoric Period located away from the living/camping areas, with little information potential beyond what is observed on the surface and noted in the existing site records. EIR No. 466 determined that although development of the MFBCSP has the potential to alter or destroy these sites, the sites are considered to have been adequately documented by the Historical/Archaeological Resources Survey Report and the Archaeological Testing and Site Evaluations conducted in association with EIR No. 466 (refer to Appendix D to EIR No. 466). Based upon the findings of the cultural resource surveys and the documentation of the sites in the records of the Eastern Information Center, EIR No. 466 concluded that the alteration or destruction of these sites is considered to be below the level of significance. EIR No. 466 determined that prehistoric resources may be identified in buried context and impacted during buildout of the MFBCSP. This was disclosed as a potentially significant impact, which would be reduced to less-than-significant levels with the incorporation of EIR No. 466 Mitigation Measure MM Cultural 1. (Webb, 2005, pp. IV-134 through IV-137)

No Substantial Change from Previous Analysis: The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure, and rough grading of building pads. Thus, it is unlikely that any archaeological resources occur within the Project site. Notwithstanding, in the unlikely circumstance that archaeological resources are encountered during construction of the proposed Project, then Mitigation Measure MM Cultural 1 from EIR No. 466 would apply (as modified herein to reflect the standard County condition of approval (COA). Mitigation Measure MM Cultural 1 requires that if any historical, cultural, or archaeological resources are encountered, then all work in the area must cease until the resource can be evaluated by a qualified archaeologist and an appropriate method of treatment of the resource has been identified, in coordination with the County Archaeologist and a Native American tribal representative (or other appropriate ethnic/cultural group representative). As such, and consistent with the finding of EIR No. 466, the Project's impacts to archaeological resources would be less than significant with implementation of Mitigation Measure MM Cultural 1. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. The Project site does not contain a

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

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified mitigation measures to address impacts to cultural resources. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project’s conditions of approval. It should be noted that Mitigation Measure MM Cultural 1 has been updated to reflect the County’s standard condition of approval for the discovery of previously unidentified cultural resources, and was not modified as the result of the Project causing any new or increased significant impacts. These changes to match the County’s standard conditions of approval are actually more protective of the environment with greater detail and clarity than the original mitigation measure. Additionally, while EIR No. 466 included Mitigation Measure MM Cultural 3, which required tribal monitoring during grading activities within MFBCSP Planning Areas 6 and 7, the Project site is located within MFBCSP Planning Area 5; thus, Mitigation Measure MM Cultural 3 is not applicable to the proposed Project.

MM Cultural 1: If buried materials of potential historical, cultural or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed project, all ~~work~~ ground disturbance within 100 feet of the discovered cultural resources in that area should shall be halted or diverted. The Project Applicant shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the Project Applicant, the Project ~~until a qualified~~ Archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County

~~Archaeologist to discuss and evaluate the nature and significance of the finds. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to non-destructive analysis. Further ground-disturbing activities shall not resume within the area of the discovery until the appropriate treatment has been accomplished. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines), avoidance or other appropriate measures shall be implemented.~~

MM Cultural 2: In the event of the accidental discovery or recognition of any human remains during excavation/construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been contacted and any required investigation or required Native American consultation has been completed.

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

5.1.6 Energy

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) **Would the proposed Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**
- b) **Would the proposed Project conflict with a State or Local plan for renewable energy or energy conservation?**

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

No Substantial Change from Previous Analysis: EIR No. 466 evaluated various scenarios for development of Planning Area 5 of the MFBCSP, including a scenario in which all MFBCSP planning areas (including Planning Area 5) would be developed with warehouse/distribution uses. Under the warehouse/distribution scenario, EIR No. 466 assumed that the entire MFBCSP would be developed with up to 6,215,500 s.f. of warehouse/distribution uses on approximately 279.23 acres (excluding major roads). Thus, EIR No. 466 assumed that warehouse/distribution uses would be developed at an average Floor Area Ratio (FAR) of 0.51 (6,215,500 s.f. ÷ 12,163,259 s.f. [279.23 acres] = 0.51). As such, under the warehouse/distribution scenario evaluated in EIR No. 466, EIR No. 466 assumed that the 5.78-acre Project site would be developed with up to 128,406 s.f. of warehouse/distribution uses (0.51 FAR x 251,776.8 s.f. [5.78 acres] = 128,406 s.f.). (Webb, 2005, Table IV-49)

Based on the energy consumption rates utilized in the County's General Plan Update EIR (EIR No. 521), Table 5-3, *Comparison of Electricity Demand*, and Table 5-4, *Comparison of Natural Gas Demand*, show the amount of electricity and natural gas, respectively, that would be consumed under the warehouse/distribution scenario evaluated by EIR No. 466 as compared to the proposed Project. As shown, when compared to the warehouse/distribution scenario evaluated in EIR No. 466, the Project would result in a substantial reduction in the amount of electricity and natural gas consumed as compared to what was evaluated in EIR No. 466. (Riverside County, 2015c, Table 5.5-O and Table 5.5-P)

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

Table 5-3 Comparison of Electricity Demand

Land Use	Development Intensity	Demand Factors	Annual Demand
<i>EIR No. 466 Electricity Demand for portion of Planning Area 5 (Warehouse Distribution Scenario)</i>			
Light Industrial	128,406 s.f. ¹	10.50 kWh/year/s.f.	1,348,263 kWh/year
<i>Proposed Project Electricity Demand</i>			
Light Industrial	90,279 s.f.	10.50 kWh/year/s.f.	947,930 kWh/year
Net Difference:	- 38,127 s.f.	--	- 400,333 kWh/year

1. EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51. Thus, EIR No. 466 assumed the 5.78-acre Project site would be developed with up to 128,406 s.f. of light industrial land uses.

Notes: s.f. = square foot/feet; kWh = Kilowatt hours.

(Riverside County, 2015c, Table 5.5-O; Webb, 2005, Table IV-49)

Table 5-4 Comparison of Natural Gas Demand

Land Use	Development Intensity	Demand Factors	Annual Demand
<i>EIR No. 466 Natural Gas Demand for portion of Planning Area 5 (Warehouse Distribution Scenario)</i>			
Light Industrial	128,406 s.f. ¹	27.6 cfy/s.f.	3,544,006 cfy
<i>Proposed Project Natural Gas Demand</i>			
Light Industrial	90,279 s.f.	27.6 cfy/s.f.	2,491,700 cfy
Net Difference:	- 38,127 s.f.	--	- 1,052,306 cfy

1. EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51. Thus, EIR No. 466 assumed the 5.78-acre Project site would be developed with up to 128,406 s.f. of light industrial land uses.

Notes: s.f. = square foot/feet; cfy = cubic feet per year.

(Riverside County, 2015c, Table 5.5-P; Webb, 2005, Table IV-49)

Project-Related Energy Demands

Energy and Fuel Use for Project Construction

The Project's construction process would consume electrical energy and fuel. However, since EIR No. 466 was certified in 2005, federal, State, and regional regulations have become more stringent, thereby resulting in increased energy efficiency for construction vehicles and equipment as compared to what was assumed by EIR No. 466. Moreover, Project-related construction would represent a "single-event" electric energy and fuel demand and would not require on-going or permanent commitment of energy or diesel fuel resources for this purpose. Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project-related construction. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hours per gallon (hp-hr-gal.), obtained from the cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines (CARB, 2017a,p. D-28). Construction workers also would consume fuel traveling to and from the site. An aggregated fuel economy of light duty automobiles (vehicle class within the California sub-area for a 2019 calendar year) are calculated to have a fuel efficiency of 28.17 miles per gallon (MPG).

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

Energy Use for Project Operation

Transportation Energy Demands

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

Energy that would be consumed by Project-generated traffic is a function of total vehicle miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site. Fuel would be provided by commercial vendors, which are required to comply with state and federal requirements regarding energy efficiency. Trip generation and VMT generated by up to 90,279 s.f. of general warehouse use would be consistent with other light industrial uses similar in scale and configuration, because the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption.

Additionally, and as discussed above, under the warehouse/distribution scenario evaluated in EIR No. 466, EIR No. 466 assumed that the Project site would be developed with up to 128,406 s.f. of warehouse/distribution uses, which would generate more traffic than the 90,279 s.f. of general warehouse use proposed by the Project. Specifically, based on the trip generation rates used in the Project's TIA (*Technical Appendix H*), development of the Project site with 128,406 s.f. of warehouse/distribution uses would generate 432 Average Daily Trips (ADT) in terms of actual vehicles, as compared to the 160 ADT that would be generated by the Project (refer to Table 5-17). (Urban Crossroads, 2019b, Table 4-3) Specifically, and as documented in the Project's Traffic Impact Analysis (TIA; *Technical Appendix H*), the Project would generate 276 fewer ADT as compared to the 128,406 square feet of warehouse/distribution uses assumed for the site by EIR No. 466. Thus, traffic associated with the Project would result in the consumption of substantially less fuel as compared to what was assumed by EIR No. 466 for the warehouse/distribution and scenario. (Urban Crossroads, 2019b, Table 4-3).

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Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of cars and trucks to alternative energy sources (e.g., electricity, natural gas, bio fuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. Project-related development also would include the establishment of an 8-foot wide multipurpose trail segment along the Project's frontage with Seaton Avenue, which would encourage pedestrian access, thereby reducing VMT and associated energy consumption. As supported by the preceding discussions, the Project's transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary, and would be less than was assumed for the site by EIR No. 466.

Facility Energy Demands

Project implementation would result in the conversion of the subject site from its existing condition to an industrial development that would include up to 90,279 s.f. of warehouse uses. This land use would increase the site's demand for energy. Specifically, the Project would consume energy for space and water heating, air conditioning, lighting, and operation of equipment and appliances. Table 5-3 and Table 5-4 (previously presented) provide an estimate of electricity and natural gas demands at Project buildout, respectively. As shown in Table 5-3 and Table 5-4, buildout of the Project is conservatively estimated to require approximately 947,930 kilowatt hours per year (kWh/year) of electricity and 2,491,700 cubic feet per year (cfy) of natural gas.

Energy use in building is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.).

For new development such as that proposed by the Project Applicant, compliance with California Building Standards Code Title 24 energy efficiency requirements (CALGreen) is considered demonstrable evidence of efficient use of energy. The proposed warehousing building would be required to promote and provide for energy efficiencies beyond those required under other applicable federal or State of California standards and regulations, and in so doing would meet all California Building Standards Code 24 standards. Moreover, energy consumed by the Project is expected be comparable to other light industrial uses of similar scale and intensity that are constructed and operating in California, because the Project does not propose uses or operations that would inherently result in excessive and wasteful energy consumption. Because the Project would be subject to the CALGreen requirements and does not propose operational characteristics that are substantially different from other similarly situated light industrial developments, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Furthermore, the Project would not cause or result in the need for additional energy facilities or energy delivery systems.

Project Consistency with Energy Conservation Plans and Regulations

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

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

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

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

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system via I-215. The site selected for the Project facilitates access acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. This is because the Project site is located only 1.0 roadway mile from I-215 on- and off-ramps, the Project area already is served with roadway and utilities infrastructure, and is located in an area planned for light industrial development as part of the General Plan and MFBCSP. As such, the Project supports the strong planning processes emphasized under TEA-21 by taking advantage of the regional and proximate transportation infrastructure. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of, TEA-21.

Project Consistency with the California Integrated Energy Policy Report (Senate Bill 1389): Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity,

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natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code § 25301a)]. The Energy Commission prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

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

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

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

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system via I-215. The Project would facilitate access to and take advantage of existing infrastructure systems, namely I-215 and the interstate freeway system. The Project also would provide pedestrian and transit infrastructure to discourage vehicular travel by accommodating an 8-foot wide multipurpose trail segment along the Project's frontage with Seaton Avenue. The Project also would promote land use compatibility through the development of light industrial uses in close proximity to

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similarly planned uses, including light industrial uses proposed throughout the MFBCSP area. The Project therefore supports the urban design principles identified under the State of California Energy Plan and is thus consistent with or would not otherwise interfere with implementation of the State of California Energy Plan.

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

The CEC indicates that the 2019 Title 24 standards will require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting for nonresidential buildings. The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7 percent less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53 percent less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30 percent less energy due to lighting upgrades.

The 2016 version of Title 24 was adopted by the California Energy Commission (CEC) and became effective on January 1, 2017 and is applicable to the Project. By the time the Project is constructed in 2020 the Project likely would be subject to updated Title 24 standards with more stringent requirements. Compliance with the applicable Title 24 requirements is enforced through Chapter 15.12 of the County's Municipal Code. Thus, Project consistency with Title 24 requirements would occur as part of the County's future review of building permit applications. Additionally, *Technical Appendix D* includes an extensive analysis of the Project's consistency with the County's Climate Action Plan (CAP), and identifies a number of requirements that would serve to reduce energy consumption associated with the future buildings on site. In addition, the Project has been designed to accommodate solar panels. As such, the Project is consistent with, would not interfere with, and would not obstruct implementation of Title 24.

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

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

Conclusion

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

5.1.7 Geology and Soils

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
II. Alquist-Priolo Earthquake Fault Zone or County Fault Hazards Zones a. Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

Given the MFBCSP’s location in Southern California, and the common occurrence of earthquake faults in the region, the IS/NOP prepared for EIR No. 466 disclosed that the MFBCSP site may experience strong seismic ground shaking from a local or regional earthquake of large magnitude. The IS/NOP noted that the MFBCSP site was located within a zone of very high (30 - 40% g) ground-shaking risk, as designated by the General Plan. Since the MFBCSP site was not located within a State Alquist-Priolo Fault Zone or a

County Fault Hazard Zone, the IS/NOP found that the MFBCSP was not required to investigate the potential for and setback from ground rupture hazards. The IS/NOP indicated that the MFBCSP would follow engineering and design parameters in accordance with the most recent edition of the UBC and/or the Structural Engineers Association of California parameters, as required in standard County conditions of approval. Therefore, the IS/NOP disclosed that ground-shaking events are expected to cause less than significant impacts to the project, and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 17)

No Substantial Change from Previous Analysis: According to the Project’s site-specific geotechnical evaluation (*Technical Appendix C*), the Project site and surrounding areas are not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known active fault traces within the Project vicinity. The closest zoned fault to the site is the San Jacinto fault zone located approximately 9.5 miles northeast of the site. (Kleinfelder, 2019, p. 9) Accordingly, there is no potential for the Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death associated with earthquake fault zones. Additionally, the Project would not be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, or based on other substantial evidence of a known fault. Impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
12. Liquefaction Potential Zone				
a. Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that portions of the MFBCSP site were located within a zone of shallow groundwater with moderate to very high susceptibility to liquefaction. The IS/NOP noted that prior to approval of each plot plan, a site-specific geotechnical report shall be prepared, pursuant to County requirements, to identify hazards to the proposed development and recommendations on how to mitigate them. The IS/NOP also noted that after construction has commenced, the geotechnical engineer shall be called to the site in the event of a change in conditions, and to observe all grading operations. Since the MFBCSP would be designed and constructed in accordance with the latest version of the UBC, with incorporation of recommendations from the geotechnical report(s) required for each implementing Plot Plans, the IS/NOP concluded that impacts

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would be reduced to less-than-significant levels through future design measures. As such, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 17)

No Substantial Change from Previous Analysis: According to the Project’s site-specific geotechnical evaluation (*Technical Appendix C*), the site is not within a liquefaction hazard zone as mapped by the County of Riverside. The depth to groundwater in the general area of the existing site grades is estimated to be approximately 15 feet bgs. The geotechnical investigations determined that based on characteristics of the soils and depth to groundwater, on-site soils have a low potential for liquefaction during a design-level earthquake. (Kleinfelder, 2019, p. 10) Furthermore, the Project would be conditioned to comply with the recommendations of the site-specific geotechnical evaluations (*Technical Appendix C*), which would further ensure that impacts due to liquefaction hazards would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
13. Ground-shaking Zone				
a. Be subject to strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

No Substantial Change from Previous Analysis: As indicated in the Project’s site-specific geotechnical evaluation (*Technical Appendix C*), the Project site and surrounding areas are not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known active fault traces within the Project vicinity. The closest zoned fault to the site is the San Jacinto fault zone located approximately 9.5 miles northeast of the site. (Kleinfelder, 2019, p. 9) However, the site is subject to strong ground motions caused by earthquakes along nearby fault zones and other active regional faults. Section 1613 of the 2016 California Building Code (CBC) identifies design features required to be implemented to resist the effects

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of seismic ground motions. With mandatory compliance to the 2016 CBC requirements, or the applicable building code at the time of Project construction, structures and persons on the Project site would not be exposed to substantial adverse ground-shaking effects. Accordingly, and consistent with the findings of EIR No. 466, impacts associated with strong seismic ground shaking would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

No Substantial Change from Previous Analysis: MVAP Figure 15, *Slope Instability*, does not identify the Project site within an area subject to risk of landslide or landslide hazards (Riverside County, 2015b, Figure 15). The areas surrounding the Project site are relatively flat, and have no hillsides that may have the potential for landslide or rockfall hazards. Additionally, the Project's site-specific geotechnical evaluation (*Technical Appendix C*) determined that the risk of landslides and other forms of mass wasting is considered very low (Kleinfelder, 2019, p. 10). As such, the Project has no potential to cause or be affected by landslide or rockfall hazards, and impacts would be less than significant. The geotechnical evaluation prepared for the Project site also evaluated the potential for collapse and lateral spreading hazards on site, and identifies site-specific recommendations to preclude collapse or lateral spreading hazards that

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could adversely affect future buildings on site. The Project would be conditioned to comply with the site-specific recommendations of the geotechnical evaluation (*Technical Appendix C*), which would reduce potential impacts to less-than-significant levels. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
15. Ground Subsidence				
a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

No Substantial Change from Previous Analysis: The Project's site-specific geotechnical evaluation (*Technical Appendix C*) determined that dry seismically-induced settlement is calculated to be less than one inch, and incorporates recommendations to address settlement issues. The Project would be conditioned to comply with the recommendations of the site-specific geotechnical studies (*Technical Appendix C*). As such, impacts would be less than significant. (Kleinfelder, 2019, p. 15) Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
16. Other Geologic Hazards				
a. Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
17. Slopes				
a. Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
c. Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

No Substantial Change from Previous Analysis: As previously depicted on Figure 3-2, the Project generally would maintain the site’s existing topography, with some slopes adjacent to Seaton Avenue and around the proposed detention basin. With implementation of the proposed Project the site would continue to drain towards the east into existing and proposed drainage facilities within Commerce Center Drive. As such, the Project would not result in substantial changes to the site’s topography or ground surface relief features, and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: As described in subsection 3.1.1, slopes along the northeast portion of the site are proposed at gradients ranging from 2:1 to 3:1 (horizontal:vertical) and would measure up to 9-feet in height (refer to Figure 3-1 and Figure 3-2). Slopes along the detention basin would be contoured at a 4:1 gradient. Thus, slopes proposed as part of the Project would not exceed a gradient of 2:1 or exceed a height greater than 10 feet, and impacts would be less than significant. Moreover, the site-specific geotechnical evaluation (*Technical Appendix C*) identifies recommendations to ensure that the Project’s proposed slopes are grossly stable. The Project would be conditioned to comply with the recommendations of the geotechnical evaluation. Additionally, soils reports prepared by a registered geologist or certified geologist, civil engineer, or geotechnical engineer are required pursuant to Chapter 15.12 of the County of Riverside Municipal Code prior to rough grade or precise grade approval verifying the sub-grade and base of all paved areas. Compliance with the geotechnical evaluation recommendations and mandatory soils reports required for grading permits would further preclude

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impacts associated with the Project’s proposed slopes. As such, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: The Project would not result in grading that affects or negates subsurface sewage disposal systems. With implementation of the proposed Project, sewer service to the Project site would be provided via existing sewer mains within Markham Street and Commerce Center Drive. Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
18. Soils				
a. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that the MFBCSP area contains a total of 13 soil types that have low to moderate potential for erosion. The IS/NOP noted that the MFBCSP

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

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

As stated in EIR No. 466, pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain coverage under a National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally, during grading and other construction activities involving soil exposure or the transport of earth materials, Chapter 15.12 (Uniform Building Code) of the Riverside County Municipal Code would apply, which establishes, in part, requirements for the control of dust and erosion during construction. As part of the requirements of Chapter 15.12, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phases to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Mandatory compliance with the Project's NPDES permit and applicable regulatory requirements would ensure that water and wind erosion impacts would be less than significant.

Following construction, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from storm water discharged from the property. All flows entering the on-site storm drainage system would be directed toward the detention basin planned in the southeastern portion of the site via subsurface storm drain pipes and catch basins. Flows would then be conveyed to a proposed outlet structure and then into existing storm drain facilities within Commerce Center Drive.

Based on the analysis presented in the Project's hydrology study (*Technical Appendix F1*), post-development runoff from the site would slightly decrease during 100-year (24-hour duration) storm events (i.e., from 3.0 cfs under existing conditions to 1.4 cfs under post-development conditions) (PBLA, 2019a, p. 4). The Project area was previously improved as part of CFD 88-8 with storm water drainage infrastructure that was sized to accommodate future development within the area. Moreover, runoff

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from the Project site following development would be conveyed directly to existing drainage facilities downstream that have been designed to preclude or substantially avoid erosion hazards. As such, soil erosion and the loss of topsoil would not increase substantially as compared to existing conditions.

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

f) Would the proposed Project be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the MFBCSP site was located on soils in the Monserate-Arlington-Exeter Association, which exhibits well-drained soils on nearly-level to moderately steep topography. The IS/NOP indicated that these soils have a surface layer of sandy loam to loam and are shallow to deep to hardpan, and that this association does not contain expansive soils as defined in Table 18-1-B of the Uniform Building Code. The IS/NOP further noted that expansive soils are not typically associated with the MFBCSP vicinity. Therefore, the IS/NOP concluded that no impacts related to expansive soils would occur, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 21)

No Substantial Change from Previous Analysis: The Project's site-specific geotechnical evaluation (*Technical Appendix C*) determined that soils on site have an expansion index (EI) test result of 5. Based on these results, the Project's geotechnical consultant (Kleinfelder West, Inc.) determined that expansive soils potential is very low and would not adversely impact the design and construction of the proposed Project. (Kleinfelder, 2019, p. 26) As such, impacts due to expansive soils would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: Although this issue was not evaluated in EIR No. 466 or in the IS/NOP prepared for EIR No. 466, the IS/NOP and EIR No. 466 contained enough information about the MFBCSP's proposed sewer plan that with the exercise of reasonable diligence, information about the MFBCSP's potential

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impacts due to septic systems or alternative waste water disposal systems was readily available to the public. Specifically, EIR No. 466 incorporates by reference the MFBCSP, which requires all future development within the MFBCSP to connect to Eastern Municipal Water District (EMWD) sewer facilities for wastewater treatment. Thus, there is no potential for the MFBCSP to result in or require the use of septic tanks or alternative waste water disposal systems and no impact would occur.

No Substantial Change from Previous Analysis: The Project Applicant proposes to connect to EMWD's sanitary sewer system via proposed connections within Markham Street and Commerce Center Drive. The Project does not propose septic tanks or alternative waste water disposal systems, nor do any such facilities occur on site under existing conditions. As such, no impact would occur. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
19. Wind Erosion and Blowsand from project either on or off site.				
a. Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

No Substantial Change from Previous Analysis: Proposed grading activities would expose underlying soils at the Project site, which would increase erosion susceptibility during grading and construction activities. Exposed soils would be subject to erosion due to the removal of stabilizing vegetation and exposure of these erodible materials to wind. Erosion by wind would be highest during periods of high wind speeds.

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The Project site is considered to have a “moderate” susceptibility to wind erosion (Riverside County, 2015a, Figure S-8). During grading and other construction activities involving soil exposure or the transport of earth materials, significant short-term impacts associated with wind erosion would be precluded with mandatory compliance with the Project’s SWPPP and Riverside County Ordinance No. 484.2, which establishes requirements for the control of blowing sand. In addition, the Project would be required to comply with SCAQMD Rule 403, which addresses the reduction of airborne particulate matter. With mandatory compliance to regulatory requirements, wind erosion impacts would be less than significant during construction and mitigation is not required.

Following construction, wind erosion on the Project site would be negligible, as the disturbed areas would be landscaped or covered with impervious surfaces. Therefore, implementation of the proposed Project would not significantly increase the risk of long-term wind erosion on- or off-site, and impacts would be less than significant.

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

5.1.8 Greenhouse Gas Emissions

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

- a) **Would the proposed Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**
- b) **Would the proposed Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

EIR No. 466 Finding: Although EIR No. 466 did not address this subject, EIR No. 466 contained enough information about projected air quality emissions associated with the MFBCSP that with the exercise of reasonable diligence, information about the MFBCSP’s potential effect due to greenhouse gas (GHG)

emissions was readily available to the public. See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515 where the court found the potential impact of GHGs on climate change alone did not require preparation of a supplemental EIR since such information has been available since before the original EIR had been certified.

No Substantial Change from Previous Analysis: As discussed in more detail in subsection 5.1.18, the proposed Project would result in a substantial reduction in the amount of traffic generated by development of the site as compared to what was evaluated by EIR No. 466. Specifically, the Project would entail development of a portion of MFBCSP Planning Area 5 and would result in the generation of 276 fewer vehicle trips (actual vehicles) as compared to the warehousing land uses that were evaluated by EIR No. 466 for the Project site (Urban Crossroads, 2019b, Table 4-3). Because the majority of greenhouse gas (GHG) emissions associated with light industrial development is the result of vehicular traffic, the Project's level of GHG emissions would be reduced in comparison to the project evaluated by EIR No. 466 (CARB, 2017b; Riverside County, 2015c, Figure 4.7.1). Additionally, and as documented in Section 4.7.3 of the Riverside County EIR No. 521, there have been numerous regulations adopted since EIR No. 466 was certified in 2005 that would result in reduced Project-related GHG emissions compared to the project evaluated by EIR No. 466, including AB 1493, which specifies fuel efficiency standards, and the California Building Standards Code Title 24 energy efficiency requirements (CALGreen), which impose more stringent energy efficiency requirements as compared to what was in effect when EIR No. 466 was certified. Notwithstanding the fact that the Project would result in reduced GHG impacts as compared to the project evaluated in EIR No. 466, the Project's proposed Plot Plan No. 190003 includes site-specific details regarding the proposed development that were not available when EIR No. 466 was certified. As such, and in order to supplement the air quality disclosed by EIR No. 466, a discussion and analysis of the Project's potential impacts associated with GHG emissions is presented below.

Background

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

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂ (carbon dioxide), N₂O (nitrous oxide), CH₄ (methane), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

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

Applicable GHG Regulations

Executive Order (EO) S-3-05 was issued by Governor Schwarzenegger in 2005 and documents GHG emission reduction goals, creates the Climate Action Team, and directs the Secretary of CalEPA to coordinate efforts with meeting the GHG reduction targets with the heads of other state agencies. EO S-3-05 goals for GHG emissions reductions include: reducing GHG emissions to 2000 levels by the year 2010; reducing GHG emissions to 1990 levels by the year 2020; and reducing GHG emissions to 80 percent below 1990 levels by 2050. (CCC, n.d.)

In response to EO S-3-05, in September 2006, Governor Schwarzenegger signed Assembly Bill 32 (AB 32), the California Climate Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020, which represents a reduction of approximately 15 percent below emissions expected under a “business as usual” scenario. Pursuant to AB 32, the CARB must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The full implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste. (CARB, 2014)

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

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

The County of Riverside adopted a Climate Action Plan (CAP) on December 8, 2015, which was most recently updated in November 2019 (“CAP Update”). The CAP Update is intended to ensure that development accommodated by the buildout of the General Plan supports the goals of AB 32 and SB 32, as well as the 2050 reduction target identified by Executive Order S-3-05. The County of Riverside plans to reduce community-wide emissions to 2,434,649 Metric Tons (MT) of Carbon Dioxide Equivalent (CO₂e)

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per year by 2030 and 562,730 MTCO₂e by 2050. In order to determine whether new development within the County is consistent with the CAP Update, the CAP Update includes Screening Tables (Appendix F to the CAP) to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The CAP Update contains a menu of measures potentially applicable to discretionary development that include energy conservation, water use reduction, increased residential density or mixed uses, transportation management, and solid waste recycling. Individual sub-measures are assigned a point value within the overall screening table of GHG implementation measures. The point values are adjusted according to the intensity of action items with modest adoption/installation (those that reduce GHG emissions by modest amounts) worth the least number of points and greatly enhanced adoption/installation worth the most. Projects that garner at least 100 points are determined to be consistent with the reduction quantities anticipated in the County's GHG Technical Report (which was prepared by the County in support of the CAP Update), and consequently would be consistent with the CAP Update and the GHG reduction targets established by AB 32 and SB 32. (Riverside County, 2019)

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

Threshold of Significance for Evaluating Project Impacts due to GHGs

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

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

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

Project Impacts due to GHGs

In conformance with the Riverside County CAP Update, the Project Applicant completed Screening Tables for GHG Implementation Measures for Commercial Development and Public Facilities, which is included as *Technical Appendix D* to this EIR Addendum. As indicated, the Project Applicant has committed to design features such that the Project could accommodate enough implementation measures to equal 106 points, which exceeds the CAP Update requirement to obtain a minimum of 100 points. It should be noted that while the measures identified in *Technical Appendix D* have been determined by the Project Applicant to be feasible, not all of the measures identified in *Technical Appendix D* would be implemented; however, the County will impose a standard Condition of Approval requiring the Project to achieve a minimum of 100 points pursuant to the CAP Update screening tables as part of future building permit applications. Furthermore, the Project has been designed to accommodate solar panels. As such, with implementation of GHG reduction measures that achieve a minimum of 100 points pursuant to Appendix F to the CAP Update, the Project would be consistent with the County's CAP Update, and as a result also would be consistent with the GHG reduction targets established by AB 32, SB 32, and the GHG reduction measures set forth in the CARB 2017 Scoping Plan Update. Accordingly, the Project would not generate GHGs, either directly or indirectly, that may have a significant impact on the environment. Additionally, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. As such, with mandatory compliance with the CAP Update, the Project's GHG emissions would be less-than-cumulatively considerable. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Comparison of Project GHG Impacts to EIR No. 466

Although EIR No. 466 did not evaluate GHG impacts per se, EIR No. 466 contained sufficient information about projected air quality emissions associated with the MFBCSP that with the exercise of reasonable diligence, information about the MFBCSP's potential effect due to GHG emissions was readily available to the public. In comparison to the land uses and other assumptions about buildout of the MFBCSP utilized in EIR No. 466, the proposed Project would result in a substantial reduction in GHG emissions. Due to advancements in technology and more stringent regulations since 2005, the Project's GHG emissions associated with construction sources, mobile sources, area sources, and energy sources would be substantially less than what would have been disclosed by EIR No. 466 for the Project site. Moreover, and as shown in Table 5-17, EIR No. 466 assumed the Project site (i.e., a portion on MFBCSP Planning Area 5) would generate approximately 276 more trips (actual vehicles) than would be generated by the proposed Project (Urban Crossroads, 2019b, Table 4-3). Because a majority of the GHG emissions associated with light industrial uses are the result of mobile sources, and because the Project would produce substantially less traffic than was analyzed by EIR No. 466, the Project as proposed would result in a substantial reduction in GHG emissions associated with the buildout of a portion of Planning Area 5 as compared to the land uses assumed by EIR No. 466. Accordingly, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

EIR No. 466 did not identify any measures specifically addressing GHG emissions, although the Project would be subject to EIR No. 466 Air Quality Mitigation Measures MM Air 1 through MM Air MM 9 (refer to subsection 5.1.3), several of which would reduce the Project’s GHG emissions.

Project Specific Conditions of Approval

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

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

5.1.9 Hazards and Hazardous Materials

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Impair implementation of or physically interfere with an adopted emergency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that development of the industrial/business park land uses in the MFBCSP area would incrementally increase the use and disposal of substances such as cleaning products, fertilizers, pesticides, and standard office supplies, etc. The IS/NOP noted that proposed buildings would be used for light industrial and warehouse/distribution uses under the existing I-P, M-SC, and MM zoning. The IS/NOP indicated that the I-P, M-SC, and M-M zoning designations allowed certain land uses which might use hazardous materials. As noted in the IS/NOP, such uses, if ever proposed on the site in the future, would be subject to standard Department of Environmental Health policies and permitting procedures. However, the IS/NOP concluded that the MFBCSP would not involve transport, use or disposal of hazardous materials and determined that impacts would be less than significant. This issue was determined by the IS/NOP to be less than significant and was therefore not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 23 and 24)

No Substantial Change from Previous Analysis: The Project has no greater potential for hazardous materials impacts due to existing site conditions, construction activities, and long-term Project operation. Each is discussed below.

Historical Site Conditions

Since EIR No. 466 was certified in 2005, there have been no major changes to the Project site that could result in the presence of previously unknown hazardous materials. Thus, there would be no potential for

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increased impacts due hazardous materials within the Project site beyond what was evaluated and disclosed by the IS/NOP prepared for EIR No. 466.

Notwithstanding, a Phase I Environmental Site Assessment (ESA) was prepared for the Project site by SCS Engineers, and is included as *Technical Appendix E*. According to available historical sources and consistent with the findings of the IS/NOP prepared for EIR No. 466, the property has been undeveloped or agricultural land since the early 1900s. The existence of past agricultural activities on the property and in adjacent areas indicates a potential for pesticide and/or heavy metal (associated with dusting powders) contamination. It is not uncommon to find trace levels of pesticides in soils at former agricultural areas in Southern California. However, these trace concentrations are rarely cause for environmental concern. As concluded by SCS Engineers, and consistent with the conclusion reached by the IS/NOP, without specific evidence of pesticide storage or mismanagement on the Project site, past use for agricultural purposes is considered to be a de minimis condition and collection and analysis of soil samples for pesticides is unwarranted. Additionally, no hazardous substances/wastes were observed on the Project site during the site inspection. Limited debris such as scattered trash was observed on the site; however, no obvious signs of disturbed soils or illicit dumping (e.g., soils, rubble, etc.) on the site was noted. No recognized environmental conditions (RECs) were noted during the site inspection or identified during the review of regulatory database and other historical records. Regulatory database information identified few known or suspected contamination sites in the area surrounding the Property. Based on the available information, it is unlikely that any of these sites have affected the environmental condition of the Property. As such, and consistent with the conclusion reached by the IS/NOP prepared for EIR No. 466, impacts due to hazards associated with existing site conditions would be less than significant. (SCS Engineers, 2018, pp. 7-8 and 12)

Construction Activities

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

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a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

Operational Activities

Operational activities would occur on the Project site in the same or similar manner as assumed by EIR No. 466. Whereas EIR No. 466 assumed a range of occupant types, the Project proposes general warehouse use, in conformance with the range of uses allowed by the MFBCSP. The future occupant(s) of the Project's proposed building is unknown at the time of this assessment; however, Building 15 would be developed with up to 90,279 s.f. of general warehouse use. Allowable occupant types would be governed by the site's underlying zoning designations of I-P and M-SC (refer to subsection 2.2.2).

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

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

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Conclusion

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

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

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

No Substantial Change from Previous Analysis: The Project entails implementing development within a portion of Planning Area 5 of the MFBCSP and the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Under long-term operational conditions, the proposed Project would be required to maintain adequate emergency access for emergency vehicles on-site as required by the County. Furthermore, as discussed in subsection 3.0, the Project does not propose nor require major roadway improvements that could interfere with traffic operations on roadways abutting the Project site; thus, the Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 466, there are no existing or planned schools within one-quarter mile of the Project site. The nearest school to the Project

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site is the Val Verde High School, located approximately 1.02 miles southeast of the Project site and east of I-215. Additionally, school services are offered at the Perris Spanish Seventh-day Adventist Church located at 22905 Alviso Drive more than 0.5-mile (2,640 feet) south of the Project site. Accordingly, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: As disclosed in the IS/NOP prepared for EIR No. 466, the Project site is not listed on the Hazardous Waste and Substances Sites List produced by the Department of Toxic Substances Control (DTSC), which is referred to as “Envirostor.” (DTSC, 2018) Additionally, the Project’s Phase I ESA, which was prepared to supplement the information contained in the IS/NOP, included a review of federal, State, tribal, and local government databases to determine whether the Project site is identified as a hazardous materials site pursuant to Government Code Section 65962.5, which resulted in a determination that the Project site has no RECs and is not listed on any hazardous materials databases. (SCS Engineers, 2018, pp. 9-12) Accordingly, and consistent with the findings of the IS/NOP, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and impacts would not occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
22. Airports				
a. Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
b. Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: EIR No. 466 disclosed that the MVSP site was located within Area II of the airport-influenced area (AIA) for the March Air Reserve Base (MARB) pursuant to the 1984 Riverside County Airport Land Use Plan (ALUP), and thus review by the Riverside County Airport Land Use Commission (ALUC) was required. EIR No. 466 determined that because MARB noise levels are less than 60 dB CNEL at the MFBCSP site, all uses within the MFBCSP were considered compatible with the exterior noise level guidelines set forth in the 1984 Riverside County Airport Land Use Plan and with the land use compatibility policies of the 1998 MARB Air Installation Compatible Use Zone (AICUZ) Study. EIR No. 466 noted that although the MFBCSP site occurred outside of the CNEL noise contours for March Air Reserve Base, the MFBCSP site was located beneath identified flight tracks for airplanes using the airfield at March Air Reserve Base, resulting in a potential for single-event noise levels to affect future land uses in the MFBCSP. However, EIR No. 466 determined that the industrial, warehouse, distribution, and commercial/retail land uses within the MFBCSP were not considered to be sensitive receivers and therefore the impacts from these single-event noise levels were determined to be below the level of significance. With respect to the Federal Aviation Regulations Part 77 imaginary surface, EIR No. 466 indicated that height limitations were not anticipated to pose a development constraint as all buildings would be below the Part 77 imaginary surface. With respect to airport safety, EIR No. 466 determined that the proposed land uses were permitted within Area II as described in the 1984 ALUP. EIR No. 466 also determined that the MFBCSP would be required to comply with all remaining land use compatibility criteria for Area II. Additionally, EIR No. 466 determined that the MFBCSP would not be located within a Clear Zone or within the Accident Potential Zones (APZs). Although impacts were determined to be less than significant, a mitigation measure was imposed on the MFBCSP requiring all street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane. With implementation of the required mitigation, EIR No. 466 concluded impacts would be reduced to less-than-significant levels. (Webb, 2005, pp. IV-102 through IV-108)

No Substantial Change from Previous Analysis: Consistent with the finding of EIR No. 466, the Project site is located within the AIA of the MARB. Specifically, the Project site is located within Compatibility Zone C2 of the 2014 MARB Land Use Compatibility Plan (ALUCP), which updated and replaced the 1984 ALUP that was in effect at the time EIR No. 466 was certified. (ALUC, 2014, Map MA-1) Although EIR No. 466 evaluated a range of land uses allowed by the MFBCSP, EIR No. 466 did not evaluate specific buildings, as EIR No. 466 assumed that the characteristics of individual buildings would be identified as part of implementing developments within the MFBCSP. The currently-proposed Project is an implementing development that would result in the buildout of a portion of MFBCSP Planning Area 5, and the Project's application materials identify specific building architecture, building location, site elevations, building heights, and the proposed building footprint. Because the Project Applicant proposes a specific building (i.e., Building 15), the current Project required additional review by the Riverside County Airport Land Use Commission (ALUC) for consistency with the 2014 MARB ALUCP. As such, the Project was reviewed by the Riverside County ALUC on April 11, 2019, which found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain conditions. These conditions will be imposed on the proposed Project by Riverside County as Conditions of Approval (COAs), and are listed below. With mandatory compliance with the ALUC COAs, the Project would not result in an inconsistency with an Airport Master Plan and a less-than-significant impact would occur. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: As discussed under Threshold a), the Project site is located within Compatibility Zone C2 of the 2014 MARB ALUCP, which updated and replaced the 1984 ALUP that was in effect at the time EIR No. 466 was certified. (ALUC, 2014, Map MA-1) Additionally, EIR No. 466 evaluated a range of land uses, but did not evaluate any specific building locations or configurations. The proposed Project involves a Plot Plan (Plot Plan No. 190003) implementation of which would result in the buildout of a portion of MFBCSP Planning Area 5 with a proposed 90,279 s.f. warehouse building. The Project's application materials identify specific building architecture, building location, site elevations, building heights, and the proposed building footprint. Because the Project Applicant proposes a specific building (i.e., Building 15), the current Project required additional review by the Riverside County ALUC for consistency with the 2014 MARB ALUCP. On April 11, 2019, the ALUC found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain conditions. These conditions will be imposed on the proposed Project by Riverside County as COAs, and are listed below. With mandatory compliance with the ALUC COAs, the Project would not conflict with any ALUCPs, including the MARB ALUCP, and a less-than-significant impact would occur. Therefore,

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

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

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

No Substantial Change from Previous Analysis: As indicated under the analysis of Thresholds a) and b), above, the Project site is located within Compatibility Zone C2 of the 2014 MARB ALUCP, which updated and replaced the 1984 ALUP that was in effect at the time EIR No. 466 was certified. (ALUC, 2014, Map MA-1) Additionally, EIR No. 466 evaluated a range of land uses, but did not evaluate any specific building locations or configurations. The proposed Project involves a Plot Plan (Plot Plan No. 190003), implementation of which would result in the buildout of a portion of MFBCSP Planning Area 5 with a proposed 90,279 s.f. warehouse building. The Project's application materials identify specific building architecture, building locations, site elevations, building heights, and the proposed building footprint. Because the Project Applicant proposes a specific building (i.e., Building 15), the current Project required additional review by the Riverside County ALUC for consistency with the 2014 MARB ALUCP. On April 11, 2019, the ALUC found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain conditions. These conditions would be imposed on the proposed Project by Riverside County as COAs, and are listed below. With mandatory compliance with the ALUC COAs, which would be imposed by Riverside County as COAs for the proposed Project, the Project would not result in a safety hazards for people working in the Project area, and a less-than-significant impact would occur. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

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

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

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

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

Project Specific Conditions of Approval

The following conditions of approval shall apply and reflect the conditions of approval listed in the ALUC's consistency determination letter, dated April 18, 2019, which determined that the proposed Project is consistent with the 2014 March Air Reserve Base/Inland Port ALUCP. The implementation of these conditions further demonstrate that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
- The following uses/activities are not included in the proposed Project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan: (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator; (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport; (c) Any use which would generate smoke or water vapor or which would attract large

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concentrations of birds, or which may otherwise affect safe air navigation within the area; and (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

- The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.
- The following uses/activities are not included in the proposed Project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review: restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
- The following notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice:

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

- The proposed detention basin on the site (including a water quality management basin) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in Project landscaping.
- March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
- Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

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- This Project has been evaluated for 86,319 square feet of manufacturing area⁴. Any increase in building area or change in use other than for warehouse, office and manufacturing use will require an amended review by the Airport Land Use Commission.
- The Project does not propose rooftop solar panels at this time. However, if the Project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
- The Federal Aviation Administration has conducted an aeronautical study of the proposed Project (Aeronautical Study No. 2019-AWP-2034-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the Project.
- The proposed buildings shall not exceed a height of 44 feet above ground level and a maximum elevation at top point of 1,576 feet above mean sea level.
- The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
- Temporary construction equipment used during actual construction of the structure(s) shall not exceed 44 feet in height and a maximum elevation of 1,576 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
- Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part 11), Notice of Actual Construction or Alteration, shall be completed by the Project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the Project is abandoned or a decision is made not to construct the applicable structures(s).

⁴ At the time Plot Plan No. 190003 was evaluated by the ALUC, the Project's plot plan indicated the proposed building would comprise 86,319 s.f. of building area; however, due to subsequent revisions to the plot plan, the building was reduced in size to 83,449 s.f.

5.1.10 Hydrology and Water Quality

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

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

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

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

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

Jacinto River Reach 3 (upstream of Canyon Lake), Railroad Canyon/Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Receiving waters listed on the Section 303(d) list include Canyon Lake and Lake Elsinore. Consistent with the finding of the IS/NOP prepared for EIR No. 466, Canyon Lake is impaired by nutrients, while Lake Elsinore is impaired by PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. The San Jacinto River Reaches 1 and 3, Commerce Center Storm Drain System, and Perris Valley Storm Drain are not listed as impaired. (PBLA, 2019b, p. 7)

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

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

Construction-Related Water Quality

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

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

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Operational Water Quality Impacts

As noted above, receiving waters for the property's drainage are the Commerce Center Storm Drain System, Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Canyon Lake is impaired by nutrients, while Lake Elsinore is impaired by PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. (PBLA, 2019b, p. 7) According to the Project's Water Quality Management Plan (WQMP; *Technical Appendix F2*), the Project's pollutants of concern include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease (PBLA, 2019b, p. 17). To meet NPDES requirements, the Project's proposed storm drain system is designed to route first flush runoff to the proposed on-site detention basin. The detention basin has been designed to detain runoff and provide water quality treatment, which would be effective in reducing pollutants of concern in runoff leaving the Project site. As such, runoff from the Project site would not contribute substantially to existing downstream impairments and the Project would not violate any water quality standards or waste discharge requirements.

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

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

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the Eastern Municipal Water District (EMWD) was the provider of domestic water to the MFBCSP area. The IS/NOP noted that overall, approximately 25% of EMWD's potable water demand was supplied by EMWD groundwater wells and approximately 75% was supplied by imported water from Metropolitan Water District (MWD) through its Colorado River Aqueduct and its connections to the State Water Project. The IS/NOP also indicated that the majority of the groundwater produced by EMWD came from its wells in the Hemet and San Jacinto area. As noted in the IS/NOP, in 2002, between 98% and 99% of the domestic water provided to the Mead Valley area came from State Project Water from northern California. Only 1 % of the water used in the entire Mead Valley area came from groundwater. The IS/NOP noted that the MFBCSP did not propose

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groundwater extraction wells and domestic water to serve the MFBCSP area is not expected to come from groundwater sources. As such, the IS/NOP determined that the MFBCSP would not substantially deplete groundwater supplies. Thus, the IS/NOP concluded that impacts to groundwater supplies would be less than significant, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 26 and 28)

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

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

The Project would be served with potable water from the Eastern Municipal Water District (EMWD). Domestic water supplies from the EMWD are reliant on imported water from the Metropolitan Water District (MWD), recycled water, local groundwater production, and desalted groundwater (EMWD, 2016a, p. xii; EMWD, 2016b). To address water supplies and demand, the EMWD adopted an Urban Water Management Plan (UWMP) that forecasts water demands and supplies under normal, single-dry, and multiple-dry year conditions; assesses supply reliability; and describes methods of reducing demands under potential water shortages. EMWD's UWMP is based, in part on the General Plans of the various jurisdictions within its service area for projecting future demand. The proposed Project is consistent with the site's existing General Plan and Specific Plan land use designations, and also is consistent with the site's underlying zoning classifications. As such, the proposed Project is fully accounted for by the UWMP. Because the UWMP demonstrates that the EMWD would have sufficient water supplies, including groundwater, to meet water demands within its district through 2040, it can therefore be concluded that the Project's demand for potable water would not result in the depletion of groundwater supplies. As such, Project impacts to groundwater supplies would be less than significant.

With respect to groundwater recharge, the proposed Project would increase impervious surface coverage on the site, which would in turn reduce the amount of direct infiltration of runoff into the ground. However, the Project site is surrounded on all sides by improved roadways. All runoff from the Project site under existing conditions is conveyed to existing storm drainage facilities in the area, which ultimately convey runoff to natural drainage channels that would allow for infiltration of water into the groundwater table. The total amount of runoff from the Project site would not change with implementation of the

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proposed Project. Thus, the proposed Project would not interfere substantially with groundwater recharge, and there would be no net deficit in aquifer water volumes or groundwater table levels as a result of the Project.

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

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the MFBCSP would be developed on a property that had an existing storm drain system, roads, sidewalks and appurtenant infrastructure. The IS/NOP indicated that development as proposed by the MFBCSP would not alter the course of a stream or river (since the overall contribution of runoff to the San Jacinto River would be insignificant). Although development of the MFBCSP would reduce the area of permeability on the project site by approximately 85 percent, the IS/NOP determined that the increased runoff would be captured by and carried through the existing storm drain system which was designed to accommodate the ultimate storm water flows expected at build-out. As such, the IS/NOP concluded that buildout of the MFBCSP area would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, and found that impacts would be less than significant. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 29 and 30)

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

No Substantial Change from Previous Analysis: As previously depicted on Figure 3-2, the Project generally would maintain the site's existing topography. With implementation of the proposed Project the site would continue to drain in a west-to-east orientation towards existing drainage facilities within surrounding roadways. As such, the Project would not result in substantial changes to the site's existing

drainage pattern. Additionally, development of the Project site as proposed would minimize areas of pervious surface, and therefore would preclude the potential for increased erosion hazards on site. Based on the analysis presented in the Project's hydrology study (*Technical Appendix F1*), post-development runoff from the site would slightly decrease during 100-year (24-hour duration) storm events (i.e., from 3.0 cfs under existing conditions to 1.4 cfs under post-development conditions) (PBLA, 2019a, p. 4). Moreover, the Project area was previously improved as part of CFD 88-8 with storm water drainage infrastructure that was sized to accommodate future development within the area. Furthermore, following treatment and detention by the proposed on-site detention basin, runoff from the Project site following development would be conveyed directly to existing off-site drainage facilities that have been designed to preclude or substantially avoid erosion hazards downstream. As such, and consistent with the finding of the IS/NOP, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

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

No Substantial Change from Previous Analysis: Construction activities would occur on the same site in the same or similar manner as assumed by EIR No. 466 and its associated IS/NOP. Consistent with the project evaluated by the IS/NOP, the Project's proposed grading activities would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water. Erosion by water would be greatest during the first rainy season after grading and before the Project's structure foundations are established and paving and landscaping occur. Erosion by wind would be highest during periods of high wind speeds when soils are exposed. Consistent with the finding of the IS/NOP, and pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a NPDES permit for construction activities. The NPDES permit, which was also required at the time EIR No. 466 was certified, is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally, and similar to the project evaluated by the IS/NOP, during grading and other construction activities involving soil exposure or the transport of earth materials, Chapter 15.12 (Uniform Building Code) of the Riverside County Municipal Code, which establishes, in part, requirements for the control of dust and erosion during construction, would apply to the Project. As part of the requirements of Chapter 15.12, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phase to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Consistent with the finding of the IS/NOP, mandatory compliance with the Project's NPDES permit and these regulatory requirements would ensure that erosion impacts during construction activities would be less than significant.

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

Additionally, because EIR No. 466 evaluated only a land use plan and the Project consists of a site-specific development, a site-specific hydrology study was required for the Project and is contained in *Technical Appendix F1*. Based on the analysis presented in the Project's hydrology study, post-development runoff from the site would slightly decrease during 100-year (24-hour duration) storm events (i.e., from 3.0 cfs under existing conditions to 1.4 cfs under post-development conditions) (PBLA, 2019a, p. 4). Additionally, and similar to the conditions that existed when EIR No. 466 was certified, the Project area was previously improved as part of CFD 88-8 with storm water drainage infrastructure that was sized to accommodate future development within the area. Moreover, runoff from the Project site following development would be conveyed directly to existing drainage facilities downstream following detention and water quality

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treatment by the proposed on-site detention basin, and downstream drainage facilities have been designed to preclude or substantially avoid erosion hazards. Because the drainage associated with the Project would be fully controlled via the on-site drainage plan and would be conveyed directly to existing drainage facilities, the rate and amount of erosion would not increase substantially as compared to existing conditions. In addition, Mitigation Measures MM Hydro 1 through MM Hydro 4, identified in EIR No. 466 and included below, would continue to apply to the Project and would further reduce the Project's potential to result in wind or water-related erosion that could adversely affect the environment. Similar to the conclusion reached by EIR No. 466, Project-related impacts due to erosion-related hazards would be less than significant with mitigation.

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

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

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

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, there are no portions of the Project site or surrounding areas that are located within a mapped 100-year flood hazard area. As previously depicted on Figure 3-2, the Project generally would maintain the site's existing topography. With implementation of the proposed Project the site would continue to drain towards the southeast corner of the property. Based on the analysis presented in the Project's hydrology study (*Technical Appendix F1*), although the total amount of runoff would not change as compared to existing conditions, the rate of post-development runoff from the site would slightly decrease during 100-year (24-hour duration) storm events (i.e., from 3.0 cfs under existing conditions to 1.4 cfs under post-development conditions) (PBLA, 2019a, p. 4). Additionally, and consistent with the conditions that existed at the time the IS/NOP was prepared, the Project area was previously improved as part of CFD 88-8 with storm water drainage infrastructure that was sized to accommodate future development within the area. Similar to the conclusion reached by the IS/NOP, runoff from the Project area would be conveyed to existing drainage facilities downstream following detention and water quality treatment by the proposed on-site detention basin, and would not have the potential to substantially

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increase flooding hazards downstream. As such, and consistent with the findings of the IS/NOP, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that buildout of the MFBCSP would not require construction of new storm water facilities because the sites proposed for development by the MFBCSP would be accessed by roadways equipped with complete storm drain systems. The IS/NOP noted that at the time, storm water percolated on the graded areas or drained into the existing catch basins. The IS/NOP determined that the then-existing storm drain system was designed for the proposed MFBCSP development and pollutants from the site were required to be minimized or eliminated by use of Order No. 01-34 and Supplement A; therefore, the IS/NOP concluded that impacts would be less than significant and this topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 26 and 28)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure, and rough grading of building pads. The IS/NOP prepared for EIR No. 466 evaluated land uses as proposed by the MFBCSP, but did not evaluate site-specific development plans. The Project consists of Plot Plan No. 190003, which provides details regarding development of the 5.78-acre Project site, including proposed drainage facilities. As such, a site-specific hydrology study was required for the Project and is included as *Technical Appendix F1*. The Project's hydrology study indicates that post-development runoff from the site would slightly decrease during 100-year (24-hour duration) storm events (i.e., from 3.0 cubic feet per second [cfs] under existing conditions to 1.4 cfs under post-development conditions) following water quality treatment and detention by the proposed detention basin (PBLA, 2019a, p. 4). Thus, whereas the IS/NOP indicated that peak runoff would approximately double, peak runoff under the Project would decrease by 50% as compared to existing conditions. Additionally, and consistent with the findings reached by EIR No. 466, drainage infrastructure installed in the surrounding area pursuant to CFD 88-8 was sized to accommodate future development within the CFD area, including the Project site. Additionally, major drainage facilities as called for by the Area Drainage Plan were completed following certification of EIR No. 466. Thus, because the Project would result in a reduction in peak runoff as compared to existing conditions, the Project's runoff was more than accounted for as part of the existing improvements and would be less than was assumed by the IS/NOP. As such, and consistent with the conclusion reached by the IS/NOP prepared for EIR No. 466, the Project would not exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant.

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With respect to water quality, and as discussed above under Threshold a), receiving waters for the property's drainage are the Commerce Center Storm Drain System, Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Canyon Lake is impaired by nutrients, while Lake Elsinore is impaired by PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. According to the Project's Water Quality Management Plan (WQMP; *Technical Appendix F2*), the Project's priority pollutants of concern are bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease. (PBLA, 2019b, p. 17) To meet NPDES requirements, the Project's proposed storm drain system is designed to route the first flush runoff generated on the Project site to the proposed on-site detention basin. The detention basin has been designed to detain runoff and provide water quality treatment, which would be effective in reducing the Project's pollutants of concern in runoff leaving the Project site. The detention basin has been designed to detain runoff and provide water quality treatment, which would be effective in reducing the potential pollutants of concern in runoff leaving the Project site. Following detention and treatment, runoff would then be conveyed to a proposed outlet structure and into an existing 48-inch storm drain within Commerce Center Drive. Consistent with the conclusion reached by EIR No. 466, the proposed drainage plan, including the proposed detention basin, would preclude pollutants of concern in runoff leaving the site. As such, the Project would not create substantial additional sources of polluted runoff.

Furthermore, and consistent with the assumptions made by EIR No. 466, the Project would be required to implement a WQMP during long-term operation, pursuant to the requirements of the applicable NPDES permit. The WQMP was prepared to evaluate the proposed Project and is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The WQMP identifies structural controls (including the proposed detention basin) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, loading dock requirements, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Consistent with the conclusion reached by EIR No. 466, mandatory compliance with the WQMP would ensure that the Project does not create substantial additional sources of polluted runoff during long-term operation. Furthermore, the Project would be subject to EIR No. 466 Mitigation Measures MM Hydro 2 and MM Hydro 3, which EIR No. 466 found would further reduce the potential for impacts due to polluted runoff.

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

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

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

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, there are no portions of the Project site or surrounding areas that are located within a mapped 100-year flood hazard area. According to Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency, the Project site is located within "Zone X," which encompasses areas determined to be outside the 0.2% annual chance floodplain (FEMA, 2008). Because the Project site is not located within a mapped flood hazard area, the Project has no potential to impede or redirect flood flows. Additionally, post-development runoff from the site would slightly decrease during 100-year (24-hour duration) storm events (i.e., from 3.0 cfs under existing conditions to 1.4 cfs under post-development conditions) following treatment and detention by the proposed on-site detention basin (PBLA, 2019a, p. 4). Drainage infrastructure installed in the surrounding area pursuant to CFD 88-8 was sized to accommodate future development within the CFD area, including the Project site. Thus, the Project's slight decrease in peak runoff was more than accounted for as part of the existing improvements. As such, the Project would not impede or redirect flood flows either on site or downstream, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the nearest dam to the MFBCSP site was the Perris Dam that holds back Lake Perris, located approximately 4.5 miles east. The IS/NOP noted that although the dam faces in the direction of the MFBCSP site, the MFBCSP site was not located within a dam inundation area. Impacts were concluded to be less than significant in the IS/NOP, and this topic was not evaluated in EIR No. 466. Impacts associated with tsunamis and seiches were not evaluated in the IS/NOP; however, the IS/NOP and EIR No. 466 contained enough information about the MFBCSP that with the exercise of reasonable diligence, information about the MFBCSP's potential to be impacted by tsunamis or seiches was readily available. (Webb, 2005, Appendix A, pp. 29 and 30)

No Substantial Change from Previous Analysis: The Project site is located approximately 35 miles northeast of the Pacific Ocean; thus, the Project site is not subject to hazards associated with tsunamis, nor are there any components of the Project that could contribute to tsunami-related hazards. According to FIRM prepared by FEMA, the Project site is located within flood hazard "Zone X," which encompasses

areas determined to be outside the 0.2% annual chance floodplain. (FEMA, 2008) As such, the Project site would not be subject to inundation during flood events. The Project site is located approximately 3.6 miles west of the Lake Perris Dam. According to MVAP Figure 11 (Special Flood Hazard Areas), the Project site is not located within any dam inundation areas or special flood hazard areas, including inundation areas associated with the Perris Dam (Riverside County, 2015b, Figure 11). As such, it can be concluded that due to distance and intervening topography, the Project site would not be subject to seiche hazards. As such, the Project site would not be subject to inundation that could result in the release of pollutants from the Project site, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: Similar to the conditions that existed when the IS/NOP was prepared for EIR No. 466, the Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan (as most recently updated in February 2016), which also was in effect at the time the IS/NOP was circulated for public review (RWQCB, 2016). In addition, the Project site is located within the West San Jacinto Groundwater Management Area, and is therefore subject to the EMWD's "Groundwater Management Plan – West San Jacinto Groundwater Basin" (EMWD, 1995; EMWD, 2018). The Project's consistency with each is discussed below.

Santa Ana Region Basin Plan

The California Porter-Cologne Water Quality Control Act (§ 13000 ("Water Quality") et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act (CWA)) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan (as most recently updated in February 2016). This document is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3348. (RWQCB, 2016)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana Watershed. Receiving waters for the property's drainage are the Commerce Center Storm Drain System, Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Receiving waters listed on the Section 303(d) list include Canyon Lake and Lake Elsinore. Canyon Lake is impaired by nutrients and pathogens, while Lake Elsinore is impaired by PCBs, nutrients, low dissolved oxygen toxicity, and DDT. The Commerce Center Storm Drain System, Perris Valley Storm Drain, and San Jacinto River Reaches 1 and 3 are not listed as impaired. (PBLA, 2019b, p. 7)

A specific provision of the CWA applicable to the proposed Project is CWA Section 402, which authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit.

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

Construction-Related Water Quality

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

Pursuant to the requirements of the Santa Ana RWQCB and the County of Riverside, the Project would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the RWQCB's Water Quality Control Plan for the Santa Ana River Basin ("Basin Plan"). Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, runoff

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associated with Project-related construction activities would not conflict with the Santa Ana Region Basin Plan requirements, and impacts would be less than significant.

Operational Water Quality Impacts

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

As noted above, receiving waters for the property's drainage are the Commerce Center Storm Drain System, Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Canyon Lake is impaired by nutrients, while Lake Elsinore is impaired by PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. As noted above, because the Project consists of a site-specific development, a WQMP was required for the Project and is included in *Technical Appendix F2*. According to the Project's WQMP, the Project's pollutants of concern include bacterial indicators, metals nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease. (PBLA, 2019b, p. 17) To meet NPDES requirements, the Project's proposed storm drain system is designed to route first flush runoff to the proposed on-site detention basin. The detention basin has been designed to detain runoff and provide water quality treatment, which would be effective in reducing pollutants of concern in runoff leaving the Project site. Runoff from the Project site would not contribute substantially to existing downstream impairments and the Project therefore would not conflict with the Santa Ana Region Basin Plan; thus, impacts would be less than significant.

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

Plot Plan No. 190003 (Building 15)**Groundwater Management Plan – West San Jacinto Groundwater Basin**

The EMWD adopted the *Groundwater Management Plan – West San Jacinto Groundwater Basin* (GMP) on June 8, 1995. The GMP is intended to manage the San Jacinto Groundwater Basin (SJGB) in a manner that would supplement EMWD's water supplies, thereby increasing the amount of locally-available water and reducing the amount of water that needs to be imported through MWD. The GMP covers approximately 256-square miles (over 164,200 acres) and has been divided into six (6) groundwater management zones. The Project site is located at the western edge of the Perris North Groundwater Management Zone (GMZ). (EMWD, 1995; EMWD, 2018, Figure 7-2)

EMWD adopted the Management Plan in June 1995 in accordance with Assembly Bill 3030 (AB 3030) enacted in 1992, which is now codified in the California Water Code Sections 10750 through 10755. The Management Plan is intended to protect the vested interests of existing groundwater producers while providing a planning framework for new water supply projects for the benefit of groundwater producers and the public. The Management Plan goals include (EMWD, 2018, p. 6):

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

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

As noted above under the discussion of the Project's consistency with the Santa Ana Region Basin Plan, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being

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discharged from the subject property. Mandatory compliance with the SWPPP would ensure that construction of the proposed Project does result in polluted runoff that could adversely affect water quality within the SJGB. Additionally, the total amount of runoff from the Project site during construction would not change substantially in relation to existing conditions, thereby allowing for infiltration into the SJGB in downstream areas. Accordingly, during construction the Project would not conflict with the West San Jacinto GMP, and a less-than-significant impact would occur.

Following construction activities, infiltration on the Project site largely would be precluded and would be limited to landscaped areas, as remaining areas of the site would be covered with impervious surfaces (i.e., buildings, drive aisles, etc.). However, under existing conditions all runoff generated on the Project site is conveyed directly into existing storm drainage facilities within adjacent roadways. While a nominal amount of groundwater recharge may occur under existing conditions, the majority of runoff is conveyed to downstream facilities, which ultimately include unlined drainage channels and bodies of water (i.e., Canyon Lake and Lake Elsinore) wherein groundwater recharge occurs. These conditions would not substantially change under the proposed Project. That is, all runoff generated on the site would be conveyed to a water quality basin for treatment, and would discharge into existing drainage facilities within adjacent roadways. Groundwater recharge would continue to occur downstream, as it does under existing conditions. Furthermore, under long-term operating conditions, all runoff generated on the Project site would be treated by the proposed on-site detention basin. The detention basin is designed to treat the Project's pollutants of concern (PBLA, 2019b, p. 17). Thus, with implementation of the proposed Project, Project-related runoff would not contribute to or exacerbate existing water quality impairments within the West San Jacinto GMP area. As such, the Project would not conflict with the West San Jacinto GMP, and impacts would be less than significant.

Conclusion

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

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address impacts to hydrology and water quality. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval.

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

own coverage under the Construction Permit, unless otherwise determined by the Santa Ana Regional Water Quality Control Board.

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

MM Hydro 3: To mitigate impacts related to water quality following development, individual project proponents will determine if coverage under the State’s General Permit for Industrial Activities is necessary. This permit requires implementation of a SWPPP for certain types of industrial activities. The future building occupants of the structures proposed in this document may warrant coverage under the General Permit for Industrial Activities. Therefore, prior to issuance of the certificate of occupancy, building occupants shall determine whether or not coverage under the Industrial permit is warranted for their operations.

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

5.1.11 Land Use and Planning

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

No Substantial Change from Previous Analysis: The Project site is located within the MVAP portion of the Riverside County General Plan. As part of its review of the proposed Project, Riverside County evaluated the Project for consistency with applicable General Plan and MVAP policies, and concluded that the Project would be consistent with or otherwise would not conflict with the General Plan or MVAP. Moreover, the Project is fully consistent with the land use designations and requirements of the General Plan and MVAP. Thus, the Project would not conflict with any General Plan or MVAP policies that were adopted for the purpose of avoiding or mitigating an environmental effect.

Additionally, the Project site is located within the MFBCSP, which designates the site for “Light Industrial with Community Center Overlay” uses. The proposed 90,279 s.f. of general warehouse use is fully consistent with the “Light Industrial” component of the site’s designation. Additionally, a site-specific analysis of the Project’s consistency with the policies and requirements of the MFBCSP was conducted by T&B Planning, the results of which are provided as *Technical Appendix I*. As indicated in *Technical Appendix I*, the Project is consistent with or otherwise would not conflict with the policies and requirements of the MFBCSP, including policies and requirements adopted for the purpose of avoiding or mitigating an environmental effect.

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

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

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

community. Impacts were determined to be less than significant and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 31 and 33)

No Substantial Change from Previous Analysis: As previously shown on Figure 2-3, residential uses occur to the west of the Project site along Seaton Avenue. There are no residential uses to the north, east, or south of the Project site. Since certification of EIR No. 466, there have been no new residential developments beyond the existing residential community generally located west of Seaton Avenue. Areas to the east of Seaton Avenue in the vicinity of the Project site are developed with or planned for light industrial land uses. As such, development of the Project site with up to 90,279 s.f. of general warehouse use would have no potential to divide the physical arrangement of an established community. Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.12 Mineral Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
25. Mineral Resources				
a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Potentially expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the General Plan's Multipurpose Open Space Element identified most of western Riverside County, where there are no known mineral resources, as being within Mineral Resources Zone No. 3 (Figure OS-5). The IS/NOP determined that the MFBCSP site was located within this Mineral Resources Zone (MRZ-3). The IS/NOP defined MRZ-3 as areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined. Because the MFBCSP site contains no known mineral

resources, the IS/NOP concluded that no impact would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 33 and 34)

No Substantial Change from Previous Analysis: According to mapping information available from the California Geological Survey, the Project site is classified as Mineral Resources Zone 3 (MRZ-3), which is defined as “areas containing known or inferred mineral occurrences of undetermined mineral resource significance” (CGS, 2008). Accordingly, implementation of the proposed Project would not result in the loss of availability of a known mineral resource, and there would be no Project impacts. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: The Riverside County General Plan, MVAP, and MFBCSP do not designate the Project site as a locally-important mineral resource recovery site (Riverside County, 2015a; Riverside County, 2015b; Webb, 2005). As such, the Project would not result in the loss of availability of a locally-important mineral resource recovery site, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: A materials recovery site occurs approximately 0.8-mile west of the Project site. Additionally, there is a potential mine being considered for a property located approximately 1.4 mile south of the Project site; however, no formal applications have been filed with Riverside County to allow for mining uses at this location. Due to distance between the Project site and these existing/potential mining sites, the Project would not have the potential to expose future site workers to hazards from these mines. There would be no potential for future impacts to the on-site building resulting from mining activities occurring more than 0.8 mile from the Project site. Furthermore, warehouse uses proposed by the Project Applicant would not be considered incompatible with mining activities. As such, and consistent with the findings of EIR No. 466, the Project would not expose people or property in the Project area to hazards associated with quarries and mines no impacts would occur.

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

5.1.13 Noise

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
Definitions for Noise Acceptability Ratings Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked. NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable C - Generally Unacceptable D - Land Use Discouraged				
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? NA <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the Project expose people residing or working in the project area to excessive noise levels?**

EIR No. 466 Finding: EIR No. 466 disclosed that the MFBCSP site was located outside of March Air Reserve Base’s 60 dB CNEL noise contours, as depicted in the 1998 MARB AICUZ Study. EIR No. 466 noted that Section A.7 of the Appendices to the AICUZ Study stated that “most industrial/manufacturing uses are compatible in the airfield environs” and that the “commercial/retail trade and personal and business services are compatible without restriction up to DNL [Day-Night Average A-Weighted Sound Level] 70 dB.” Because MARB noise levels are less than 60 dB CNEL at the MFBCSP site, EIR No. 466 determined that all uses within the Specific Plan would be compatible with the exterior noise level guidelines set forth in the 1984 Riverside County Airport Land Use Plan and with the land use compatibility policies of the 1998 MARB AICUZ Study. Although the MFBCSP site fell outside of the CNEL noise contours for March Air

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Reserve Base, EIR No. 466 noted that the MFBCSP site was located beneath identified flight tracks for airplanes using the airfield at March Air Reserve Base; thus, EIR No. 466 disclosed that there was a potential for single-event noise levels to affect future land uses in the MFBCSP area. However, EIR No. 466 concluded that the industrial, warehouse/distribution, and commercial/retail land uses allowed by the MFBCSP are not considered to be sensitive receivers and therefore the impacts from these single-event noise levels were determined to be less than significant. (Webb, 2005, p. IV-103)

No Substantial Change from Previous Analysis: According to Figure 4.15.20 of EIR No. 521, which was prepared for the County's 2015 General Plan Update, the Project site occurs outside of the 60 dBA CNEL contour for the March Joint Air Reserve Base (Riverside County, 2015c, p. 24, Figure 4.15.20; Urban Crossroads, 2020, p. 25). According to Table N-1 of the County General Plan, industrial uses such as those proposed by the Project Applicant are considered "Normally Acceptable" in terms of noise compatibility at noise levels up to 75 dBA CNEL, and are considered "Conditionally Acceptable" at noise levels ranging from 70 dBA CNEL to 80 dBA CNEL (Riverside County, 2015a, Table N-1). Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels associated with airport operations, and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

b) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the project area to excessive noise levels?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that the MFBCSP site was not within the vicinity of a private airstrip and no impact would occur. As such, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 35)

No Substantial Change from Previous Analysis: The nearest private airstrip to the Project site is the Perris Valley Airport, located approximately 5.4 miles southeast of the Project site. According to the Land Use Compatibility Plan for the Perris Valley Airport, the Project site is located well outside of the 60 dB CNEL contour for this airport, which according to General Plan Table N-1 indicates that the Project would be "Normally Compatible" with airport-related noise from this facility (ALUC, 2011, Figure PV-3; Riverside County, 2015a, Table N-1). Accordingly, the Project would not expose people residing or working in the project area to excessive noise levels associated with private airport noise, and there would be no impact. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
27. Noise Effects by the Project				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: EIR No. 466 indicated that construction noise would result in a temporary change in ambient noise levels. EIR No. 466 disclosed that noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach significant levels ranging from 70 dBA to 105 dBA and could adversely affect sensitive receptors in the area. As discussed in EIR No. 466, impacts from construction noise are considered short-term impacts since noise would cease upon completion of construction activity. Nonetheless, EIR No. 466 determined that construction-related noise impacts would be potentially significant prior to mitigation. With implementation of Mitigation Measures MM Noise 1 through MM Noise 4 from EIR No. 466 and with mandatory compliance with Riverside County Ordinance No. 457, EIR No. 466 concluded that construction-related noise affecting sensitive receptors would be reduced to less-than-significant levels. (Webb, 2005, pp. IV-161, IV-162, IV-166, and IV-167)

EIR No. 466 also indicated that the MFBCSP would contribute long-term noise to the existing environment through the addition of traffic on local streets. Based on a noise impact analysis prepared for EIR No. 466, it was determined that the MFBCSP would result in substantial noise increases (i.e., 3 dBA or more increase) on nearby roadways and impacts were identified as potentially significant. EIR No. 466 concluded that traffic-related noise associated with the MFBCSP would be significant and unavoidable. EIR No. 466 also noted that noise levels affecting the MFBCSP site would not exceed 74.9 dBA CNEL, and concluded that the MFBCSP would therefore be compatible with existing and projected noise levels. (Webb, 2005, pp. IV-161 and IV-165)

EIR No. 466 also evaluated the MFBCSP’s potential for operational noise impacts, and found that daytime operational noise would not be significant if a barrier shields the visibility of the (loading) activity from

any ground-floor observers. EIR No. 466 noted that activities that occur at the rear of buildings, with no direct “line-of-sight” to residences, and not directly adjacent to the noise-sensitive land uses, would be shielded by the building itself. However, EIR No. 466 found that the nuisance factor from nighttime dock operations would be potentially significant prior to mitigation, and that daytime operational noise would be potentially significant in the absence of noise barriers. EIR No. 466 identified Mitigation Measure MM Noise 5, which requires an 8-foot high separation wall between on-site activities and existing off-site residential uses if daytime trucking activities occur within 200 feet of the property line. Mitigation Measure MM Noise 5 also requires a 12-foot barrier between loading dock areas and residential uses within 300 feet of the loading dock areas if loading dock materials handling activities are conducted during nighttime hours (10:00 pm to 7:00 am), and further requires that if nighttime trucking activities are conducted simultaneously with the operation of the loading dock, the 12-foot high barrier shall be required if such combination activities occur within 600 feet of an existing residence. EIR No. 466 also identified Mitigation Measure MM Noise 6, which limits nighttime operational activities associated with loading/unloading and truck movement within close proximity of nearby residential uses. With implementation of the required mitigation, EIR No. 466 concluded that operational noise would be less than significant. (Webb, 2005, pp. IV-165 through IV-167)

No Substantial Change from Previous Analysis: The Project would result in the buildout of a portion of MFBCSP Planning Area 5 and is fully consistent with the “Light Industrial” land use designation applied to the Project site by the MFBCSP. Although EIR No. 466 evaluated a range of land uses allowed by the MFBCSP, EIR No. 466 did not evaluate specific buildings, as EIR No. 466 assumed that the characteristics of individual buildings would be identified as part of implementing developments within the MFBCSP. The currently-proposed Project is an implementing development that would result in the buildout of a portion of MFBCSP Planning Area 5, and the Project’s application materials identify specific building elements, including building areas and locations, setbacks, walls/fencing, and site access. In order to evaluate the Project’s site-specific elements, a Noise Impact Analysis (NIA) was required for the Project and is provided as *Technical Appendix G*. The Project’s NIA (*Technical Appendix G*) includes a detailed analysis of the Project’s potential to result in a substantial temporary and/or permanent increase in ambient noise levels. Refer to the NIA for a detailed description of noise fundamentals, applicable regulatory requirements, the existing noise environment, and the methods and procedures used to evaluate the Project’s noise impacts. As explained below, the noise that would be generated by the Project is fully analyzed in and covered by the analysis of noise impacts set forth in EIR No. 466. Provided below is a summary of the results of the analysis for construction and long-term operation of the Project.

Construction-Related Impacts

Consistent with the findings of EIR No. 466, the Project has the potential to cause temporary or periodic increases in ambient noise levels during construction activities. Construction characteristics associated with the proposed Project would not be materially different from what was evaluated and disclosed by EIR No. 466. EIR No. 466 disclosed that construction-related noise impacts would be potentially significant, but would be reduced to less-than-significant levels with implementation of Mitigation Measures MM Noise 1 through MM Noise 4. Notwithstanding, the Project’s NIA (*Technical Appendix G*) includes an assessment of potential noise impacts that could affect sensitive receptors during construction activities. Figure 5-2, *Construction Noise Source Locations*, depicts the construction noise

source locations in relation to the nearby sensitive receiver locations that were evaluated as part of the analysis. The results of the analysis are presented below. (Urban Crossroads, 2020, p. 55)

Threshold of Significance

Based on the National Institute for Occupational Safety and Health (NIOSH) publication, *Criteria for Recommended Standard: Occupational Noise Exposure*, noise impacts due to Project-related construction activities would be potentially significant if Project-related construction activities create noise levels which exceed the 85 dBA Leq acceptable noise level threshold at the nearby sensitive receiver locations (NIOSH, 1998, p. 1). Refer to Section 4 of the Project's NIA (*Technical Appendix G*) for a discussion of how thresholds of significance were selected for analysis.

Construction Noise Sources

Noise generated by the Project construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages, based on similar projects in the County of Riverside: (Urban Crossroads, 2020, p. 55)

- Site Preparation
- Grading
- Building Construction
- Architectural Coating
- Paving

The construction noise analysis provided in the Project's NIA was prepared using reference noise level measurements taken by Urban Crossroads to describe the typical construction activity noise levels for each stage of Project construction. The construction reference noise level measurements represent a list of typical construction activity noise levels. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to more than 80 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver, and would be further reduced to 68 dBA at 200 feet from the source to the receiver. (Urban Crossroads, 2020, p. 55)

Construction Reference Noise Levels

To describe the Project construction noise levels, measurements were collected for similar activities at several construction sites by Urban Crossroads. Table 5-5, *Construction Reference Noise Levels*, provides a summary of the construction reference noise level measurements. Because the reference noise levels were collected at varying distances of 30 feet and 50 feet, all construction noise level measurements presented on Table 5-5, have been adjusted for consistency to describe a uniform reference distance of 50 feet. (Urban Crossroads, 2020, p. 55)

Plot Plan No. 190003 (Building 15)



FIGURE 5-2



CONSTRUCTION NOISE SOURCE LOCATIONS

Table 5-5 Construction Reference Noise Levels

ID	Noise Source	Duration (h:mm:ss)	Reference Distance From Source (Feet)	Reference Noise Levels @ Reference Distance (dBA Leq)	Reference Noise Levels @ 50 Feet (dBA Leq) ⁶
1	Truck Pass-Bys & Dozer Activity ¹	0:01:15	30'	63.6	59.2
2	Dozer Activity ¹	0:01:00	30'	68.6	64.2
3	Construction Vehicle Maintenance Activities ²	0:01:00	30'	71.9	67.5
4	Foundation Trenching ²	0:01:01	30'	72.6	68.2
5	Rough Grading Activities ²	0:05:00	30'	77.9	73.5
6	Framing ³	0:02:00	30'	66.7	62.3
7	Dozer Pass-By ⁴	0:00:32	30'	84.0	79.6
8	Concrete Mixer Truck Movements ⁵	0:01:00	50'	71.2	71.2
9	Concrete Paver Activities ⁵	0:01:00	30'	70.0	65.6
10	Concrete Mixer Pour & Paving Activities ⁵	0:01:00	30'	70.3	65.9
11	Concrete Mixer Backup Alarms & Air Brakes ⁵	0:00:20	50'	71.6	71.6
12	Concrete Mixer Pour Activities ⁵	1:00:00	50'	67.7	67.7

¹ As measured by Urban Crossroads, Inc. on 10/14/15 at a business park construction site located at the northwest corner of Barranca Parkway and Alton Parkway in the City of Irvine.

² As measured by Urban Crossroads, Inc. on 10/20/15 at a construction site located in Rancho Mission Viejo.

³ As measured by Urban Crossroads, Inc. on 10/20/15 at a residential construction site located in Rancho Mission Viejo.

⁴ As measured by Urban Crossroads, Inc. on 10/30/15 during grading operations within an industrial construction site located in the City of Ontario.

⁵ Reference noise level measurements were collected from a nighttime concrete pour at an industrial construction site, located at 27334 San Bernardino Avenue in the City of Redlands, between 1:00 a.m. to 2:00 a.m. on 7/1/15.

⁶ Reference noise levels are calculated at 50 feet using a drop off rate of 6 dBA per doubling of distance (point source).

(Urban Crossroads, 2020, Table 10-1)

Project Construction Noise Levels

Using the reference construction equipment noise levels, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were conducted. Tables 10-2 to 10-6 of the Project's NIA (*Technical Appendix G*) present the short-term construction noise levels for each stage of construction. Table 5-6, *Unmitigated Construction Equipment Noise Level Summary*, provides a summary of the construction noise levels by stage at the nearby noise-sensitive receiver locations. Based on the stages of construction, the noise impacts associated with the proposed Project are expected to create temporarily high noise levels at the nearby receiver locations. To assess the worst-case construction noise levels, the analysis shows the highest noise impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity to each receiver location. (Urban Crossroads, 2020, p. 58)

The construction noise analysis shows that the highest construction noise levels would occur when construction activities take place at the closest point from primary Project construction activity to each of the nearby receiver locations. As shown on Table 5-6, the unmitigated construction noise levels are expected to range from 48.4 to 71.4 dBA Leq at the nearby receiver locations. (Urban Crossroads, 2020, p. 62)

Table 5-6 Unmitigated Construction Equipment Noise Level Summary

Receiver Location ¹	Construction Noise Level (dBA Leq)					Highest Activity Noise Levels ²
	Site Preparation	Grading	Building Construction	Architectural Coating	Paving	
R1	65.7	59.6	54.3	53.6	57.7	65.7
R2	70.0	63.9	58.6	57.9	62.0	70.0
R3	71.4	65.3	60.0	59.3	63.4	71.4
R4	68.5	62.4	57.1	56.4	60.5	68.5
R5	60.5	54.4	49.1	48.4	52.5	60.5

1. Noise receiver locations are shown on Figure 5-2.
2. Estimated construction noise levels during peak operating conditions.
(Urban Crossroads, 2020, Table 10-7)

To evaluate whether the Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations a construction-related the NIOSH noise level threshold of 85 dBA Leq is used as acceptable thresholds for construction noise at the nearby sensitive receiver locations. Table 5-7, *Construction Equipment Noise Level Compliance*, shows the highest construction noise levels at the potentially impacted receiver locations are expected to range from 60.5 to 71.4 dBA Leq and would satisfy the NIOSH 85 dBA Leq significance threshold during temporary Project construction activities. As such, the noise impact due to unmitigated Project-related construction noise levels is considered a less-than-significant impact at all nearby sensitive receiver locations. Accordingly, the Project would not cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project, and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (Urban Crossroads, 2020, p. 65)

Table 5-7 Construction Equipment Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA Leq)		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	65.7	85	No
R2	70.0	85	No
R3	71.4	85	No
R4	68.5	85	No
R5	60.5	85	No

- Noise receiver locations are shown on Figure 5-2.
- Estimated construction noise levels during peak operating conditions, as shown on Table 5-6.
- Construction noise thresholds as shown on Table 4-2 of the Project's NIA (*Technical Appendix G*) and as summarized above.
- Do the estimated Project construction noise levels satisfy the construction noise level threshold? (Urban Crossroads, 2020, Table 10-8)

Long-Term Operation-Related Impacts

The Project Applicant proposes Plot Plan No. 190003, which would entail development of the 5.78-acre Project site with up to 90,279 s.f. of warehouse uses. Implementation of Plot Plan No. 190003 would result in the buildout of a portion of MFBCSP Planning Area 5. The land uses proposed by the Project Applicant are fully consistent with the "Light Industrial" land use designations applied to the site by the MFBCSP and are consistent with the land use assumptions made by EIR No. 466 for the MFBCSP area. As such, operational characteristics of the proposed Project, and by extension operational noise associated with the proposed Project, would be fully consistent with what was evaluated for the site by EIR No. 466. Notwithstanding, because the Project's proposed Plot Plan No. 190003 provides more details regarding ultimate site development, the Project's NIA includes an evaluation of the Project's potential operational noise impacts. Figure 5-3, *Operational Noise Source Locations*, identifies the representative receiver locations and noise source locations used to assess the operational noise levels. It should be noted that the distances for operational noise are measured from the operational noise source locations, and not from the Project boundary as is done for construction-related impacts. For example, truck court activity would occur south of the proposed building, and thus such activity would be located further away from the sensitive receiver locations located north of the site as compared to construction activities, including grading, that would occur throughout the Project site. (Urban Crossroads, 2020, p. 45)

Thresholds of Significance – Operational Noise

Noise impacts would be considered significant if any of the following would occur as a direct result of the proposed Project. Refer to Section 4 of the Project's NIA (*Technical Appendix G*) for a discussion of how thresholds of significance were selected for analysis. (Urban Crossroads, 2020, p. 27)

- If Project-related operational (stationary-source) noise levels exceed the exterior 55 dBA Leq daytime or 45 dBA Leq nighttime noise level standards at nearby sensitive receiver locations (per County of Riverside Municipal Code § 9.52.040).

Plot Plan No. 190003 (Building 15)



Source(s): Urban Crossroads (03-03-2020)

FIGURE 5-3



OPERATIONAL NOISE SOURCE LOCATIONS

- If the existing ambient noise levels at the nearby noise-sensitive receivers near the Project site:
 - are less than 60 dBA Leq and the Project creates a readily perceptible 5 dBA Leq or greater Project-related noise level increase; or
 - range from 60 to 65 dBA Leq and the Project creates a barely perceptible 3 dBA Leq or greater Project-related noise level increase; or
 - already exceed 65 dBA Leq and the Project creates a community noise level impact of greater than 1.5 dBA Leq (per FICON, 1992).

Operational Noise Sources

The future tenants of the proposed building are currently unknown. The on-site Project-related noise sources are expected to include: idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements. The Project’s NIA (*Technical Appendix G*) is intended to describe noise level impacts associated with the expected typical operational activities at the Project site. (Urban Crossroads, 2020, p. 45)

Reference Noise Levels

To estimate the Project operational noise impacts, reference noise level measurements were collected by Urban Crossroads from similar types of activities to represent the noise levels expected with the development of the proposed Project. Table 5-8, *Reference Noise Level Measurements*, shows the estimated reference noise levels for each noise source associated with Project operations. It is important to note that the projected noise levels shown in Table 5-8 assume the worst-case noise environment with the idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements all operating continuously. These noise level impacts would likely vary throughout the day. Refer to Section 9.2 of the Project’s NIA (*Technical Appendix G*) for a description of the reference noise levels used as inputs in Table 5-8. (Urban Crossroads, 2020, p. 45)

Table 5-8 Reference Noise Level Measurements

Noise Source	Duration (hh:mm:ss)	Ref. Distance (Feet)	Noise Source Height (Feet)	Hourly Activity (Mins) ⁴	Reference Noise Level (dBA L _{eq})		
					@ Ref. Dist.	Distance Attenuation to 50 Feet	@ 50 Feet
Truck Unloading/Docking Activity ¹	00:15:00	30'	8'	60	67.2	-4.4	62.8
Entry Gate & Truck Movements ¹	00:15:00	20'	8'	60	64.0	-8.0	56.0
Roof-Top Air Conditioning Units ²	96:00:00	5'	5'	39	77.2	-20.0	57.2
Parking Lot Vehicle Movements ³	01:00:00	10'	5'	60	52.2	-10.5	41.7

¹ Reference noise level measurements were collected from the existing operations of the Motivational Fulfillment & Logistics Services distribution facility located at 6810 Bickmore Avenue in the City of Chino on Wednesday, January 7, 2015.

² As measured by Urban Crossroads, Inc. on 7/27/2015 at the Santee Walmart located at 170 Town Center Parkway.

³ As measured by Urban Crossroads, Inc. on 5/17/2017 at the Panasonic Avionics Corporation parking lot in the City of Lake Forest.

⁴ Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site based on the reference noise level measurement activity.

(Urban Crossroads, 2020, Table 9-1)

Project Operational Noise Levels

Using the reference noise levels to represent the proposed Project operations that include idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. The operational noise level calculations, shown on Table 5-9, *Unmitigated Project-Only Operational Noise Levels*, account for the distance attenuation provided due to geometric spreading when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. Hard site conditions are used in the operational noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source. Refer to the NIA (*Technical Appendix G*) for a discussion of how noise attenuation was calculated. (Urban Crossroads, 2020, p. 49)

Table 5-9 Unmitigated Project-Only Operational Noise Levels

Receiver Location ¹	Noise Source	Noise Levels (dBA Leq) ²				
		Individual Reference Noise Source Level at Reference Distance	Distance Attenuation	Barrier Attenuation by Noise Source	Individual Noise Source Level with Barrier Attenuation	Combined Operational Noise Levels with Barrier Attenuation
R1	Unloading/Docking Activity	67.2	-21.2	-9.7	36.3	41.6
	Entry Gate & Truck Movements	64.0	-24.7	0	39.3	
	Roof-Top Air Conditioning Unit	75.3	-38.3	-9.8	27.2	
	Parking Lot Vehicle Movements	52.2	-21.9	0	30.3	
R2	Unloading/Docking Activity	67.2	-19.6	-9.8	37.8	43.0
	Entry Gate & Truck Movements	64.0	-23.9	0	40.1	
	Roof-Top Air Conditioning Unit	75.3	-33.9	-9.2	32.2	
	Parking Lot Vehicle Movements	52.2	-19.0	0	33.2	
R3	Unloading/Docking Activity	67.2	-19.9	-17.7	29.6	44.6
	Entry Gate & Truck Movements	64.0	-25.6	0	38.4	
	Roof-Top Air Conditioning Unit	75.3	-32.8	0	42.5	
	Parking Lot Vehicle Movements	52.2	-17.5	0	34.7	
R4	Unloading/Docking Activity	67.2	-23.0	-17.7	26.5	41.2
	Entry Gate & Truck Movements	64.0	-28.6	0	35.4	
	Roof-Top Air Conditioning Unit	75.3	-36.6	0	38.7	
	Parking Lot Vehicle Movements	52.2	-19.8	0	32.4	
R5	Unloading/Docking Activity	67.2	-27.4	-17.6	22.2	34.7
	Entry Gate & Truck Movements	64.0	-32.2	-13.3	18.5	
	Roof-Top Air Conditioning Unit	75.3	-41.8	0	33.5	
	Parking Lot Vehicle Movements	52.2	-25.2	0	27.0	

1. See Figure 5-3 for the receiver and noise source locations.
2. Reference noise sources as shown on Table 5-8. Individual noise source calculations are provided in Appendix 9.1 of the Project’s NIA (*Technical Appendix G*).
(Urban Crossroads, 2020, Table 9-3)

As indicated on Table 5-9, the Project-only operational noise levels would range from 34.7 to 44.6 dBA Leq at the sensitive receiver locations. The Project operational noise level calculations account for the

barrier attenuation provided by intervening structures, including the proposed 12-foot high screen wall shown on Figure 5-3. (Urban Crossroads, 2020, p. 49)

Table 5-10, *Unmitigated Operational Noise Level Compliance*, shows the operational noise levels associated with the proposed Project would satisfy the County of Riverside 55 dBA Leq daytime and 45 dBA Leq nighttime exterior noise level standards at all nearby receiver locations. Therefore, the unmitigated Project-related operational noise level impacts would be less than significant, and no mitigation is required. (Urban Crossroads, 2020, p. 51)

Table 5-10 Unmitigated Operational Noise Level Compliance

Receiver Location ¹	Project Operational Noise Level at Receiver Locations (dBA Leq) ²	Threshold Exceeded? ³	
		Daytime (55 dBA Leq)	Nighttime (45 dBA Leq)
R1	41.6	No	No
R2	43.0	No	No
R3	44.6	No	No
R4	41.2	No	No
R5	34.7	No	No

1. See Figure 5-3 for the receiver and noise source locations.
2. Estimated Project operational noise levels as shown on Table 5-9.
3. Do the estimated Project operational noise levels meet the operational noise level standards?
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
(Urban Crossroads, 2020, Table 9-4)

Project Operational Ambient Noise Level Increases

To describe the Project operational noise level contributions, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. Refer to the Project's NIA (*Technical Appendix G*) for a discussion of how operational noise contributions were calculated. (Urban Crossroads, 2020, p. 52)

Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented on Table 5-11, *Project Daytime Noise Level Contributions*, and Table 5-12, *Project Nighttime Noise Level Contributions*, respectively. As indicated on Table 5-11 and Table 5-12, the Project would generate an unmitigated daytime operational noise level increase of up to 0.2 dBA Leq and an unmitigated nighttime operational noise level increase of up to 0.4 dBA Leq at the nearby receiver locations. Because the Project-related operational noise level contributions would be below 1.5 dBA Leq, the increases at the sensitive receiver locations would be less than significant based on the criteria identified herein. On this basis, Project operational stationary-source noise would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts in these regards would be less than significant. (Urban Crossroads, 2020, p. 52)

Table 5-11 Project Daytime Noise Level Contributions

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Threshold ⁷	Threshold Exceeded? ⁷
R1	41.6	L2	54.3	54.5	0.2	5.0	No
R2	43.0	L3	58.1	58.2	0.1	5.0	No
R3	44.6	L4	67.3	67.3	0.0	1.5	No
R4	41.2	L4	67.3	67.3	0.0	1.5	No
R5	34.7	L5	62.8	62.8	0.0	3.0	No

1. See Figure 5-3 for the sensitive receiver locations.
2. Total Project operational noise levels as shown on Table 5-10.
3. Reference noise level measurement locations as shown on Exhibit 5-A of the Project's NIA (*Technical Appendix G*).
4. Observed daytime ambient noise levels as shown on Table 5-1 of the Project's NIA (*Technical Appendix G*).
5. Represents the combined ambient conditions plus the Project activities.
6. The noise level increase expected with the addition of the proposed Project activities.
7. Significance Criteria as defined in Section 4 of the NIA (*Technical Appendix G*) and summarized above. (Urban Crossroads, 2020, Table 9-5)

Table 5-12 Project Nighttime Noise Level Contributions

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Threshold ⁷	Threshold Exceeded? ⁷
R1	41.6	L2	52.1	52.5	0.4	5.0	No
R2	43.0	L3	53.4	53.8	0.4	5.0	No
R3	44.6	L4	61.9	62.0	0.1	3.0	No
R4	41.2	L4	61.9	61.9	0.0	3.0	No
R5	34.7	L5	60.2	60.2	0.0	3.0	No

1. See Figure 5-3 for the sensitive receiver locations.
2. Total Project operational noise levels as shown on Table 5-10.
3. Reference noise level measurement locations as shown on Exhibit 5-A of the Project's NIA (*Technical Appendix G*).
4. Observed nighttime ambient noise levels as shown on Table 5-1 of the Project's NIA (*Technical Appendix G*).
5. Represents the combined ambient conditions plus the Project activities.
6. The noise level increase expected with the addition of the proposed Project activities.
7. Significance Criteria as defined in Section 4 of the NIA (*Technical Appendix G*) and summarized above. (Urban Crossroads, 2020, Table 9-6)

Conclusion – Operational Noise Impacts

The Project would implement land uses anticipated for the Project site by EIR No. 466, and would therefore result in similar operational-related noise as was assumed for buildout of the Project site by EIR No. 466. As demonstrated herein, the Project would not expose nearby sensitive receptors to noise levels

exceeding the County's daytime (55 dBA CNEL) or nighttime (45 dBA CNEL) thresholds of significance, and the Project's contribution to ambient noise levels would be below 1.5 dBA. As such, Project operational-related noise impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Traffic-Related Noise Impacts

The Project entails the buildout of a portion of MFBCSP Planning Area 5 with up to 90,279 s.f. of warehouse uses. Land uses proposed by the Project Applicant are consistent with the MFBCSP and the land uses anticipated for the Project site by EIR No. 466, and as discussed above, EIR No. 466 assumed that significantly more traffic would be generated by the development of the Project site than would be generated by the proposed Project. EIR No. 466 concluded that traffic noise affecting future uses on site would be less than significant. Consistent with the findings of EIR No. 466, and as shown in NIA Table 7-9, *Unmitigated EAC With Project Traffic Noise Impacts* (included herein as Table 5-15), the future uses on site would be exposed to noise levels up to 74.2 dBA. According to Table N-1 of the County General Plan, industrial uses such as those proposed by the Project Applicant are considered "Normally Acceptable" in terms of noise compatibility at noise levels up to 75 dBA CNEL, and are considered "Conditionally Acceptable" at noise levels ranging from 70 dBA CNEL to 80 dBA CNEL (Riverside County, 2015a, Table N-1). As such, the Project would not be subject to excessive noise associated with highways and impacts would be less than significant.

With respect to noise from Project-related traffic, and as shown in Table 5-17 in subsection 5.1.18, the Project would result in 276 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for the Project site. As such, the Project would result in a substantial reduction in traffic-related noise as compared to what was evaluated and disclosed for the Project site by EIR No. 466. Notwithstanding, EIR No. 466 evaluated noise impacts based on the range of land uses allowed by the MFBCSP. The Project Applicant proposes Plot Plan No. 190003, which consists of a site-specific plan for development of the 5.78-acre Project site that entails the development of up to 90,279 s.f. of warehouse uses. Because the Project Applicant proposes site-specific development, the Project's NIA (*Technical Appendix G*) includes an evaluation of the Project's potential to result in significant impacts due to transportation-related noise, the results of which are discussed below.

Thresholds of Significance for Traffic-Related Noise

Noise impacts would be considered significant if any of the following occur as a direct result of the proposed development. Refer to Section 4 of the Project's NIA (*Technical Appendix G*) for a discussion of how thresholds of significance were selected for analysis. (Urban Crossroads, 2020, p. 27)

- When the noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.):
 - are less than 60 dBA CNEL and the Project creates a readily perceptible 5 dBA CNEL or greater Project-related noise level increase; or
 - range from 60 to 65 dBA CNEL and the Project creates a barely perceptible 3 dBA CNEL or greater Project-related noise level increase; or

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- already exceed 65 dBA CNEL, and the Project creates a community noise level impact of greater than 1.5 dBA CNEL (FICON, 1992).
- When the noise levels at existing and future non-noise-sensitive land uses (e.g., office, commercial, industrial):
 - are less than the County of Riverside General Plan Noise Element, Table N-1, normally acceptable 70 dBA CNEL and the Project creates a readily perceptible 5 dBA CNEL or greater Project related noise level increase; or
 - are greater than the County of Riverside General Plan Noise Element, Table N-1, normally acceptable 70 dBA CNEL and the Project creates a barely perceptible 3 dBA CNEL or greater Project noise level increase.

Noise Contours

To assess the off-site transportation Community Noise Equivalent Level (CNEL) noise impacts associated with the proposed Project, noise contours were developed based on the Project's Traffic Impact Analysis (*Technical Appendix H*). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. The traffic noise impact analysis includes an analysis of impacts under each scenario evaluated in the Traffic Study, including Existing, Existing plus Ambient Growth (EA) (2020), and Existing plus Ambient plus Cumulative (EAC) (2020). (Urban Crossroads, 2020, p. 37)

Noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. Tables 7-1 through 7-6 of the Project's NIA (*Technical Appendix G*) present a summary of the exterior traffic noise levels, without barrier attenuation, for the study area roadway segments analyzed from the without Project to the with Project conditions for the EA and EAC scenarios. Appendix 7.1 of the NIA includes a summary of the traffic noise level contours for each of the traffic scenarios. (Urban Crossroads, 2020, p. 37)

Existing Conditions Project Traffic Noise Level Contributions

An analysis of existing traffic noise levels plus traffic noise generated by the proposed Project has been conducted. However, the analysis of existing traffic noise levels plus traffic noise generated by the proposed Project scenario would not actually occur since the Project would not be fully constructed and operational until Year 2020 cumulative conditions. Thus, the information related to the Project's impacts compared to existing conditions is provided for informational purposes only, as the Project's traffic-related noise impacts are instead based on the EA (2020) and EAC (2020) scenarios. (Urban Crossroads, 2020, p. 40)

NIA Table 7-1 (refer to *Technical Appendix G*) shows the Existing without Project conditions CNEL noise levels, which are expected to range from 71.5 to 73.9 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 of the NIA shows the Existing with Project conditions would range from 71.6 to 73.9 dBA CNEL. Table 5-13, *Unmitigated Existing with Project Traffic Noise Level Increases*, shows that the Project off-site traffic noise level increases would approach 0.1 dBA CNEL. Although the Project-related level of noise increase would be below the level of significance for each study segment, the analysis of impacts under Existing (2018) conditions is provided for information purposes only, as this scenario would not actually occur because the Project would not generate traffic prior to 2020. (Urban Crossroads, 2020, p. 40)

Table 5-13 Unmitigated Existing with Project Traffic Noise Level Increases

ID	Road	Segment	Adjacent Planned (Existing) Land Use ¹	CNEL at Adjacent Land Use (dBA) ²			Noise-Sensitive Land Use?
				No Project	With Project	Project Addition	
1	Harvill Av.	n/o Markham St.	Light Industrial (Residential)	72.0	72.0	0.0	Yes
2	Harvill Av.	s/o Markham St.	Light Industrial	72.1	72.1	0.0	No
3	Harvill Av.	s/o Commerce Center Dr.	Light Industrial	72.1	72.1	0.0	No
4	Markham St.	w/o Harvill Av.	Light Industrial (Residential)	74.1	74.1	0.0	Yes

¹ Mead Valley Area Plan, Land Use Plan, Figure 3 and Nearmap aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use. Values rounded to the nearest one-tenth.

(Urban Crossroads, 2020, Table 7-7)

Existing Plus Ambient (2020) Conditions Project Traffic Noise Levels

Table 7-3 of the Project’s NIA (refer to *Technical Appendix G*) presents the Existing plus Ambient Growth (EA) without Project conditions CNEL noise levels. The EA without Project exterior noise levels are expected to range from 71.7 to 74.0 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 of the NIA shows the EA with Project conditions would range from 71.8 to 74.0 dBA CNEL. Table 5-14, *Unmitigated EA (2020) With Project Traffic Noise Impacts*, shows that the Project off-site traffic noise level increases would approach 0.1 dBA CNEL. The Project would result in a noise level increase of less than 1.5 dBA CNEL at all noise-sensitive land uses adjacent to study area roadways; thus, and based on the significance criteria as discussed above, both noise sensitive and non-sensitive land uses adjacent to the study area roadway segments would experience less-than-significant noise-level impacts due to unmitigated Project-related traffic noise levels under EA (2020) conditions. (Urban Crossroads, 2020, p. 41)

Table 5-14 Unmitigated EA (2020) With Project Traffic Noise Impacts

ID	Road	Segment	CNEL at Adjacent Land Use (dBA) ¹			Noise-Sensitive Land Use?	Threshold Exceeded? ²
			No Project	With Project	Project Addition		
1	Harvill Av.	n/o Markham St.	72.1	72.2	0.1	Yes	No
2	Harvill Av.	s/o Markham St.	72.2	72.3	0.1	No	No
3	Harvill Av.	s/o Commerce Center Dr.	72.2	72.3	0.1	No	No
4	Markham St.	w/o Harvill Av.	74.3	74.3	0.0	Yes	No

1. The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use. Values rounded to the nearest one-tenth.
2. Significance Criteria (refer to Section 4 of the NIA).
(Urban Crossroads, 2020, Table 7-8)

Existing Plus Ambient Plus Cumulative (2020) Conditions Project Traffic Noise Levels

Table 7-5 of the Project's NIA (refer to *Technical Appendix G*) presents the Existing plus Ambient Growth plus Cumulative (EAC) without Project conditions CNEL noise levels. The EAC without Project exterior noise levels are expected to range from 73.3 to 74.2 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. NIA Table 7-6 shows the EAC with Project conditions would range from 73.4 to 74.2 dBA CNEL. Table 5-15, *Unmitigated EAC With Project Traffic Noise Impacts*, shows that the Project off-site traffic noise level increases would approach 0.1 dBA CNEL. The Project would result in a noise level increase of less than 1.5 dBA CNEL at all noise-sensitive land uses adjacent to study area roadways; thus, and based on the significance criteria as discussed above, both noise-sensitive and non-sensitive land uses adjacent to the study area roadway segments would experience less-than-significant noise-level impacts due to unmitigated Project-related traffic noise levels. (Urban Crossroads, 2020, p. 42)

Table 5-15 Unmitigated EAC With Project Traffic Noise Impacts

ID	Road	Segment	CNEL at Adjacent Land Use (dBA) ¹			Noise-Sensitive Land Use?	Threshold Exceeded? ²
			No Project	With Project	Project Addition		
1	Harvill Av.	n/o Markham St.	73.6	73.6	0.1	Yes	No
2	Harvill Av.	s/o Markham St.	73.8	73.9	0.1	No	No
3	Harvill Av.	s/o Commerce Center Dr.	73.8	73.8	0.0	No	No
4	Markham St.	w/o Harvill Av.	74.5	74.5	0.0	Yes	No

1. The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest adjacent land use. Values rounded to the nearest one-tenth.
2. Significance Criteria (refer to Section 4 of the NIA).
(Urban Crossroads, 2020, Table 7-9)

Conclusion – Traffic-Related Noise Impacts

Although EIR No. 466 concluded that traffic-related noise associated with the MFBCSP would be significant and unavoidable, the preceding analysis demonstrates that the Project would expose sensitive receptors located along study area roadway segments to Project-related noise level increases of less than 1.5 dBA CNEL under all analysis scenarios. Based on the criteria presented herein, the Project's traffic-related noise impacts at the Project level would represent a less-than-significant impact for which no mitigation is required. Although the Project may ultimately contribute to the significant traffic-related noise impacts identified by EIR No. 466 with buildout of the MFBCSP area, the Project would result in 276 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for the Project site (refer to Table 5-17 in subsection 5.1.18). Thus, the Project's contribution to the significant and unavoidable traffic-related noise impacts identified by EIR No. 466 would be reduced in comparison to what was evaluated and disclosed by EIR No. 466. Additionally, the light industrial land uses proposed by the Project Applicant would be fully compatible with noise levels affecting the Project site, which would be less than 75 dBA CNEL, and on-site traffic-related noise impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Conclusion

Construction and operational characteristics associated with the proposed Project would be generally consistent with what was assumed for the Project site by EIR No. 466, while the Project would result in 276 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for the Project site. As such, Project-related noise impacts would be consistent with, or reduced, in comparison to the conclusions reached by EIR No. 466. As demonstrated in the Project-specific analysis provided herein, the Project would not expose any sensitive receptors to transportation-related noise increases of 1.5 dBA CNEL or above, and therefore would not result in a significant impact due to

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transportation-related noise increases. Furthermore, operational noises associated with the Project would not expose any residential properties to noise levels exceeding 55 dBA CNEL (daytime) or 45 dBA CNEL (nighttime). Additionally, the analysis provided herein demonstrates that when combined with existing ambient noise sources in the area, the Project would not result in significant operational noise impacts affecting sensitive receptors, as the Project noise increase over ambient levels would be 0.2 dBA or less (daytime) and 0.4 dBA or less (nighttime). As evaluated herein, the highest construction noise levels at the potentially impacted receiver locations are expected to approach 71.3 dBA Leq and would satisfy the NIOSH 85 dBA Leq significance threshold during temporary Project construction activities. Accordingly, the Project would not cause exposure of persons to temporary or permanent increase in the ambient noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that operational activities associated with the MFBCSP would not generate excessive groundborne vibrations or groundborne noise levels during normal operations. EIR No. 466 noted that groundborne vibrations may be generated infrequently by use of heavy construction machinery; however, EIR No. 466 determined that this type of noise would be temporary and infrequent, and would be considered less-than-significant adverse impact. As such, this issue was not addressed in EIR No. 466.

No Substantial Change from Previous Analysis: The Project Applicant proposes Plot Plan No. 190003, which would entail development of the 5.78-acre Project site with up to 90,279 s.f. of warehouse uses. Implementation of Plot Plan No. 190003 would result in the buildout of a portion of MFBCSP Planning Area 5. Land uses proposed by the Project Applicant are fully consistent with the "Light Industrial" land use designation applied to the site by the MFBCSP and are consistent with the land use assumptions made by EIR No. 466 for the Project site. As such, the Project's operational- and construction-related characteristics would be within the scope of analysis of EIR No. 466, which concluded that groundborne vibration and noise impacts would be less than significant. Notwithstanding, the Project Applicant is proposing Plot Plan No. 190003, which identifies specific development characteristics that were not available at the time EIR No. 466 was certified. As such, and in order to confirm the findings of EIR No. 466 with respect to groundborne noise and vibration, a noise and vibration analysis was included in the Project's NIA (*Technical Appendix G*), the results of which are presented below for both construction and operational activities.

Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration

from Project construction activities would cause only intermittent, localized intrusion. The proposed Project’s construction activities most likely to cause vibration impacts are: (Urban Crossroads, 2020, p. 64)

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. Using the vibration source level of construction equipment provided on Table 6-8 of the Project’s NIA (*Technical Appendix G*) and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. Table 5-16, *Project Construction Vibration Levels*, presents the expected Project related vibration levels at the nearby receiver locations. (Urban Crossroads, 2020, p. 64)

Table 5-16 Project Construction Vibration Levels

Receiver ¹	Distance to Const. Activity (Feet)	Receiver PPV Levels (in/sec) ²					RMS Velocity Levels (in/sec) ³	Threshold	Threshold Exceeded? ⁴
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration			
R1	267'	0.000	0.001	0.002	0.003	0.003	0.002	0.01	No
R2	171'	0.000	0.002	0.004	0.005	0.005	0.004	0.01	No
R3	129'	0.000	0.003	0.006	0.008	0.008	0.005	0.01	No
R4	199'	0.000	0.002	0.003	0.004	0.004	0.003	0.01	No
R5	462'	0.000	0.000	0.001	0.001	0.001	0.001	0.01	No

1. Receiver locations are shown on Figure 5-2.
2. Based on the Vibration Source Levels of Construction Equipment included on Table 6-8 of the Project’s NIA (*Technical Appendix G*).
3. Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013.
4. Does the vibration level exceed the maximum acceptable vibration threshold?
(Urban Crossroads, 2020, Table 10-9)

At distances ranging from 129 to 462 feet from Project construction activities, construction vibration velocity levels are expected to approach 0.005 in/sec RMS and would remain below the County of Riverside threshold of 0.01 in/sec RMS at all receiver locations, as shown on Table 5-16. Therefore, the Project-related vibration impacts are considered less than significant during the construction activities at the Project site. (Urban Crossroads, 2020, p. 64)

Further, the Project-related construction vibration levels do not represent levels capable of causing building damage to nearby residential homes. The FTA identifies construction vibration levels capable of building damage ranging from 0.12 to 0.5 in/sec PPV. The peak Project construction vibration levels shown on Table 5-16, approaching 0.008 in/sec PPV, are below the FTA vibration levels for building damage at the residential homes near the Project site. Moreover, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period, but would occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. (Urban Crossroads, 2020, p. 65)

Operational Vibration Impacts

To assess the potential vibration impacts from truck haul trips associated with operational activities the County of Riverside threshold for vibration of 0.01 in/sec Route Mean Square (RMS) is used. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels for the proposed Project's heavy truck activity at normal traffic speeds would approach 0.004 in/sec Peak Particle Velocity (PPV) and 0.003 in/sec RMS at 25 feet based on the FTA Transit Noise Impact and Vibration Assessment. Trucks transiting on site would be travelling at very low speeds so it is expected that delivery truck vibration impacts at nearby homes would satisfy the County of Riverside vibration thresholds, and therefore, would be less than significant. (Urban Crossroads, 2020, p. 53)

Vibration Impacts Conclusion

As indicated in the preceding analysis, and consistent with the findings of EIR No. 466, the Project would not cause exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address noise impacts. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. It should be noted that the Project includes a 12-foot high concrete screen wall at the western edge of the truck trailer court on site, in conformance with Mitigation Measure MM Noise 5, which would attenuate operational noise levels affecting residences located west of the Project site. Additionally, Mitigation Measure MM Noise 6 would not apply because the Project's truck trailer court is designed to be 200 feet away from the nearest residential property line.

MM Noise 1: To reduce construction-related noise, site preparation, grading and construction activities within one-quarter mile of occupied residences shall be limited to those hours as set forth in Section 1.G.1 of Riverside County Ordinance No. 457.

MM Noise 2: All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.

- MM Noise 3:** Construction staging areas shall not be located close to any occupied residence.
- MM Noise 4:** No combustion powered equipment, such as pumps or generators, shall be allowed to operate within 500 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.
- MM Noise 5:** The following sound barriers shall be constructed along the project’s perimeter at the locations and the heights indicated.
- An 8-foot high separation wall between project parcels adjacent to any existing residential uses, if daytime trucking activity occurs within 200 feet of the property line.
 - A 12-foot perimeter barrier shall be required if nighttime (10:00 p.m. to 7:00 a.m.) loading dock materials handling activities are conducted within 300 feet of any residence. If nighttime trucking activities are conducted simultaneously with the operation of the loading dock, the 12-foot high barrier shall be required if such combination activities occur within 600 feet of an existing home.

These wall heights can be reduced by performing a subsequent acoustical analysis after the final grading plan is complete.

- MM Noise 6:** No nighttime loading/unloading shall occur within 100 feet of any residence. No combined trucking movements and unloading/loading shall occur within 200 feet of any residence from 10:00 p.m. to 7:00 a.m.

5.1.14 Paleontological Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
28. Paleontological Resources				
a. Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed Project directly or indirectly destroy a unique paleontological resource, or unique geologic feature?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the likelihood of finding paleontological resources was low, based upon the General Plan’s Paleontological Sensitivity Map. The

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IS/NOP noted that it is possible that resources could be found during excavation, especially where earthwork disturbs bedrock or non-alluvial formations. However, the IS/NOP disclosed that the MFBCSP site was located in an area of alluvial deposits, indicating that the likelihood of finding paleontological resources was low. The IS/NOP determined that standard County procedures require consultation with a qualified Paleontologist if paleontological resources are accidentally uncovered during grading. Through compliance with standard County procedures, the IS/NOP concluded that impacts to paleontological resources would be less than significant and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 15)

No Substantial Change from Previous Analysis: The Project Applicant proposes to develop a portion of MFBCSP Planning Area 5 with up to 90,279 s.f. of warehouse uses. Construction characteristics associated with the Project, including proposed grading, would be substantially similar to what was assumed for the Project site by EIR No. 466. Although EIR No. 466 determined impacts to paleontological resources would be less than significant, because the Project application materials identify a specific grading plan, a Project-specific analysis was conducted for the Project. According to Riverside County GIS, the Project site is identified as having a “High Sensitivity (High B)” for containing paleontological resources (RCIT, 2019). However, the Project site has been largely disturbed by past grading activities and the construction of roadways surrounding the site. Accordingly, any possible paleontological resources that may have existed on the Project site would have been removed or destroyed as part of past grading on site. Furthermore, and as noted in EIR No. 466, standard County procedures require consultation with a qualified paleontologist if paleontological resources are accidentally uncovered during grading. As such, impacts to paleontological resources would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

Although Project impacts to paleontological resources would be less than significant, the Project would nonetheless be subject to the County’s standard condition of approval that applies to project sites that are identified as having a High potential for paleontological resources (fossils). Accordingly, the following standard condition of approval shall apply to the proposed Project, further demonstrating that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- Prior to the issuance of grading permits, the Project Applicant shall retain a qualified paleontologist approved by the County to create and implement a Project-specific plan for monitoring site grading/earthmoving activities (Project paleontologist). The Project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit.

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Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

1. Description of the proposed site and planned grading operations.
2. Description of the level of monitoring required for all earth-moving activities in the Project area.
3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
5. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
7. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
8. Procedures and protocol for collecting and processing of samples and specimens.
9. Fossil identification and curation procedures to be employed.
10. Identification of the permanent repository to receive any recovered fossil material. (Pursuant the County "SABER Policy," paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet.) A written agreement between the property owner/developer and the repository must be in place prior to site grading.
11. All pertinent exhibits, maps and references.
12. Procedures for reporting of findings.
13. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

All reports shall be signed by the Project paleontologist and all other professionals responsible for the report's content (e.g. Project Geologist), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the Project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the Project Applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a Project paleontologist for the in-grading implementation of the PRIMP.

5.1.15 Population and Housing

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
29. Housing				
a. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that because the MFBCSP site was vacant, development as proposed by the MFBCSP would not displace existing people or housing and would not result in or require the construction of replacement housing. Therefore, the IS/NOP concluded that no impacts would result from buildout of the MFBCSP and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 38)

No Substantial Change from Previous Analysis: As previously depicted on Figure 2-3, under existing conditions the Project site is vacant and does not contain any dwelling units. As such, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that buildout of the MFBCSP would result in between 2,950 and 5,728 jobs. The IS/NOP disclosed that the MFBCSP may indirectly induce

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housing developments elsewhere; however, the IS/NOP noted that the number of jobs potentially generated by the MFBCSP could be filled by residents already residing in the region. As such, the IS/NOP concluded that impacts due to housing demand would be less than significant, and this topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 38 and 39)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, buildout of the proposed Project would result in an increase in local employment, which could result in an incremental demand for additional housing, including housing affordable to households earning 80% or less of the County's median income. However, the Project is fully consistent with the site's underlying General Plan, MVAP, and MFBCSP land use designations. In fact, EIR No. 466 assumed that warehouse/distribution uses would be developed at an average FAR of 0.51 (refer to Subsection 5.1.6), which would result in the Project site being developed with up to 128,406 s.f. of warehouse/distribution uses (0.51 FAR x 251,776.8 s.f. [5.78 acres] = 128,406 s.f.). (Webb, 2005, Table IV-49) Given that the Project would result in up to 90,279 s.f. of light industrial building area, the Project would generate fewer employees and thus would have a reduced potential to create a demand for additional housing as compared to what was evaluated and disclosed by EIR No. 466 for the development of the Project site. Furthermore, the Riverside County General Plan land use plan reflects the County's vision for future growth, and designates large portions of the County for development with residential uses. Thus, and consistent with the conclusion reached by the IS/NOP prepared for EIR No. 466, while the Project could result in an increase in demand for additional housing, the Project's incremental increase in County residents would not result in or require additional housing beyond what is already planned for and accommodated by the General Plan. Furthermore, the provision of employment-generating land uses would assist the County in improving its jobs-housing balance, as the County currently has a high proportion of residents in relation to the number of jobs. Accordingly, impacts would be less than significant and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- c) **Would the proposed Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

EIR No. 466 Finding: EIR No. 466 disclosed that urbanization of the MFBCSP area could potentially influence continued development within adjacent properties by providing or extending roadways, extending water and sewer service, utility, and energy services to the immediate area. EIR No. 466 noted that this could eliminate potential constraints for future development in the area. However, EIR No. 466 noted that roadway improvements proposed by the MFBCSP would not be growth inducing because all other properties in the surrounding area were already served by existing roadways. Likewise, EIR No. 466 found that properties in the surrounding area already were served by or had access to potable water, and that new or expanded entitlements or resources would not be necessary to serve the MFBCSP; thus, EIR No. 466 concluded that water infrastructure proposed by the MFBCSP would not be growth inducing. EIR No. 466 also disclosed that the MFBCSP would not increase the number of parcels served by sewer service. EIR No. 466 indicated that while buildout of the MFBCSP would generate between 3,108 and 6,034 employees, the number of employees would be within the scope of regional growth forecasts.

Additionally, EIR No. 466 disclosed that the MFBCSP would improve the jobs-housing ratio within western Riverside County. EIR No. 466 concluded that due to the economic impacts of the MFBCSP, the MFBCSP would have some growth-inducing impacts. However, because the MFBCSP was found to be consistent with the MFBCSP site's General Plan land use designations, would not require the extension of infrastructure into an area that currently lacks water and sewer lines and roads, and would not require the development of new water sources or the expansion of sewer treatment facilities, growth inducing impacts were found to be less than significant. (Webb, 2005, pp. IV-293 through IV-295)

No Substantial Change from Previous Analysis: Properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure, and rough grading of building pads. Infrastructure improvements proposed by the Project Applicant, such as sewer lines and drainage facilities, have been sized only to serve the proposed Project and would not induce growth in the surrounding areas. Furthermore, due to past development, much of the area surrounding the Project site also is served by existing infrastructure, such as roads, water, sewer, and drainage facilities. While the Project would result in an increase in the number of employees within the County, the Project as proposed would be fully consistent with the site's underlying General Plan, MVAP, and MFBCSP land use designations. The Riverside County General Plan land use plan reflects the County's vision for future growth, and designates large portions of the County for development, including development of residential uses. Thus, while the Project could result in an increase in demand for additional housing, the Project's incremental increase in County residents would not result in or require additional housing beyond what is already planned for and accommodated by the General Plan. Furthermore, the provision of employment-generating land uses would assist the County in improving its jobs-housing balance, as the County currently has a high proportion of residents in relation to the number of jobs. Accordingly, impacts would be less than significant, and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.16 Public Services

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<p>30. Fire Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for <u>fire protection services</u>?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: EIR No. 466 noted that an impact to fire protection is considered to be significant if a project would result in an increase in fire response time in excess of seven minutes for urban areas. EIR No. 466 disclosed that fire services would be provided by Riverside County Fire Department. Based upon the fire station locations and access routes in existence at the time, EIR No. 466 found that the first fire/emergency alarm response would be from Station #59 located approximately 3 miles directly west of the MFBCSP at 19450 Clark Street and from Station #1 located approximately 4 miles from the MFBCSP at 210 West San Jacinto Avenue in the City of Perris. EIR No. 466 concluded that because the response times from these stations was expected to be within 5 minutes, the MFBCSP's impact upon fire protection, as it relates to fire response time, would be less than significant. (Webb, 2005, p. IV-175)

EIR No. 466 also disclosed that the Riverside County standard for the establishment of a new fire station was the development of 3.5 million square feet of commercial or industrial uses. EIR No. 466 noted that the MFBCSP would result in approximately 6.2 million square feet of light industrial/warehouse/distribution uses, which would independently trigger the need for a new station and/or engine company under this criterion. However, EIR No. 466 indicated that a new fire station was planned for the Mead Valley Area, although a precise location had not been determined. Because the precise location was not known, EIR No. 466 found that an evaluation of the potential environmental impacts related to fire station construction would be too speculative for evaluation and no analysis was included in EIR No. 466. EIR No. 466 concluded that with the new fire station and in light of the number of fire stations that existed within five miles of the MFBCSP site, another fire station to specifically serve the proposed project would not be required. Thus, impacts were determined to be less than significant. (Webb, 2005, p. IV-176)

No Substantial Change from Previous Analysis: The Riverside County Fire Department provides fire protection services to the Project area. Pursuant to the Riverside County Fire Department Fire Protection and Emergency Medical Master Plan, development of up to 90,279 s.f. of general warehouse use on the Project site would require a "Category II – Urban" level of service, which requires a fire station to be within three (3) roadway miles of the Project site and a full first alarm assignment team operating on the scene within 15 minutes of dispatch (Riverside County, 1986). The Project area primarily would be served by the Mead Valley Fire Station (Fire Station 59), located approximately 2.8 roadway miles southwest of the Project site at 21510 Pinewood St, Perris, CA 92570. Thus, and consistent with the finding of EIR No. 466, the Project would be consistent with the fire protection goals of "Category II – Urban" level of service. Additionally, EIR No. 466 indicated that a new fire station would be needed for each 3.5 million s.f. of commercial or industrial occupancy. The Project Applicant proposes 90,279 s.f. of industrial uses, and therefore the Project would not trigger the need for a new fire station. In addition, the Project has been reviewed by the Riverside County Fire Department, which determined that the Project would be served by adequate fire protection services in accordance with the Riverside County Fire Department *Fire Protection and Emergency Medical Master Plan*.

Development of the proposed Project would affect fire protection services by placing an additional demand on existing Riverside County Fire Department resources should its resources not be augmented. To offset the increased demand for fire protection services, the proposed Project would be conditioned by the County to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. Furthermore, the Project would be required to comply with the provisions of the County's Development Impact Fee (DIF) Ordinance (Riverside County Ordinance No. 659), which requires a fee payment to assist the County in providing for fire protection services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project.

Based on the foregoing analysis, implementation of the Project would not result in the need for new or physically altered fire protection facilities, and would not exceed applicable service ratios or response times for fire protections services. As such, impacts to fire protection services would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
31. Sheriff Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for <u>sheriff</u> services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: EIR No. 466 disclosed that sheriff services would be provided by the Riverside County Sheriff's Department and that the construction of the MFBCSP would result in new industrial development, thereby resulting in the need for law enforcement services. EIR No. 466 noted that the Sheriff Department's desirable level of service was 1.0 sworn officers per 1,000 residents and the General

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Plan EIR identified a goal of meeting and maintaining a level of 1.5 sworn officers per 1,000 residents. EIR No. 466 indicated that the General Plan EIR evaluated the potential impact of development upon sheriff services only in terms of the number of sworn officers required to serve the build-out population in Riverside County. EIR No. 466 found that because the MFBCSP did not propose residential uses, it would not directly result in an impact upon the above-described population-based service levels. As such, EIR No. 466 determined that the MFBCSP would not result in the need for additional sworn officers. Absent the need for additional sworn officers, EIR No. 466 concluded that the MFBCSP would not create a need for new or physically altered governmental facilities. Therefore, EIR No. 466 determined that the MFBCSP would not result in substantial adverse physical impacts associated with the provision of new or physically altered sheriff facilities, the construction of which could cause significant environmental impacts. Impacts were disclosed as less than significant. (Webb, 2005, p. IV-175)

No Substantial Change from Previous Analysis: The Project Applicant proposes to develop a portion of MFBCSP Planning Area 5 with up to 90,279 s.f. of warehouse uses. These land uses are consistent with the range of land uses evaluated in EIR No. 466. Consistent with the analysis presented in EIR No. 466, because the Project does not propose residential development, the Project would not directly result in an increase in the County's population and thus would not directly result in the need for additional sheriff personnel. Notwithstanding, and as discussed in subsection 3.2.2, the Project would generate approximately 88 jobs; thus, the Project would result in an increased demand for sheriff protection services. However, and as previously discussed in subsection 5.1.6, EIR No. 466 assumed that the MFBCSP area would be developed at a FAR of 0.51, indicating that EIR No. 466 assumed buildout of the Project site with 128,406 s.f. of warehouse/distribution uses. Because the Project Applicant proposes a total of 90,279 s.f. of light industrial uses, the Project also would result in a reduction in the number of employees on site and therefore would result in reduced demand for sheriff's services as compared to what was evaluated by EIR No. 466 for the Project site.

Additionally, since EIR No. 466 was certified a new Riverside County Sheriff's Station was constructed at 137 N. Perris Blvd. Suite A, in the City of Perris, approximately 5.3 roadway miles to the south of the Project site (Google Earth, 2018). Due to the proximity of this new sheriff's station to the Project site and the fact the Project does not include residential uses, the Project would not create or substantially contribute to the need to construct for new or physically altered sheriff facilities. Furthermore, the Project Applicant also would be required to comply with the provisions of the County's DIF Ordinance (Ordinance No. 659), which requires a fee payment to assist the County in providing for public services, including police protection services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project. Therefore, the Project's incremental demand for sheriff protection services would be less than significant with the Project's mandatory payment of DIF fees. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
32. Schools Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for <u>school</u> services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the MFBCSP was located within the boundaries of the Val Verde Unified School District. The IS/NOP indicated that the MFBCSP would be developed with industrial and potentially commercial/retail land uses and would result in additional employment opportunities that could cause potential impacts to schools in the area. However, the IS/NOP found that such potential impacts would be reduced to below the level of significance through the payment of school fees in accordance with State law. Due to the nature of uses proposed by the MFBCSP and required fee payments, the IS/NOP concluded that impacts would be less than significant and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 41)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 90,279 s.f. of general warehouse use. Thus, while the Project would result in an increase of approximately 88 jobs, the Project does not include a residential component that would directly result in the generation of a student population requiring new or expanded school facilities. Nonetheless, it is possible that a portion of the jobs that would be created by the Project would attract a new resident population in the local area and therefore the Project could result in indirect impacts to school facilities. Although it is possible that the Val Verde Unified School District (VVUSD) may ultimately need to construct new school facilities in the region to serve the growing population within their service boundaries, such facility planning is conducted by VVUSD and is not the responsibility of the Project. Furthermore, the proposed Project would be required to contribute fees to the VVUSD in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). As of May 12, 2018, the VVUSD assessed school impact fees at a rate of \$0.61 per square foot of assessable industrial space. Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation for project-related impacts to school services. Therefore, mandatory payment of school impact fees would reduce the Project’s impacts to school facilities to a level below

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

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
33. Libraries Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for <u>library</u> services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that library services were provided to the MFBCSP area by the Riverside County Public Library System. The IS/NOP found that because the MFBCSP proposed industrial and potentially commercial development, it would not impact libraries. Therefore, the IS/NOP concluded that no impacts were expected and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 41)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 90,279 s.f. of general warehouse use. Thus, while the Project would result in an increase of approximately 88 jobs, the Project does not include a residential component that would directly result in an increase in demand for library space or materials. Notwithstanding, the Project could result in an indirect increase in the County’s residential population which in turn could increase the demand for library services, although any such indirect impact would not be greater than any indirect impact resulting from the development anticipated for the Project site in EIR No. 466. Additionally, the Project would be required to comply with the provisions of the County’s DIF Ordinance (Ordinance No. 659), which requires a fee payment to assist the County in providing public services, including library services. Payment of the DIF fee would ensure that the Project provides fair-share funds for the provision of library services, and these funds may be applied to the acquisition and/or construction of public services and/or equipment (including library books). Mandatory payment of DIF fees would ensure that Project-related impacts to library services would be less than significant. Therefore, implementation of the proposed Project would not result in any new

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

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<p>34. Health Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for <u>health</u> services?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that in the event of an emergency, future employees of the MFBCSP may access one of three major hospitals. The IS/NOP concluded that because the MFBCSP site was located within the service area of several hospitals, impacts to health services would be less than significant and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 41)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 90,279 s.f. of general warehouse uses, resulting in an increase of approximately 88 jobs. Thus, the Project would result in an incremental increase in demand for health services. The provision of private health care is largely based on economic factors and demand and is beyond the scope of analysis required for this EIR Addendum. However, mandatory compliance with County Ordinance No. 659 requires a development impact fee payment to the County that is partially allocated to public health services and facilities. As such, impacts to public medical facilities and resources associated with the proposed Project would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.17 Recreation

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
35. Parks and Recreation				
a. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the proposed Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the proposed industrial/commercial uses would not require the construction or expansion of recreational facilities. Therefore, the IS/NOP concluded that no impacts would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 42)

No Substantial Change from Previous Analysis: The Project does not propose to construct any recreational facilities, aside from a community trail along Seaton Avenue. Impacts associated with the construction of this community trail have been evaluated herein, and impacts were determined to be less than significant or less than significant with mitigation measures. There are no impacts associated with construction of the community trail that have not already been evaluated herein. Additionally, the proposed trail occurs along the western boundary of MFBCSP Planning Area 5, which the IS/NOP assumed to be physically impacted by buildout of the MFBCSP, meaning that EIR No. 466 fully covers and already analyzed all the impacts associated with the construction of this trail. Thus, no impacts from proposed recreational facilities would result from the Project. Additionally, the Project Applicant proposes light industrial uses that would not directly result in an increase in the County’s population. Although the jobs generated by the Project have the potential to result in some new residents within the County, it is expected that a majority of the jobs created would be filled by existing County residents. As such, the

Project would not result in a substantial increase in demand for the construction or expansion of recreational facilities, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- b) Would the proposed Project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the proposed industrial/commercial uses would not require the construction or expansion of recreational facilities. Therefore, the IS/NOP concluded that no impacts would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 42)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, the Project does not propose any residential uses and therefore would not result in a direct demand for recreational facilities. As such, the Project would not increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Furthermore, and as indicated above under the discussion of Threshold a), the Project would result in only a nominal increase in the County's residential population, as it is anticipated that most jobs generated by the Project would be filled by existing County residents. As such, and consistent with the conclusion reached by the IS/NOP, the Project would not involve the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and there would be no impact. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- c) Would the proposed Project be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that although the MFBCSP site was located within County Service Area 152, the MFBCSP was not subject to Quimby Fees (Section 10.35 of Ordinance No. 460) as these fees only applied to residential developments. Therefore, the IS/NOP concluded that no impacts would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 42)

No Substantial Change from Previous Analysis: Although the Project site is located within County Service Area Perris #89, CSA 89 was established for maintenance of lighting and not recreational facilities. The Project site is not located within the boundaries of any adopted Community Parks and Recreation Plan. Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
36. Recreation Trails				
a. Include the construction or expansion of a trail system?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the General Plan designated a Community Trail crossing through the northern portion of the MFBCSP site. The IS/NOP indicated that the MFBCSP would include a recreational trail, if appropriate within the site. While this issue was not evaluated in EIR No. 466, physical impacts associated with the construction of this trail were evaluated throughout EIR No. 466 under appropriate topic headings (e.g., biological resources, cultural resources, etc.).

No Substantial Change from Previous Analysis: The IS/NOP prepared for EIR No. 466 anticipated that a Community Trail would need to be constructed within the MFBCSP area. Consistent with the analysis presented in the IS/NOP, the Project would accommodate a Community Trail along Seaton Avenue. This proposed Community Trail occurs at the western edge of MFBCSP Planning Area 5, and this portion of Planning Area 5 was assumed by EIR No. 466 and its associated IS/NOP to be physically impacted as part of buildout of the MFBCSP area. Moreover, impacts associated with the construction of this Community Trail have been evaluated throughout this EIR Addendum, which has determined that all of the Project’s physical environmental effects are within the scope of analysis of EIR No. 466. Additionally, the Project would generate only a nominal increase in the County’s population as it is expected that the majority of jobs generated by the Project would be filled by existing County residents. Thus, the Project would not result in the use of existing recreational trails that could have a significant environmental effect. Impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.18 Transportation

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
37. Transportation				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: For purposes of traffic, EIR No. 466 evaluated four different development scenarios: warehouse/distribution plus commercial; light industrial plus commercial; warehouse/distribution only; and light industrial only. Trip generation associated with each of these scenarios were disclosed as follows: warehouse/distribution plus commercial would produce 46,731 average daily trips (ADT), including 1,924 AM peak hour trips and 3,488 PM peak hour trips; light industrial plus commercial would produce 35,088 ADT including 1,933 AM peak hour trips and 3,192 PM peak hour trips; warehouse/distribution only would produce 34,869 ADT, including 2,020 AM peak hour trips and 2,175 PM peak hour trips; and light industrial only would produce 16,973 ADT with 2,034 AM peak hour trips and 1,641 PM peak hour trips. EIR No. 466 disclosed that buildout of the MFBCSP would result in direct and

cumulatively-considerable impacts to a number of study area intersections under each scenario. Affected facilities in the near-term analyses presented in the EIR (i.e., 2008 and 2012) included the following intersections: Harvill Avenue/Strata Street/Oleander Avenue; Harvill Avenue/Markham Street; Harvill Avenue/Messenia Avenue; Harvill Avenue/Martin Street; Indian Avenue/Ramona Expressway; Harvill Avenue/Old Oleander Avenue; Seaton Avenue/Markham Street; Webster Avenue/Ramona Expressway; and Harvill Avenue/Nance Street. Under long-term conditions (2037), EIR No. 466 disclosed that the following facilities would operate at a deficient level of service (LOS): Interstate 215 southbound ramps/Oleander Avenue; Harvill Avenue/Strata Street/Oleander Avenue; Harvill Avenue/Perry Street; Seaton Avenue/Martin Street; and Harvill Avenue/Martin Street. EIR No. 466 identified mitigation measures, including payment of fees and direct improvements to study area intersections. With implementation of the mitigation, EIR No. 466 concluded that all intersections within the study area would operate at an acceptable LOS. EIR No. 466 did not evaluate impacts to freeway facilities (i.e., freeway mainlines, merge/diverge locations, or off-ramp queuing locations). (Webb, 2005, IV-191 through IV-214)

New Ability to Substantially Reduce Significant Impact: Under the warehouse/ distribution scenario, EIR No. 466 assumed that the entire MFBCSP would be developed with up to 6,215,500 s.f. of warehouse/distribution uses on approximately 279.23 acres (excluding major roads). Thus, EIR No. 466 assumed that warehouse/distribution uses would be developed at an average Floor Area Ratio (FAR) of 0.51 (6,215,500 s.f. ÷ 12,163,259 s.f. [279.23 acres] = 0.51). As such, under the warehouse/distribution scenario evaluated in EIR No. 466, EIR No. 466 assumed that the 5.78-acre Project site would be developed with up to 128,406 s.f. of warehouse/distribution uses (0.51 FAR x 251,776.8 s.f. [5.78 acres] = 128,406 s.f.). (Webb, 2005, Table IV-49) Table 5-17, *Project Trip Generation Comparison*, compares the proposed Project's trip generation (in both actual vehicles and Passenger Car Equivalents [PCEs]) to the number of trips that were evaluated for the site by EIR No. 466. As more fully discussed below, PCEs are intended to represent the impact large trucks, buses, and recreational vehicles have on traffic flow. 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 slow-down is also much longer than for passenger cars and varies depending on the type of vehicle and number of axles. For purposes of analysis, a PCE factor of 1.5 was applied to 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks to estimate each turning movement. As shown in Table 5-17, the proposed Project would generate 276 fewer trip-ends per day, 17 fewer AM peak hour trips, and 14 fewer PM peak hour trips as compared to the amount of traffic evaluated for the Project site in EIR No. 466. By comparison, the proposed Project would generate 518 fewer PCE trip-ends per day, 23 fewer PCE AM peak hour trips, and 22 fewer PCE PM peak hour trips as compared to the amount of traffic evaluated for the Project site in EIR No. 466. As such, the proposed Project would result in fewer trips and therefore fewer impacts to study area transportation facilities as compared to what was evaluated for the Project site by EIR No. 466. Therefore, the proposed Project would not create new or additional impacts to traffic as compared to what was evaluated and disclosed by EIR No. 466. (Urban Crossroads, 2019b, p. 44)

Although the Project is anticipated to result in reduced impacts to traffic as compared to the range of land uses evaluated in EIR No. 466, EIR No. 466 evaluated proposed land use designations. The Project Applicant proposes a site-specific development plan (Plot Plan No. 190003) to implement a portion of Planning Area 5 of the MFBCSP, and the Project's Plot Plan No. 190003 includes details regarding building

area and proposed circulation and access improvements that were not available at the time EIR No. 466 was certified. Additionally, although EIR No. 466 identified mitigation measures for traffic impacts, EIR No. 466 did not clearly associate mitigation requirements with the buildout of individual planning areas within the MFBCSP. Accordingly, in order to evaluate the Project's site-specific components and to identify mitigation measures and/or transportation improvements that would be needed to serve buildout of the Project as proposed, a Project-specific Traffic Impact Analysis (TIA) was prepared by Urban Crossroads, Inc., dated June 12, 2019. The TIA is included as *Technical Appendix H*. (Urban Crossroads, 2019b)

Table 5-17 Project Trip Generation Comparison

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles									
Trip Generation from SP EIR Traffic Study:									
Warehousing	128.406	TSF							
Passenger Cars:			20	5	25	7	20	27	242
Truck Trips:			7	2	8	2	7	9	242
Intra Land Use Trips (10%)			-3	-1	-3	-1	-3	-4	-48
TOTAL NET TRIPS (Actual Vehicles)²			24	6	30	8	24	32	436
Currently Proposed Project Trip Generation:									
Warehousing	90.279	TSF							
Passenger Cars:			9	3	12	4	10	14	126
Truck Trips:									
2-axle:			0	0	0	0	0	0	6
3-axle:			0	0	0	0	1	1	8
4+-axle:			1	0	1	1	2	3	20
- Net Truck Trips			1	0	1	1	3	4	34
BUILDING 15 TOTAL NET TRIPS (Actual Vehicles)²			10	3	13	5	13	18	160
VARIANCE (Actual Vehicles)			-14	-3	-17	-3	-11	-14	-276
Passenger Car Equivalent (PCE)									
Trip Generation from SP EIR Traffic Study:									
Warehousing	128.406	TSF							
Passenger Cars:			20	5	25	7	20	27	242
Truck Trips:			13	3	17	4	13	18	484
Intra Land Use Trips (10%)			-3	-1	-4	-1	-3	-4	-73
TOTAL NET TRIPS (PCE)²			34	8	42	11	34	45	726
Currently Proposed Project Trip Generation:									
Warehousing	90.279	TSF							
Passenger Cars:			9	3	12	4	10	14	126
Truck Trips:									
2-axle:			1	0	1	0	1	1	8
3-axle:			1	0	1	0	1	1	14
4+-axle:			4	1	5	2	5	7	60
- Net Truck Trips			6	1	7	2	7	9	82
BUILDING 15 TOTAL NET TRIPS (PCE)²			15	4	19	6	17	23	208
VARIANCE (PCE)			-19	-4	-23	-5	-17	-22	-518

¹ TSF = thousand square feet

² TOTAL NET TRIPS = Passenger Cars + Net Truck Trips.

(Urban Crossroads, 2019b, Table 4-3)

The results of the TIA are discussed below. Refer to the TIA in *Technical Appendix H* for a detailed description of the analysis methodologies applied to determine impacts.

Minimum Level of Service and Thresholds of Significance

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow. (Urban Crossroads, 2019b, p. 21)

Because all of the Project's study area intersections would be under the jurisdiction of Riverside County, the definition of an intersection deficiency has been obtained from the County of Riverside General Plan. Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS (Urban Crossroads, 2019b, p. 24):

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- *LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.*

Significant Impacts

For purposes of analyzing impacts, the following criteria is utilized to determine whether the addition of project-generated trips (or alternative-generated trips) results in a significant impact, and thus requires mitigation: (Urban Crossroads, 2019b, p. 25)

- A project-related impact is considered direct and significant when a study intersection operates at an acceptable LOS for existing conditions (without the Project) and the addition of 50 or more

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AM or PM peak hour project trips causes the intersection to operate at an unacceptable LOS for Existing Plus Project (E+P) traffic conditions. (Urban Crossroads, 2019b, p. 25)

- A cumulative impact is considered significant when a study intersection is forecast to operate at an unacceptable LOS with the addition of cumulative/background traffic and 50 or more AM or PM peak hour project trips. (Urban Crossroads, 2019b, p. 25)

Since the Project generates less than 50 peak hours trips (as shown in Table 5-17), any Project-related impact to the study area intersections would be less than significant.

Existing Conditions

Existing Circulation Network

Pursuant to the scoping agreement with County of Riverside staff (Appendix 1.1 of the Project's TIA, which is contained in *Technical Appendix H*), the study area includes a total of 10 existing and future intersections, as shown on Figure 5-4, Existing Number of Through Lanes and Intersection Controls. Because the Project generates fewer than 50 peak hour trips, only the Project site adjacent intersections and future Project driveways have been evaluated. Figure 5-4 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls. Refer to Section 3.0 of the Project's TIA (*Technical Appendix H*) for a description of ultimate circulation improvements per the Riverside County General Plan, and for a discussion of the circulation plan included in the MFBCSP. (Urban Crossroads, 2019b, p. 27)

Existing Traffic Counts

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in October 2018, while schools were in session. Consistent with standard engineering practice, these traffic counts were conducted either on Tuesday, Wednesday, or Thursday due to potential fluctuations in traffic that typically occur on Mondays, Fridays, Holidays, or weekends. The following peak hours were selected for analysis: (Urban Crossroads, 2019b, p. 32)

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The weekday AM and weekday PM peak hour count data are representative of typical weekday peak hour traffic conditions in the study area, which are based on the traffic conditions in October 2018. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. (Urban Crossroads, 2019b, p. 32)

The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1 of the Project's TIA (*Technical Appendix H*). These raw turning volumes have been flow conserved between

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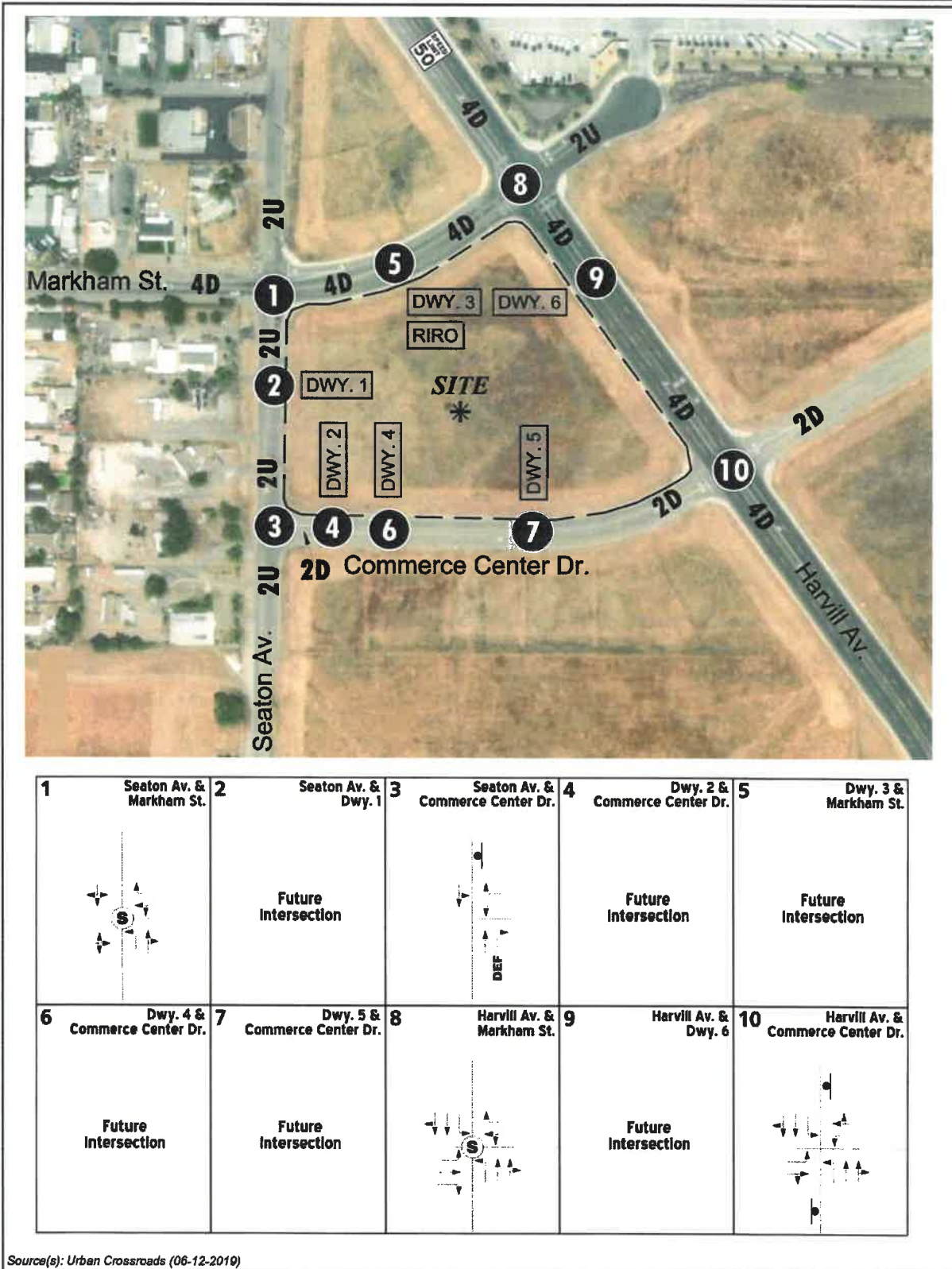


FIGURE 5-4
EXISTING NUMBER OF THROUGH LANES
AND INTERSECTION CONTROLS



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intersections with limited access, no access, and where there are currently no uses generating traffic. The traffic counts collected in October 2018 include the vehicle classifications as shown below: (Urban Crossroads, 2019b, p. 36)

- Passenger Cars
- 2-Axle Trucks
- 3-Axle Trucks
- 4 or More Axle Trucks

To represent the impact large trucks, buses, and recreational vehicles have on traffic flow, all trucks were converted into Passenger Car Equivalents (PCEs). 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 slow-down is also much longer than for passenger cars and varies depending on the type of vehicle and number of axles. For purposes of analysis, a PCE factor of 1.5 was applied to 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks to estimate each turning movement. These factors are consistent with the values recommended for use in the San Bernardino County CMP and are in excess of the factor recommended for use in the County of Riverside traffic study guidelines. Although the County of Riverside has a recommended PCE factor of 2.0, the San Bernardino County CMP PCE factors have been utilized in an effort to conduct a more conservative analysis. (Urban Crossroads, 2019b, p. 36)

Refer to the Project's TIA (*Technical Appendix H*) for a description of the methodology used to estimate peak hour traffic for facilities where 24-hour tube count data was not available. Existing weekday AM and weekday PM peak hour intersection volumes (in PCE) are shown on Exhibit 3-8 of the Project's TIA. (Urban Crossroads, 2019b, p. 36)

Existing Conditions Intersection Operations Analysis

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 of the Project's TIA (*Technical Appendix H*). The intersection operations analysis results are summarized in Table 5-18, *Intersection Analysis for Existing (2018) Conditions*, which indicates that the study area intersections are currently operating at an acceptable LOS during the peak hours (i.e., LOS D or better). Consistent with Table 5-18, a summary of the peak hour intersection LOS for Existing conditions are shown on Exhibit 3-9 of the Project's TIA (*Technical Appendix H*). The intersection operations analysis worksheets are included in Appendix 3.2 of the Project's TIA. (Urban Crossroads, 2019b, p. 38)

Table 5-18 Intersection Analysis for Existing (2018) Conditions

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Seaton Av. & Markham St.	AWS	1	1	0	0	1	0	0	1	0	0	1	1	20.9	16.7	C	C
2	Seaton Av. & Driveway 1		Future Intersection															
3	Seaton Av. & Commerce Center Dr.	CSS	0	1	0	0	1	0	0	0	0	1	0	1	9.4	9.3	A	A
4	Driveway 2 & Commerce Center Dr.		Future Intersection															
5	Driveway 3 & Markham St.		Future Intersection															
6	Driveway 4 & Commerce Center Dr.		Future Intersection															
7	Driveway 5 & Commerce Center Dr.		Future Intersection															
8	Harvill Av. & Markham St.	AWS	1	2	0	1	2	0	1	1	1	0	1	1	16.3	12.9	C	B
9	Harvill Av. & Driveway 6		Future Intersection															
10	Harvill Av. & Commerce Center Dr.	CSS	1	2	0	1	2	0	1	1	0	1	1	0	13.5	9.3	B	A

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d= Defacto Right Turn Lane

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

³ AWS = All-way Stop; CSS = Cross-street Stop

(Urban Crossroads, 2019b, Table 3-1)

Existing Conditions Traffic Signal Warrants Analysis

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. The following study area intersection currently warrants a traffic signal for Existing traffic conditions: (Urban Crossroads, 2019b, p. 38)

- Seaton Avenue & Markham St. (#1)
- Harvill Av. & Markham St. (#8)

It should be noted that the above-listed intersections currently operate at an acceptable LOS as all-way stop-controlled intersections. Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3 of the Project’s TIA (*Technical Appendix H*). (Urban Crossroads, 2019b, p. 52)

Projected Future Traffic

Proposed Project

Trip generation represents the amount of traffic that is attracted and produced by a development, and is based upon the specific land uses planned for a given project. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017) for the proposed land use was used. Trip generation rates for the Project are shown in Table 4-1 of the Project’s TIA (*Technical Appendix H*). Table 3-1 (previously presented) estimates the proposed Project’s trip generation for both actual vehicles and passenger car equivalent (PCE). The following ITE land use code and vehicle mix has been utilized: (Urban Crossroads, 2019b, p. 41)

- ITE land use code 150 (Warehousing) was used to derive site-specific trip generation estimates for the 90,279 s.f. of warehouse space proposed by the Project Applicant. These uses are primarily devoted to the storage of materials, but they may also include office and maintenance areas. High-cube warehouse/distribution center and business park are related uses. (Urban Crossroads, 2019b, p. 41)

As noted on Table 4-1 of the Project's TIA (*Technical Appendix H*) and as previously shown on Table 3-1, refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is composed of different truck types: 2-axle, 3-axle, and 4+-axle trucks. PCE factors were applied to the trip generation rates for heavy trucks (large 2-axes, 3-axes, 4+-axes). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in Appendix B of the San Bernardino County Congestion Management Program (CMP) 2016 Update, as these factors are more conservative than Riverside County's PCE factor of 2.0 for heavy trucks. (Urban Crossroads, 2019b, p. 41)

As previously shown on Table 3-1, the proposed Project is anticipated to generate a net total of 160 actual vehicle trip-ends per day with 13 AM peak hour trips and 18 PM peak hour trips. In comparison, the proposed Project is anticipated to generate a net total of 208 PCE trip-ends per day, 19 PCE AM peak hour trips, and 23 PCE PM peak hour trips, as previously shown in Table 3-1. The proposed Project's trip generation, based on actual vehicles, has also been included on Table 3-1 for informational purposes only. (Urban Crossroads, 2019b, p. 44)

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Project traffic would distribute. (Urban Crossroads, 2019b, p. 44)

The Project trip distribution was developed based on anticipated travel patterns to and from the Project site for both passenger cars and truck traffic, and is consistent with other similar projects that have been reviewed and approved by County of Riverside staff. The Project trip distribution patterns have been developed based on the anticipated travel patterns for the warehousing trucks. For both passenger cars and trucks, the Project trip distribution was developed based on an understanding of existing travel patterns in the area, the geographical location of the site, and the site's proximity to the regional arterial and state highway system. (Urban Crossroads, 2019b, p. 46)

The Project passenger car trip distribution pattern is graphically depicted on Exhibit 4-1 of the Project's TIA (*Technical Appendix H*). The Project truck trip distribution pattern is graphically depicted on Exhibit 4-2 of the Project's TIA. The Project's distribution patterns were reviewed by the County of Riverside as part of the traffic study scoping process (see Appendix 1.1 to the TIA). (Urban Crossroads, 2019b, p. 46)

Modal Split

The traffic reducing potential of public transit, walking, or bicycling have not been considered in the Project's TIA. Essentially, the traffic projections are "conservative" in that these alternative travel modes might be able to reduce the forecasted traffic volumes (employee trips only). (Urban Crossroads, 2019b, p. 46)

Project Trip Assignment

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, peak hour intersection turning movement volumes are shown in PCE on Figure 5-5, *Project Only Traffic Volumes (In PCE)*. (Urban Crossroads, 2019b, p. 46)

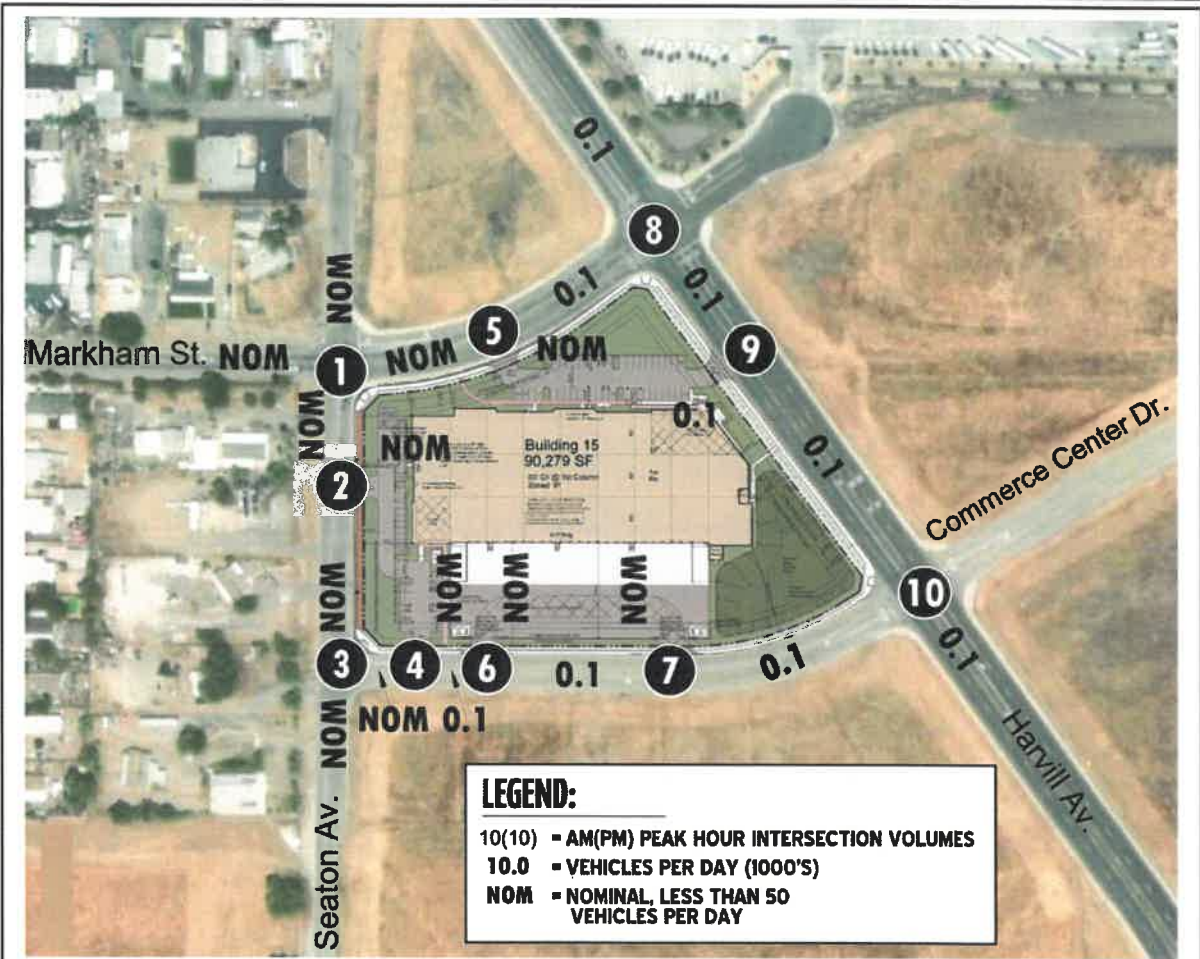
Background Traffic

Future year traffic forecasts have been based upon two years of background (ambient) growth at 2% per year for 2020 traffic conditions. The total ambient growth is 4.04% for 2020 traffic conditions (growth of 2 percent per year, compounded over two years or 1.02^2 years). This ambient growth factor is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. (Urban Crossroads, 2019b, p. 50)

The currently adopted Southern California Association of Governments (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 487,500 in 2040, or a 35.6 percent increase over the 28-year period. The change in population equates to roughly a 1.09 percent growth rate, compounded annually. Similarly, growth over the same 28-year period in households is projected to increase by 41.3 percent, or 1.24 percent annual growth rate. Finally, growth in employment over the same 28-year period is projected to increase by 124.7 percent, or a 2.93 percent annual growth rate. (Urban Crossroads, 2019b, p. 50)

Therefore, the use of an annual growth rate of 2.0 percent would appear to conservatively approximate the anticipated regional growth in traffic volumes in the County of Riverside, especially when considered along with the addition of Project-related traffic and traffic generated by other known development projects. As such, the growth in traffic volumes assumed in the Project's TIA would tend to overstate as opposed to understate the potential impacts to traffic and circulation. (Urban Crossroads, 2019b, p. 50)

Plot Plan No. 190003 (Building 15)



1	2	3	4	5
Seaton Av. & Markham St. 	Seaton Av. & Dwy. 1 	Seaton Av. & Commerce Center Dr. 	Dwy. 2 & Commerce Center Dr. 	Dwy. 3 & Markham St.
6	7	8	9	10
Dwy. 4 & Commerce Center Dr. 	Dwy. 5 & Commerce Center Dr. 	Harvill Av. & Markham St. 	Harvill Av. & Dwy. 6 	Harvill Av. & Commerce Center Dr.

Source(s): Urban Crossroads (06-12-2019)

FIGURE 5-5



Not to Scale

PROJECT ONLY TRAFFIC VOLUMES (IN PCE)

Cumulative Development Traffic

The CEQA guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the County of Riverside. The cumulative project list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections. Adjacent jurisdictions of the City of Perris and the City of Moreno Valley have also been contacted to obtain the most current list of cumulative projects from their respective jurisdictions. (Urban Crossroads, 2019b, p. 51)

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e. 50 or more peak hour trips) to study area intersections have been manually added to the study area network to generate EAPC forecasts. In other words, this list of cumulative development projects has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects in close proximity to the proposed Project). For the purposes of this analysis, the cumulative projects that were determined to affect one or more of the study area intersections are listed in Table 5-19, *Cumulative Development Land Use Summary*, and shown on Figure 5-6, *Cumulative Development Location Map*, and have been considered for inclusion. (Urban Crossroads, 2019b, p. 51)

Although it is unlikely that all of these cumulative projects would be fully built and occupied by Year 2020, they have been included in an effort to conduct a conservative analysis and overstate as opposed to understate potential traffic impacts. (Urban Crossroads, 2019b, p. 51)

Any other cumulative projects located beyond the study area that are not expected to contribute measurable traffic to study area intersections have not been included since the traffic would dissipate due to the distance from the Project site and study area intersections. Any additional traffic generated by other projects not on the cumulative projects list is accounted for through background ambient growth factors that have been applied to the peak hour volumes at study area intersections as discussed above under "Background Traffic." Cumulative only ADT and peak hour traffic volumes (in PCE) are shown on Exhibit 4-5 of the Project's TIA (*Technical Appendix H*). (Urban Crossroads, 2019b, p. 51)

Table 5-19 Cumulative Development Land Use Summary

No.	Project Name / Case Number	Land Use ¹	Quantity	Units ²	Location
City of Perris					
P1	Bergemann / DPR 07-09-0018	Warehousing	173,000	TSF	NEC OF WEBSTER & NANCE
P2	Duke 2 / DPR 16-00008	High-Cube Warehouse	669,000	TSF	NEC OF INDIAN & MARKHAM
P3	First Perry / DPR 16-00013	High-Cube Warehouse	240,000	TSF	SWC OF REDLANDS AVE. & PERRY ST.
P4	Gateway / DPR 16-00003	High-Cube Warehouse	400,000	TSF	SOUTH OF HARLEY KNOX BLVD. EAST OF HWY. 215
P5	Integra / DPR 14-02-0014	High-Cube Warehouse	864,000	TSF	EAST OF WEBSTER AVE. SOUTH OF NANCE ST.
P6	OLC 1 / DPR 12-10-0005	High-Cube Warehouse	1,455,000	TSF	WEST OF WEBSTER AVE. NORTH OF RAMONA EXWY.
P7	OLC2 / DPR 14-01-0015	High-Cube Warehouse	1,037,000	TSF	WEST OF WEBSTER AVE. NORTH OF MARKHAM ST.
P8	Markham East / DPR 05-0477	High-Cube Warehouse	460,000	TSF	SWC OF REDLANDS AVE. & MARKHAM ST.
P9	Markham Industrial / DPR 16-00015	Warehousing	170,000	TSF	NEC OF INDIAN AVE. & MARKHAM ST.
P10	Rados / DPR 07-0119	High-Cube Warehouse	1,200,000	TSF	NWC OF INDIAN AVE. & RIDER ST.
P11	Rider 1 / DPR 16-0365	High-Cube Warehouse	350,000	TSF	SWC OF REDLANDS AVE. & RIDER ST.
P12	Indian/Ramona Warehouse	High-Cube Warehouse	428,730	TSF	NORTH OF RAMONA EXWY. WEST OF INDIAN AVE.
P13	Rider 3 / DPR 06-0432	High-Cube Warehouse	640,000	TSF	NORTH OF RIDER ST. WEST OF REDLANDS
P14	Westcoast Textile / DPR 16-00001	Warehousing	180,000	TSF	SWC OF INDIAN ST. & NANCE ST.
P15	Duke at Patterson / DPR 17-00001	High-Cube Warehouse	811,000	TSF	SEC OF PATTERSON AVE. & MARKHAM ST.
P16	Harley Knox Commerce Park / DPR 16-004	High-Cube Warehouse	386,278	TSF	NWC OF HARLEY KNOX BLVD. & REDLANDS AVE.
P17	Perris Marketplace / DPR 05-0341	Commercial Retail	520,000	TSF	WEST OF PERRIS BLVD. AT AVOCADO AVE.
P18	Stratford Ranch Residential / TTM 36648	SFDR	270	DU	WEST OF EVANS RD. AT MARKHAM ST.
P19	Pulte Residential / TTM 30850	SFDR	496	DU	WEST OF EVANS RD. AT CITRUS AVE.
P20	Perris Circle 3	Warehousing	210,900	TSF	NWC OF REDLANDS AVE. AND NANCE AVE.
P21	Duke Realty - Perris & Markham	High-Cube Warehouse	1,189,860	TSF	SEC OF PERRIS BL. AND MARKHAM ST.
P22	Canyon Steel	Manufacturing	28,124	TSF	NWC OF PATTERSON AVE. & CALIFORNIA AVE.
P23	Rider 2 and 4	High-Cube Warehouse	1,376,721	TSF	NWC OF REDLANDS AVE. AND RIDER ST.
City of Moreno Valley					
MV1	Kearney	High-Cube Warehouse	1100,000	TSF	EAST OF PERRIS BLVD. AT SAN MICHEL RD.
MV2	IDS	High-Cube Warehouse	701,000	TSF	SEC OF HEACOCK ST. & SAN MICHELE RD.
MV3	First Industrial	High-Cube Warehouse	1380,000	TSF	SWC OF INDIAN AVE. & NANDINA AVE.
MV4	Prologis 1	High-Cube Warehouse	1000,000	TSF	NEC OF INDIAN AVE. & MARIPOSA AVE.
MV5	Moreno Valley Industrial Park	High-Cube Warehouse	207,684	TSF	NEC OF HEACOCK ST. & IRIS AVE.
MV6	Moreno Valley Walmart	Retail	193,000	TSF	SWC OF PERRIS BLVD. & GENTIAN AVE.
MV7	Moreno Valley Utility Substation	High-Cube Warehouse	PUBLIC	TSF	NWC OF EDWIN RD. & KITCHING ST.
MV8	Phelan Development	High-Cube Warehouse	98,210	TSF	SEC OF INDIAN ST. & NANDINA AVE.
MV9	Nandina Industrial Center	High-Cube Warehouse	335,966	TSF	SOUTH OF NANDINA AVE. WEST OF PERRIS BLVD.
MV10	Indian Street Commerce Center	High-Cube Warehouse	433,918	TSF	SWC OF INDIAN ST. & GROVEVIEW RD.
MV11	Tract 22180	SFDR	140	DU	NORTH OF GENTIAN AVE. EAST OF INDIAN ST.
MV12	Tract 36760	SFDR	221	DU	SEC OF INDIAN ST. & GENTIAN AVE.
MV13	PEN18-0042	SFDR	2	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV14	Tract 33024	SFDR	8	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV15	Tract 32716	SFDR	57	DU	NEC OF INDIAN ST. & MARIPOSA AVE.
MV16	Tract 31442	SFDR	63	DU	NWC OF PERRIS BLVD. & MARIPOSA AVE.
Riverside County					
RC1	McCanna Hills / TTM 33978	SFDR	63	DU	SWC OF SHERMAN AVE. & WALNUT AVE.
RC2	PP26293	High-Cube Warehouse	612,481	TSF	SWC OF PATTERSON AVE. & RIDER ST.
RC3	PPT180025: Rider Commerce Center	Warehousing	204,330	TSF	NWC OF PATTERSON AVE. & RIDER ST.
RC4	Seaton Commerce Center	High-Cube Warehouse	210,800	TSF	SEC OF SEATON AV. & PERRY ST.
RC5	Farmer Boys/Retail Shop	Retail	16,306	TSF	NEC OF HARVILL AVE. & CAJALCO RD.
RC6	PP26173	High-Cube Warehouse	423,665	TSF	SWC OF HARVILL AVE. & RIDER ST.
RC7	Val Verde Logistics Center	High-Cube Warehouse	280,308	TSF	NWC OF HARVILLA AVE. & OLD CAJALCO RD.
RC8	Majestic Freeway Business Center - Building 5	Warehousing	40,000	TSF	NEC OF HARVILL AVE. & MESSENNIA LN.
RC9	Majestic Freeway Business Center - Building 6	Warehousing	72,000	TSF	NORTH OF MESSENNIA LN., EAST OF HARVILL AVE.
RC10	Majestic Freeway Business Center - Building 7	Warehousing	80,000	TSF	NORTH OF CAJALCO EXWY., EAST OF HARVILL AVE.
RC11	Majestic Freeway Business Center - Building 8	Warehousing	110,000	TSF	NORTH OF CAJALCO EXWY., EAST OF HARVILL AVE.
RC12	Majestic Freeway Business Center - Building 9	Warehousing	45,000	TSF	EAST OF MESSENNIA LN., NORTH OF HARVILL AVE.
RC13	Majestic Freeway Business Center - Building 10	High-Cube Warehouse	600,000	TSF	SEC OF HARVILL AVE. & PERRY ST.
RC14	Majestic Freeway Business Center - Building 11	Warehousing	391,045	TSF	SEC OF HARVILL AVE. & COMMERCE CENTER DR.
RC15	Majestic Freeway Business Center - Building 12	Warehousing	154,751	TSF	NEC OF HARVILL AVE. & COMMERCE CENTER DR.
RC16	Majestic Freeway Business Center - Buildings 1, 3 & 4	Warehousing	48,930	TSF	NWC OF HARVILL AVE. & CAJALCO RD.
RC17	Majestic Freeway Business Center - Building 19	High-Cube Warehouse	1195,740	TSF	
RC18	Majestic Freeway Business Center - Building 20	Warehousing	364,560	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC19	Majestic Freeway Business Center - Building 21,22	Warehousing	425,830	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC20	Majestic Freeway Business Center - Building 21,22	Warehousing	241,059	TSF	NEC OF DECKER RD. & OLD OLEANDER AVE.
RC20	Knox Logistics Center	High-Cube Warehouse	1259,410	TSF	NWC OF DECKER RD. & OLD OLEANDER AVE.
RC21	Oleander Business Park	High-Cube Warehouse	680,000	TSF	NWC OF DECKER RD. & HARLEY KNOX BLVD.

¹ SFDR = Single Family Detached Residential

² DU = Dwelling Units; TSF = Thousand Square Feet

(Urban Crossroads, 2019b, Table 4-4)

Plot Plan No. 190003 (Building 15)

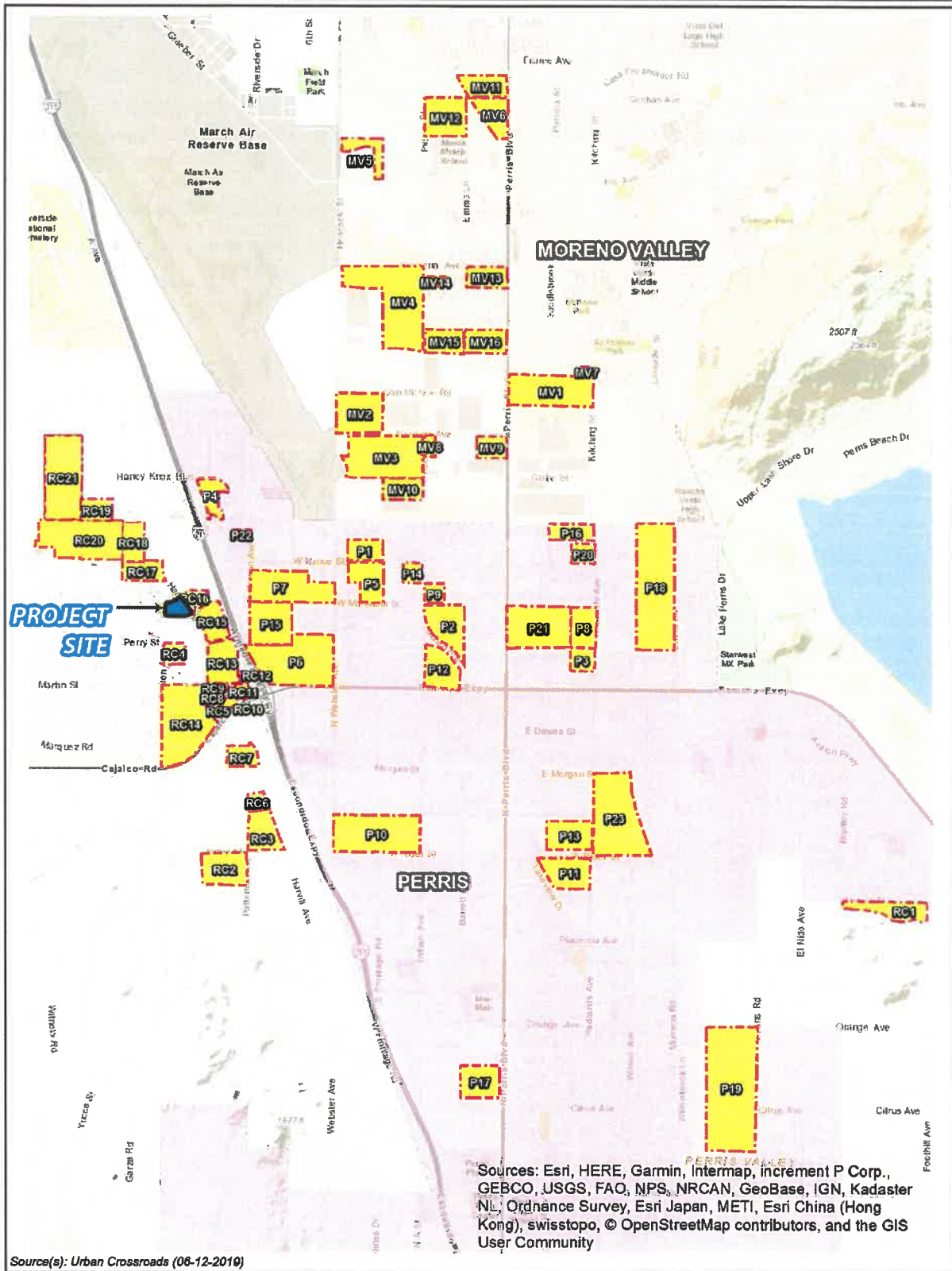


FIGURE 5-6

CUMULATIVE DEVELOPMENT LOCATION MAP



Not to Scale

Near-Term Traffic Conditions

To provide a comprehensive assessment of the deficiencies, two types of analyses, “buildup” and “buildout”, were performed in support of this work effort. The “buildup” method was used to approximate Existing Plus Project (E+P), Existing Plus Ambient Plus Project (EAP), and Existing Plus Ambient Plus Cumulative (EAPC) traffic conditions, and is intended to identify the near-term deficiencies on both the existing and planned near-term circulation system. The EAPC traffic condition includes background traffic, traffic generated by other cumulative development projects within the study area, and traffic generated by the proposed Project. (Urban Crossroads, 2019b, p. 51)

The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast EAP (2020) and EAPC (2020) traffic conditions. An ambient growth factor of 2.0% per year has been used to account for background (area-wide) traffic increases that occur over time up to the year 2020 from the year 2018 (2.0 percent per year growth rate, compounded over a 2-year period). Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2020 roadway networks are similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project. (Urban Crossroads, 2019b, p. 56)

The near-term traffic analysis includes the following traffic conditions, with the various traffic components: (Urban Crossroads, 2019b, p. 56)

- Existing Plus Ambient Growth Plus Project (2020)
 - Existing 2018 counts
 - Ambient growth traffic (4.04%)
 - Project traffic

- Existing Plus Ambient Growth Plus Project Plus Cumulative (2020)
 - Existing 2018 counts
 - Ambient growth traffic (4.04%)
 - Cumulative Development traffic
 - Project traffic

Existing Plus Project (E+P) Conditions

This subsection discusses the traffic forecasts for Existing Plus Project (E+P) conditions and the resulting peak hour intersection operations and traffic signal warrant analyses. This analysis scenario has been provided for informational purposes only as Project impacts have been discerned from a comparison of Existing (2018) to EAP (2020) and EAPC (2020) traffic conditions, per the County’s Traffic Impact Analysis Preparation Guide (Riverside County, 2008). (Urban Crossroads, 2019b, p. 57)

Roadway Improvements – E+P Traffic Conditions

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with those shown previously on Figure 5-4, except that it is assumed that Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for E+P

conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways). (Urban Crossroads, 2019b, p. 57)

E+P Traffic Volume Forecasts

This scenario includes Existing traffic volumes plus Project traffic. Exhibit 5-1 of the Project's TIA (*Technical Appendix H*) shows the ADT and peak hour intersection turning movement volumes (in PCE) that can be expected for E+P traffic conditions. (Urban Crossroads, 2019b, p. 57)

Intersection Operations Analysis – E+P Traffic Conditions

E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 of the Project's TIA (*Technical Appendix H*). The intersection analysis results are summarized in Table 5-20, *Intersection Analysis for E+P Conditions*, which indicate that, consistent with Existing (2018) conditions, there are no intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic. Exhibit 5-2 of the Project's TIA (*Technical Appendix H*) summarizes the weekday AM and PM peak hour study area intersection LOS under E+P traffic conditions, consistent with the summary provided in Table 5-20. The intersection operations analysis worksheets are included in Appendix 5.1 of the Project's TIA. (Urban Crossroads, 2019b, p. 57)

Table 5-20 Intersection Analysis for E+P Conditions

#	Intersection	Traffic Control ²	Existing (2018)				E+P			
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Seaton Av. & Markham St.	AWS	20.9	16.7	C	C	24.8	18.7	C	C
2	Seaton Av. & Driveway 1	<u>CSS</u>	Future Intersection				9.1	8.6	A	A
3	Seaton Av. & Commerce Center Dr.	CSS	9.4	9.3	A	A	9.5	9.4	A	A
4	Driveway 2 & Commerce Center Dr.	<u>CSS</u>	Future Intersection				7.3	8.6	A	A
5	Driveway 3 & Markham St.	<u>CSS</u>	Future Intersection				9.7	10.0	A	B
6	Driveway 4 & Commerce Center Dr.	<u>CSS</u>	Future Intersection				9.1	8.9	A	A
7	Driveway 5 & Commerce Center Dr.	<u>CSS</u>	Future Intersection				0.0	8.9	A	A
8	Harvill Av. & Markham St.	AWS/TS ³	16.3	12.9	C	B	16.1	17.1	B	B
9	Harvill Av. & Driveway 6	<u>CSS</u>	Future Intersection				7.9	10.4	A	B
10	Harvill Av. & Commerce Center Dr.	CSS	13.5	9.3	B	A	14.1	12.0	B	B

(Urban Crossroads, 2019b, Table 5-1)

Traffic Signal Warrants Analysis – E+P Traffic Conditions

With the addition of Project traffic, there are no intersections anticipated to meet planning level (ADT) or peak hour volume-based traffic signal warrants under E+P traffic conditions, in addition to the intersections previously identified under Existing (2018) traffic conditions (see Appendix 5.2 of the Project's TIA, *Technical Appendix H*). (Urban Crossroads, 2019b, p. 57)

Existing Plus Ambient Plus Project (EAP) 2020 Traffic Analysis

This subsection discusses the methods used to develop EAP (2020) traffic forecasts and the resulting peak hour intersection operations and traffic signal warrant analyses. (Urban Crossroads, 2019b, p. 61)

Roadway Improvements – EAP 2020 Conditions

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with those shown previously on Figure 5-4, except that it is assumed that Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAP conditions (e.g., intersection and roadway improvements at the Project’s frontage and driveways). (Urban Crossroads, 2019b, p. 61)

EAP (2020) Traffic Volume Forecasts

This scenario includes Existing (2018) traffic volumes plus an ambient growth factor of 4.04% and the addition of Project traffic. Exhibit 6-1 of the Project’s TIA (*Technical Appendix H*) shows the weekday ADT and the peak hour volumes which can be expected for EAP (2020) traffic conditions (in PCE). (Urban Crossroads, 2019b, p. 61)

Intersection Operations Analysis – EAP 2020 Conditions

Level of service calculations were conducted for the study intersections to evaluate their operations under EAP (2020) conditions with existing roadway and intersection geometrics consistent with those described above under “Roadway Improvements – EAP 2020 Conditions.” As shown in Table 5-21, *Intersection Analysis for EAP 2020 Conditions*, and as illustrated on Exhibit 6-2 of the Project’s TIA (*Technical Appendix H*), there are no study area intersections anticipated to operate at an unacceptable LOS under EAP (2020) traffic conditions, consistent with Existing (2018) traffic conditions. As such, the Project would result in less-than-significant impacts to study area intersections under EAP 2020 conditions. The intersection operations analysis worksheets for EAP (2020) conditions are included in Appendix 6.1 of the Project’s TIA. (Urban Crossroads, 2019b, p. 61)

Table 5-21 Intersection Analysis for EAP 2020 Conditions

#	Intersection	Traffic Control ²	Existing (2018)				EAP (2020)			
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Seaton Av. & Markham St.	AWS	20.9	16.7	C	C	28.3	20.5	D	C
2	Seaton Av. & Driveway 1	<u>CSS</u>	Future Intersection				9.1	8.6	A	A
3	Seaton Av. & Commerce Center Dr.	CSS	9.4	9.3	A	A	9.6	9.5	A	A
4	Driveway 2 & Commerce Center Dr.	<u>CSS</u>	Future Intersection				7.3	8.6	A	A
5	Driveway 3 & Markham St.	<u>CSS</u>	Future Intersection				9.8	10.1	A	B
6	Driveway 4 & Commerce Center Dr.	<u>CSS</u>	Future Intersection				9.1	8.9	A	A
7	Driveway 5 & Commerce Center Dr.	<u>CSS</u>	Future Intersection				0.0	8.9	A	A
8	Harvill Av. & Markham St.	AWS/TS ³	16.3	12.9	C	B	16.5	17.2	B	B
9	Harvill Av. & Driveway 6	<u>CSS</u>	Future Intersection				7.9	10.5	A	B
10	Harvill Av. & Commerce Center Dr.	CSS	13.5	9.3	B	A	14.4	12.2	B	B

¹ Per the Highway Capacity Manual (5th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

² AWS = All-way Stop; CSS = Cross-street Stop; CSS = Improvement

³ The Project will construct a traffic signal as part of the site adjacent improvements. (Urban Crossroads, 2019b, Table 6-1)

Traffic Signal Warrants Analysis – EAP 2020 Conditions

Traffic signal warrants have been performed (based on the California Manual on Uniform Traffic Control Devices [MUTCD]) for EAP (2020) traffic conditions based on daily volumes. There are no additional study area intersections anticipated to meet planning level (ADT and peak hour) volume-based traffic signal warrants under EAP (2020) traffic conditions, in addition to the intersections previously identified under Existing (2018) traffic conditions (see Appendix 6.2 of the Project’s TIA, which is included as *Technical Appendix H*). (Urban Crossroads, 2019b, p. 61)

As discussed above, the following intersections meet planning level (ADT and peak hour) volume-based traffic signal warrants for Existing conditions. Thus, the addition of Project traffic to the following intersections represents potentially cumulatively-considerable impacts of the proposed Project:

- Seaton Avenue & Markham St. (#1)
- Harvill Av. & Markham St. (#8)

However, and as shown in Table 5-21, both of the above-listed intersections operate at an acceptable LOS under EAP 2020 conditions with the addition of Project traffic. Because traffic signals are not necessary at the above-listed locations to achieve an acceptable LOS, installation of traffic signals at these locations is not recommended. As such, Project impacts due to traffic signal warrants would be less than significant under EAP 2020 conditions.

Existing Plus Ambient Plus Cumulative Plus Project (EAPC) 2020 Traffic Analysis

This subsection discusses the methods used to develop EAPC (2020) traffic forecasts and the resulting peak hour intersection operations and traffic signal warrant analyses. (Urban Crossroads, 2019b, p. 65)

Roadway Improvements – EAPC 2020 Conditions

The lane configurations and traffic controls assumed to be in place for EAPC (2020) conditions are consistent with those shown previously on Figure 5-4, with the exception of the following: (Urban Crossroads, 2019b, p. 65)

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAPC conditions only (e.g., intersection and roadway improvements along the Project’s frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC (2020) conditions (e.g., intersection and roadway improvements along the cumulative development’s frontages).

EAPC (2020) Traffic Volume Forecasts

To account for background traffic, other known cumulative development projects in the study area were included in addition to 4.04% of ambient growth for EAPC (2020) traffic conditions in conjunction with traffic associated with the proposed Project. Exhibit 7-1 of the Project’s TIA (*Technical Appendix H*) shows the peak hour volumes which can be expected for EAPC (2020) traffic conditions (in PCE). (Urban Crossroads, 2019b, p. 65)

Intersection Operations Analysis – EAPC 2020 Conditions

Level of service calculations were conducted for the study intersections to evaluate their operations under EAPC (2020) conditions with existing roadway and intersection geometrics consistent with those described above under “Roadway Improvements – EAPC 2020 Conditions.” As shown in Table 5-22, *Intersection Analysis for EAPC (2020) Conditions*, and illustrated on Exhibit 7-2 of the Project’s TIA (*Technical Appendix H*), there are no additional study area intersections anticipated to operate at an unacceptable LOS under EAPC (2020) traffic conditions, consistent with Existing (2018) traffic conditions. The intersection operations analysis worksheets for EAPC (2020) conditions are included in Appendix 7.1 of the Project’s TIA. (Urban Crossroads, 2019b, p. 65)

Table 5-22 Intersection Analysis for EAPC (2020) Conditions

#	Intersection	Traffic Control ²	Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM
1	Seaton Av. & Markham St.	AWS	34.4	25.8	D	D
2	Seaton Av. & Driveway 1	<u>CSS</u>	9.2	8.6	A	A
3	Seaton Av. & Commerce Center Dr.	CSS	9.6	9.5	A	A
4	Driveway 2 & Commerce Center Dr.	<u>CSS</u>	7.3	8.6	A	A
5	Driveway 3 & Markham St.	<u>CSS</u>	9.8	10.1	A	B
6	Driveway 4 & Commerce Center Dr.	<u>CSS</u>	9.3	9.3	A	A
7	Driveway 5 & Commerce Center Dr.	<u>CSS</u>	0.0	8.9	A	A
8	Harvill Av. & Markham St.	AWS/TS ³	18.0	18.2	B	B
9	Harvill Av. & Driveway 6	<u>CSS</u>	11.4	16.1	B	C
10	Harvill Av. & Commerce Center Dr.	CSS	22.6	16.9	C	C

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

² AWS = All-way Stop; CSS = Cross-street Stop; CSS = Improvement

³ The Project will construct a traffic signal as part of the site adjacent improvements.
(Urban Crossroads, 2019b, Table 7-1)

Traffic Signal Warrants Analysis – EAPC 2020 Conditions

Traffic signal warrants have been performed for EAPC (2020) traffic conditions based on daily or peak hour volumes. There are no additional study area intersections anticipated to meet planning level (ADT and peak hour) volume-based traffic signal warrants under EAPC (2020) traffic conditions (see Appendix 7.2 of the Project's TIA, included as *Technical Appendix H*), in addition to the intersections previously identified under Existing (2018) traffic conditions. As discussed above, the following intersections meet planning level (ADT and peak hour) volume-based traffic signal warrants for Existing conditions. Thus, the addition of Project traffic to the following intersections represents potentially cumulatively-considerable impacts of the proposed Project:

- Seaton Avenue & Markham St. (#1)
- Harvill Av. & Markham St. (#8)

However, and as shown in Table 5-22, both of the above-listed intersections operate at an acceptable LOS under EAPC 2020 conditions with the addition of Project traffic. Because traffic signals are not necessary at the above-listed locations to achieve an acceptable LOS, installation of traffic signals at these locations is not recommended. As such, Project impacts due to traffic signal warrants would be less than significant under EAPC 2020 conditions.

Conclusion – Traffic Impacts

Consistent with the conclusion reached by EIR No. 466 and as indicated in the preceding analysis, Project impacts to study area intersections and due to the need for signalization would be less than significant

under all study scenarios. The Project would be subject to payment of DIF and TUMF fees, which would provide funding for regional infrastructure improvements to the transportation network. Moreover, the traffic generated by the proposed Project would be significantly less than the traffic generation assumed by and analyzed in EIR No. 466 for the Project site. Thus, Project impacts to study area facilities would be reduced in comparison to the Project evaluated in EIR No. 466. Furthermore, although EIR No. 466 did not evaluate impacts to freeway mainlines, queuing locations, or merge/diverge locations, it is concluded that the Project's impacts to freeway facilities would be reduced in comparison to the project evaluated by EIR No. 466 due to the reduction in traffic associated with the Project. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- b) Would the proposed Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

EIR No. 466 Finding: Although EIR No. 466 did not evaluate this threshold, EIR No. 466 did disclose impacts to circulation facilities that would occur with buildout of the MFBCSP, including impacts to facilities that are identified in the Riverside County Congestion Management Plan (CMP). EIR No. 466 concluded that with implementation of mitigation measures, all impacts to study area intersections, including CMP intersections, would be reduced to less-than-significant levels. (Webb, 2005, IV-191 through IV-214)

No Substantial Change from Previous Analysis: EIR No. 466 did not evaluate impacts to Congestion Management Program (CMP) facilities, such as freeways. None of the study area intersections evaluated above under the analysis of Threshold 37.a) are identified as CMP facilities in the Riverside County CMP, and Project impacts to all study area intersections would be less than significant. Moreover, the Project would contribute fewer than 50 peak hour trips at nearby CMP facilities (i.e., I-215 interchanges). As such, the Project would have no potential to conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (Urban Crossroads, 2019b, p. 4)

- c) Would the proposed Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that roads for the MFBCSP had already been completed and did not have design feature hazards such as sharp curves. The IS/NOP further found that incompatible uses such as farm equipment on roadways would not be introduced as part of the MFBCSP. As such, the IS/NOP concluded that impacts would be less than significant, and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 43 and 44)

No Substantial Change from Previous Analysis: The proposed Project would be compatible in transportation design with the existing land uses and roadway network in the surrounding area, and the Project would not create a transportation hazard as a result of an incompatible use. All of the Project's proposed driveways are oriented away from the existing residential uses to the west of the Project site, and signs would be placed indicating that no truck traffic is allowed on Seaton Avenue. The Project's proposed driveways for truck trailers would connect directly to Commerce Center Drive. All improvements planned as part of the Project would be in conformance with applicable Riverside County roadway standards, and would not result in any hazards due to a design feature and would not result in inadequate emergency access. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that potential impacts to road maintenance from project-related traffic would be offset by fee mechanisms established and required by the Riverside County Transportation Department. Impacts were found to be less than significant, and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 44-45)

No Substantial Change from Previous Analysis: There are no new roadways proposed by the Project Applicant requiring maintenance, although the Project would dedicate ROW along the site's frontage with Cajalco Expressway, Harvill Avenue, and Seaton Avenue. As previously depicted on Table 3-1, the Project would generate approximately 208 ADT (in PCE), which would cause an effect on and increase the need for maintenance of roadways in the local area. However, there are no components of the Project that would inhibit the County's ability to continue to maintain roadways in the local area. Additionally, property taxes generated by the proposed Project could be utilized by the County to conduct roadway maintenance over the long term. Furthermore, as compared to the Project evaluated in EIR No. 466, and as shown in Table 5-17, the Project would generate approximately 518 fewer ADT (in PCE) than was assumed by EIR No. 466, indicating that Project impacts due to the need for roadway maintenance would be less than was disclosed by EIR No. 466. As such, impacts would be less than significant, and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that due to the temporary nature of construction activity, the nature of traffic circulation in the MFBCSP area, and established County requirements for traffic control on public roadways during construction, impacts to circulation during construction would be less than significant. As such, this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 43 and 45)

No Substantial Change from Previous Analysis: The proposed Project is not anticipated to affect any roadways in the vicinity of the site during construction, as it is anticipated that surrounding roadways have

sufficient capacity to accommodate construction vehicle traffic traveling to and from the site because construction-related traffic would not exceed traffic volumes anticipated upon buildout of the Project. Accordingly, impacts to the circulation network during construction would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that roadways to access the MFBCSP area were already constructed, thereby facilitating greater emergency access to the MFBCSP area through the provision of a north/south road between Oleander and Cajalco Road. The IS/NOP further found that the MFBCSP would be developed in accordance with County ordinances, standard conditions of approval, and permits related to emergency access. Thus, the IS/NOP concluded that no impact would occur, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 43 and 45)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, major roadway facilities needed to serve buildout of the Project already are in place. Although the Project Applicant proposes frontage improvements to Harvill Avenue, and would install parkways (i.e., curb/gutter and sidewalk) along Commerce Center Drive, and would improve Seaton Avenue to include an 8-foot wide community trail. The Project Applicant would be required to implement traffic control measures to preclude impacts to operations of these roadways during the construction of improvements. Additionally, the proposed Project would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road provisions. The requirement to provide adequate paved access to the Project site would be required as a condition of Project approval. Additionally, the proposed Project would not affect any roadways that provide emergency access under existing conditions. With required adherence to County requirements for emergency access, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
38. Bike Trails				
a. Include the construction or expansion of a bike system or bike lanes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Plot Plan No. 190003 (Building 15)**g) Would the proposed Project include the construction or expansion of a bike system or bike lanes?**

EIR No. 466 Finding: EIR No. 466 noted that the General Plan identified a Class I Bike Path/Regional Trail along Cajalco Expressway, which would connect to various Community Trails either existing or planned in the area. EIR No. 466 found that the provision of Class I Bike Paths was subject to the approval of the County Transportation Department. Additionally, EIR No. 466 disclosed that the precise location of regional trails is subject to the approval of the Riverside County Open-Space and Regional Park District. EIR No. 466 indicated that a determination as to the appropriateness of a Class I Bike Path/Regional Trail, immediately adjacent the MFBCSP site, would be made by these agencies during the approval process for implementing development projects adjacent to Cajalco Expressway. EIR No. 466 further noted that if the precise location of this bike path/regional trail is determined at that time to be on the north side of Cajalco Expressway, adjacent to the MFBCSP site, the implementing development project would be required to comply with this regulatory requirement and construct that portion of the trail adjacent to the MFBCSP site. Through compliance with this regulatory procedure and requirement, EIR No. 466 concluded that the MFBCSP's impacts upon bike trails would be below the level of significance. (Webb, 2005, p. IV-215)

No Substantial Change from Previous Analysis: The Project would result in only a nominal increase in the County's population, as it is anticipated that jobs created by the Project would mostly be filled by existing County residents. Thus, the Project would result in only a nominal increase in the use of existing bike trails. Additionally, no bike lanes or bike facilities are planned in the area, and none are proposed by the Project beyond the construction of an 8-foot wide community trail along the site's frontage with Seaton Avenue. Impacts associated with the community trail have been evaluated herein and determined to be less than significant or reduced to less-than-significant levels with mitigation measures or standard conditions of approval. There are no impacts associated with the provision of the community trail that have not already been evaluated herein. Impacts would therefore be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance**EIR No. 466 Mitigation Measures**

EIR No. 466 identified several mitigation measures to address traffic impacts. These measures are listed below. It should be noted that several of the mitigation measures have since been implemented, while other mitigation measures would be implemented by future developments within the MFBCSP. Specifically, the Project would be subject to Mitigation Measures MM Trans 1, MM Trans 5, MM Trans 7, and would construct the remaining improvements to Harvill Avenue, Markham Street, and Seaton Avenue along the Project's frontage with these roadways. The Project site does not abut Nandina Avenue, Oleander Avenue, Old Oleander Avenue, Martin Street, Cajalco Expressway, or Messenia Lane; thus, Mitigation Measures MM Trans 2, MM Trans 3, MM Trans 4, MM Trans 6, MM Trans 8, MM Trans 9, MM Trans 11, MM Trans 12, and MM Trans 13 do not apply to the proposed Project. Although EIR No. 466 Mitigation Measure MM Trans 10 required the signalization of Markham Street at Harvill Avenue, the analysis presented in the Project's TIA demonstrates that a traffic signal is not needed at this location;

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thus, this mitigation measure is not applicable to the proposed Project. Additionally, the County's standard conditions of approval require the payment of DIF and TUMF fees shall apply, further demonstrating that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. As noted above, payment of DIF and TUMF fees, implementation Project design features, applicable mitigation measures from EIR No. 466, and the Project's conditions of approval would reduce the Project's potentially cumulatively-considerable impacts to below a level of significance under all analysis scenarios.

MM Trans 1: Construct full width improvements of Harvill Avenue at its ultimate cross-section as a major highway (118' right-of-way) through the project.

MM Trans 2: Construct partial width improvements of southerly side of Nandina Avenue at its ultimate cross-section as a secondary highway (100' right-of-way) fronting the project boundary line.

MM Trans 3: Construct partial width improvements of Oleander Avenue at its ultimate cross-section as an urban arterial (152' right-of-way) fronting the project boundary line.

MM Trans 4: Construct partial width improvements of Old Oleander Avenue at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.

MM Trans 5: Construct full width improvements of Markham Street at its ultimate cross-section as a secondary highway (100' right-of-way) through the project.

MM Trans 6: Construct partial width improvements of Martin Street at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.

MM Trans 7: Construct partial width improvements of easterly side of Seaton Avenue at its ultimate cross-section as a secondary highway (100' right-of-way) fronting the project boundary line.

MM Trans 8: Construct partial width improvements of northerly side of Cajalco Expressway at its ultimate cross-section as an Expressway (184' right-of-way) fronting the project boundary line.

MM Trans 9: Install Traffic Signal at intersection of Harvill Avenue and Oleander Avenue using the following geometrics:

Northbound: One shared left turn and through lane. One right turn lane.

Southbound: One shared left, through, and right turn lane.

Eastbound: One shared left, through, and right turn lane.

Westbound: One shared through and right turn lane. Two left turn lanes.

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MM Trans 10: Install Traffic Signal at intersection of Harvill Avenue and Markham Street using the following geometrics:

Northbound: One through lane. One shared through and right turn lane. One left turn lane.

Southbound: One through lane. One shared through and right turn lane. One left turn lane.

Eastbound: One right turn lane. One through lane. One left turn lane.

Westbound: One shared left, through, and right turn lane.

MM Trans 11: Install Traffic Signal at intersection of Harvill Avenue and Martin Street using the following geometrics:

Northbound: One through lane. One shared through and right turn lane. One left turn lane.

Southbound: One shared through and right turn lane. One shared left turn and through lane.

Eastbound: One right turn lane. One shared left turn and through lane.

Westbound: One shared left, through, and right turn lane.

MM Trans 12: Install Traffic Signal at intersection of Seaton Avenue and Cajalco Expressway using the following geometrics:

Northbound: One shared left, through, and right turn lane.

Southbound: One shared left, through, and right turn lane.

Eastbound: One left turn lane. One through lane. One shared through and right turn lane.

Westbound: One left turn lane. One through lane. One shared through and right turn lane.

MM Trans 13: Install Traffic Signal at intersection of Harvill Avenue and Messenia Lane using the following geometrics:

Northbound: One through lane. One shared through and right turn lane. One left turn lane.

Southbound: One through lane. One shared through and right turn lane. One left turn lane.

Eastbound: One shared through and right turn lane. One left turn lane.

Westbound: One shared through and right turn lane. One left turn lane.

Project Specific Conditions of Approval

The following standard conditions of approval shall apply to the proposed Project:

- The Project Applicant shall contribute appropriate Development Impact Fees pursuant to Riverside County Ordinance No. 659.
- Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project Applicant shall pay fees in accordance with the fee schedule in effect at the time of payment of all Transportation Uniform Mitigation Fees in accordance with Riverside County Ordinance No. 824.

5.1.19 Tribal Cultural Resources

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
39. Tribal Cultural Resources				
<i>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 defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>				
a. Listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? (In applying for the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**
- b) **Would the proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape,**

sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? (In applying for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

EIR No. 466 Finding: Assembly Bill 52 (AB 52) was signed into law in 2014 and added the above-listed thresholds to Appendix G of the CEQA Guidelines. Thus, at the time EIR No. 466 was certified in 2005, AB 52 was not in place and EIR No. 466 did not evaluate these thresholds. Notwithstanding, EIR No. 466 included an extensive analysis of potential impacts to cultural resources. As previously indicated herein in subsection 5.1.5, 15 archaeological sites were identified within the MFBCSP boundaries, none of which were determined to be significant pursuant to CEQA. Additionally, EIR No. 466 found that prehistoric resources may be identified in buried context and impacted during buildout of the MFBCSP. This was disclosed as a potentially significant impact, which would be reduced to less-than-significant levels with the incorporation of mitigation measures. (Webb, 2005, pp. IV-134 through IV-137)

No Substantial Change from Previous Analysis: The above-listed thresholds were added to Appendix G to the CEQA Guidelines pursuant to AB 52. As noted above, AB 52 was signed into law in 2014 while EIR No. 466 was certified on August 23, 2005. AB 52 applies only to projects that have a notice of preparation or notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015. As demonstrated by the analysis herein, the proposed Project is fully within the scope of analysis of EIR No. 466, and the Project would not trigger any of the conditions described in § 15162 of the CEQA Guidelines calling for the preparation of a subsequent EIR. As such, an Addendum to EIR No. 466 has been prepared for the Project pursuant to § 15164 of the CEQA Guidelines, and the Project would not require a notice of preparation or notice of negative declaration or mitigated negative declaration. Therefore, the provisions of AB 52 are not applicable to the Project.

Although AB 52 is not applicable to the proposed Project, the Project would not result in significant impacts to tribal cultural resources. Properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure and rough grading of building pads. Notwithstanding, in the unlikely circumstance that archaeological resources are encountered during construction of the proposed Project, then Mitigation Measure MM Cultural 1 from EIR No. 466 would apply. Mitigation Measure MM Cultural 1 requires that if any historical, cultural, or archaeological resources are encountered, then all work in the area must cease until the resource can be evaluated by a qualified archaeologist and an appropriate method of treatment of the resource has been identified. As such, and consistent with the finding of EIR No. 466, the Project's impacts to archaeological resources would be less than significant with implementation of Mitigation Measure MM Cultural 1. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures MM Cultural 1 and MM Cultural 2, identified above in subsection 5.1.5, shall apply.

5.1.20 Utilities and Service Systems

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
40. Water				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the proposed Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?**

EIR No. 466 Finding: EIR No. 466 disclosed that water and sewer lines already were constructed in the MFBCSP area in the early 1990s. EIR No. 466 noted that only minor connections within the MFBCSP site would be needed to provide potable water service to the site and that some additional sewer lines would be constructed within and adjacent to the MFBCSP boundaries to provide sewer service throughout the MFBCSP areas. Furthermore, the IS/NOP noted that the storm drain system to serve the MFBCSP was already constructed as part of Community Facilities District No. 88-8 improvements. The IS/NOP found that these facilities were sized to handle the storm water requirements of ultimate build out within the MFBCSP.

EIR No. 466 also indicated that the MFBCSP’s demand for potable water would be 0.236 million gallons per day (mgd), which represented 2.4% of the Perris Water Filtration Plant’s capacity. EIR No. 466 disclosed that this percentage is not considered significant, and therefore concluded the MFBCSP would not result in or require significant upgrades to existing water treatment facilities.

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Additionally, EIR No. 466 indicated that wastewater from the MFBCSP site would be treated at EMWD's Perris Valley Regional Water Reclamation Facility (PVRWRF) located in the City of Perris. The MFBCSP was estimated by EIR No. 466 to generate 0.5525 mgd of wastewater upon buildout. EIR No. 466 found that this amounted to 5.0% of the PVRWRF's capacity at the time, and only 0.55% of its planned capacity. EIR No. 466 found that although the total amount of wastewater generated by the MFBCSP would be well within the capacity of the PVRWRF by the time that development of the MFBCSP was projected to be completed, there was still the potential that prior to the expansion of the facility's capacity at the end of 2010 that EMWD would be required to reduce the wastewater diversions from elsewhere within the District to the PVRWRF. However, EIR No. 466 found that because EMWD's wastewater diversions are operational decisions, the amount that is diverted to the PVRWRF is variable. EIR No. 466 determined that there was sufficient capacity in EMWD's other wastewater treatment facilities to accommodate any additional wastewater flows sent to them whenever diversions from other parts of the District to the PVRWRF are reduced. Overall, EIR No. 466 found that the EMWD had sufficient capacity to treat all wastewater generated by the MFBCSP, both during interim phases and after full build out. Therefore, EIR No. 466 concluded that no significant impact upon EMWD's ability to treat wastewater would occur. EIR No. 466 further determined that because the expansion of the PVRWRF was already planned and scheduled by EMWD, in and of itself the wastewater generated by the MFBCSP would not require the construction of new or expanded wastewater treatment facilities, and impacts were disclosed as less than significant. (Webb, 2005, pp. IV-233 and IV-234)

The IS/NOP for EIR No. 466 noted that storm water drainage within the MFBCSP would not require the expansion of existing County Flood Control facilities, nor require new facilities, and concluded that potential impacts related to the construction of storm water facilities would be considered less than significant. The IS/NOP indicated that water quality impacts associated with storm water would be addressed in the Hydrology/Water Quality section of EIR No. 466, although no discussion or analysis was conducted in EIR No. 466 related to the construction and need for storm water facilities. (Webb, 2005, Appendix A, p. 49)

As such, impacts due to the relocation or construction of water, wastewater treatment, and stormwater drainage systems were determined to be less than significant. (Webb, 2005, p. IV-230)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 466, a system of water, sewer, and storm water drainage facilities were constructed within the MFBCSP pursuant to CFD No 88-8 in the early 1990s. As previously shown on Figure 3-5, water service for Building 15 would occur from direct connections to an existing 24-inch water main within Harvill Avenue and an existing 14-inch water main within Seaton Avenue. 6- and 10-inch fire water laterals also would be constructed on site and would be supplied via connections to the existing 12-inch water main in Commerce Center Drive and Harvill Avenue. Fire water mains would be constructed on site surrounding Building 15 to provide adequate water for fire protection purposes. Additionally, fire hydrants are proposed surrounding all sides of the proposed building, all of which would connect to existing water mains located within the adjacent roadways. Furthermore, sewer service for the Project would occur from direct connections to an existing 12-inch sewer mains located within Markham Street and 8-inch sewer main in Commerce

Center Drive. Additionally, all runoff generated on the site would be conveyed to a proposed detention basin on-site and discharged into the proposed storm drain outlet on Commerce Center Drive.

As disclosed by EIR No. 466 and the WSA prepared for the MFBCSP (contained as Appendix F to EIR No. 466), buildout of the MFBCSP would result in a demand for 0.236 million gallons per day (mgd), or 264 acre feet per year (AF/yr), which EIR No. 466 noted represented only 2.4% of the capacity at the Perris Valley Water Filtration Plant. Based on the findings of the WSA, EIR No. 466 determined that this level of water demand was not considered significant, and concluded that buildout of the MFBCSP would not require significant upgrades to existing water treatment facilities. EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,000 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall Floor Area Ratio (FAR) of approximately 0.51 ($6,215,000 \text{ s.f.} \div 12,163,258.8 \text{ s.f. [279.23 acres]} = 0.51$). The Project Applicant proposes to develop the site with a total of 90,279 s.f. of general warehouse use on a 5.78-acre site, resulting in an overall FAR of 0.36 ($90,279 \text{ s.f.} \div 251,776.8 \text{ s.f. [5.78 acres]} = 0.36$). Thus, the Project would result in a substantial decrease in the amount of building area on site and associated demand for water as compared to what was evaluated and disclosed by EIR No. 466. Accordingly, adequate capacity exists at the Perris Valley Water Filtration Plant to serve the Project's projected demand and construction of additional water treatment facilities would not be required.

Consistent with the finding of EIR No. 466, wastewater generated by the proposed Project would be treated at the PVRWRF. According to information available from the EMWD, since certification of EIR No. 466 the PVRWRF was upgraded and has a current capacity of 22 million gallons per day (gpd). The PVRWRF receives typical daily flows of 13.8 million gpd. The ultimate planned capacity at the PVRWRF is 100 million gpd. (EMWD, 2016b) Although the capacity and daily flows at the PVRWRF have changed since 2005, such changes have resulted in an increase in overall capacity as compared to what was identified by EIR No. 466; thus, such changes would not result in any new or more severe environmental effects beyond what was evaluated and disclosed by EIR No. 466. Additionally, the Project's daily wastewater generation would represent a smaller percentage of the daily capacity at the PVRWRF as compared to what was assumed by EIR No. 466, due to the increased capacity at the PVRWRF as well as the reduction in building intensity proposed for the site as compared to what was assumed by EIR No. 466 (as discussed above). According to information available from the EMWD, industrial uses generate approximately 1,700 gpd/acre of wastewater. Thus, at buildout the Project would generate approximately 9,826 gpd ($5.78 \text{ acres} \times 1,700 \text{ gpd/acre} = 9,826 \text{ gpd}$). (EMWD, 2006, Table 1) The Project's daily generation of wastewater represents 0.12% of the available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF still would be approximately 8.2 million gpd. Accordingly, adequate capacity exists at the PVRWRF to serve the Project's projected demand and construction of additional wastewater treatment facilities would not be required.

With respect to storm water drainage, the Project proposes to construct an on-site detention basin that would detain and provide water quality treatment for site runoff before the runoff is conveyed to an existing 48-inch storm drain line within Commerce Center Drive. Aside from the proposed connection to the existing storm drain line in Commerce Center Drive, no off-site improvements are needed to implement the proposed storm drainage system. Additionally, post-development runoff from the site

would slightly decrease during 100-year (24-hour duration) storm events (i.e., from 3.0 cfs under existing conditions to 1.4 cfs under post-development conditions), thereby indicating that the Project would not require any new or expanded storm drainage facilities downstream (PBLA, 2019a, p. 4).

Based on the foregoing analysis, the Project would not require or result in the construction of new water, wastewater treatment, or storm drain facilities or expansion of existing facilities, the construction of which could result in significant environmental effects. Impacts associated with the construction of site improvements related to water, wastewater treatment, and storm water drainage have been evaluated throughout this EIR Addendum, which concludes that impacts would be less than significant or would be reduced to less-than-significant levels with implementation of mitigation measures or standards regulatory requirements. There are no components of the proposed Project's water, wastewater, or storm water drainage connections that would result in environmental effects not already addressed herein. Accordingly, impacts due to construction of water, waste water treatment, and stormwater drainage facilities would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

b) Would the proposed Project have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years?

EIR No. 466 Finding: The Water Supply Assessment (WSA) prepared for EIR No. 466 (see Appendix F to EIR No. 466), EMWD determined that the water demand for the MFBCSP is estimated to be 264.4 acre-feet per year (AF/yr) or 0.236 mgd at build-out. EIR No. 466 indicated that the total demand for MFBCSP as set forth in the water supply assessment was within the limits of projected demand in the then-current Urban Water Management Plan (UWMP) and EMWD indicated that the MFBCSP would be included in the update to the UWMP in 2005. Therefore, EIR No. 466 concluded that based on the water supply assessment prepared for the project by EMWD, the MFBCSP would have less-than-significant impacts to water supplies. (Webb, 2005, p. IV-233)

No Substantial Change from Previous Analysis: As disclosed by EIR No. 466 and the WSA prepared for the MFBCSP (contained as Appendix F to EIR No. 466), buildout of the MFBCSP would result in a demand for 0.236 million gallons per day (mgd), or 264 acre-feet per year (AF/yr), which EIR No. 466 noted represented only 2.4% of the capacity at the Perris Valley Water Filtration Plant. Based on the findings of the WSA, EIR No. 466 determined that this level of water demand was not considered significant, and concluded that buildout of the MFBCSP would not require significant upgrades to existing water treatment facilities.

EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,000 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 (6,215,000 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). The Project Applicant proposes to develop the site with a total of 1,244,670 s.f. of light industrial uses on a 5.78-acre site, resulting in an overall FAR of 0.36 (90,279 s.f. ÷ 251,776.8 s.f. [5.78 acres] = 0.36). Thus, the Project would result in a substantial decrease in the amount of building area on site and associated demand for water as compared to what was evaluated and disclosed by EIR No. 466.

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Moreover, since EIR No. 466 was certified in 2005, there have been a number of regulations and requirements implemented to reduce water demands associated with new developments. Specifically, Riverside County Ordinance No. 859 establishes provisions for water management practices and water waste prevention and creates a structure for planning, designing, installing, maintaining, and managing water-efficient landscapes in new and rehabilitated projects. Adopted to implement the requirements of the 2006 California Water Conservation in Landscaping Act and California Code of Regulations (CCR) Title 23, Division 2, Chapter 2.7, Ordinance No. 859 generally requires new development landscaping to not exceed a maximum water demand of 70% (or lower as may be required by state legislation). Additionally, future development on site would be subject to compliance with the 2016 California Green Building Standards Code (GBSC), which imposes a series of regulations to reduce water consumption both within the building and in landscaping areas outside of the building. Mandatory compliance with applicable regulations adopted since 2005 would ensure that the Project's water consumption would be less than was evaluated in EIR No. 466.

Furthermore, the Project site is located within the service area of the EMWD. The EMWD has prepared an Urban Water Management Plan (UWMP) dated June 2016, which provides an updated and detailed account of current and projected EMWD water supplies and demands under a variety of climactic conditions, and demonstrates that the EMWD would be able to meet its long-term commitments to supply potable water to existing and planned developments. The supply and demand projections in the UWMP are based on buildout of the Riverside County General Plan and the general plans of cities within EMWD's service area (EMWD, 2016a, p. 4-1). As noted previously, the Project site is designated by the General Plan, MVAP, and MFBCSP for light industrial land uses. The proposed Project is fully consistent with the site's underlying General Plan and MFBCSP land use designations, and would result in less building area than was assumed by EIR No. 466. Thus, the Project is fully within the assumptions made by the UWMP, which concluded that EMWD would have adequate supplies to meet existing and projected demands from existing and planned resources during normal, dry, and multiple dry-year conditions.

Based on the foregoing analysis, because the Project is consistent with the General Plan, MVAP, and MFBCSP, the Project would be within the demand projections of the EMWD's UWMP, which demonstrates the EMWD's ability to provide water service within its district during various climactic conditions; thus, the EMWD would have sufficient water supplies available to serve the project from existing entitlements and resources, and no new or expanded resources would be required to serve the proposed Project. Accordingly, impacts to water supply would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
41. Sewer				
a. Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the proposed Project require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?**

EIR No. 466 Finding: EIR No. 466 disclosed that sewer lines were constructed on the MFBCSP site by Community Facilities District No. 88-8 in the early 1990's. EIR No. 466 noted some additional sewer lines would be constructed within and adjacent to the MFBCSP boundaries to provide sewer service throughout the MFBCSP areas. Additionally, EIR No. 466 indicated that wastewater from the MFBCSP site would be treated at EMWD's PVRWRF located in the City of Perris. The MFBCSP was estimated by EIR No. 466 to generate 0.5525 mgd of wastewater upon buildout. EIR No. 466 found that this amounted to 5.0% of the PVRWRF's capacity at the time, and only 0.55% of its planned capacity. EIR No. 466 found that although the total amount of wastewater generated by the MFBCSP would be well within the capacity of the PVRWRF by the time that development of the MFBCSP was projected to be completed, there was still the potential that prior to the expansion of the facility's capacity at the end of 2010 that EMWD would be required to reduce the wastewater diversions from elsewhere within the District to the PVRWRF. However, EIR No. 466 found that because EMWD's wastewater diversions are operational decisions, the amount that is diverted to the PVRWRF is variable. EIR No. 466 determined that there was sufficient capacity in EMWD's other wastewater treatment facilities to accommodate any additional wastewater flows sent to them whenever diversions from other parts of the District to the PVRWRF are reduced. Overall, EIR No. 466 found that the EMWD had sufficient capacity to treat all wastewater generated by the MFBCSP, both during interim phases and after full build out. Therefore, EIR No. 466 concluded that no significant impact upon EMWD's ability to treat wastewater would occur. EIR No. 466 further determined that because the expansion of the PVRWRF was already planned and scheduled by EMWD, in and of itself the wastewater generated by the MFBCSP would not require the construction of new or

expanded wastewater treatment facilities, and impacts were disclosed as less than significant. (Webb, 2005, pp. IV-233 and IV-234)

No Substantial Change from Previous Analysis: The Project Applicant proposes sewer lines on site that would connect to existing sewer mains in Markham Street and Commerce Center Drive. The installation of sewer lines on site as proposed by the Project Applicant would result in physical impacts to the surface and subsurface of infrastructure alignments. These impacts are considered to be part of the Project's construction phase and are evaluated throughout this Addendum to EIR No. 466 accordingly. The construction of water lines as necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Addendum. As such, impacts would be less than significant.

Consistent with the finding of EIR No. 466, wastewater generated by the proposed Project would be treated at the PVRWRF. According to information available from the EMWD, the PVRWRF has a current capacity of 22 million gallons per day (gpd), and receives typical daily flows of 13.8 million gpd. The ultimate planned capacity at the PVRWRF is 100 million gpd. (EMWD, 2016b) Although the capacity and daily flows at the PVRWRF have changed since 2005, such changes have resulted in an increase in overall capacity as compared to what was identified by EIR No. 466; thus, such changes would not result in any new or more severe environmental effects beyond what was evaluated and disclosed by EIR No. 466. Additionally, the Project's daily wastewater generation would represent a smaller percentage of the daily capacity at the PVRWRF as compared to what was assumed by EIR No. 466, due to the increased capacity at the PVRWRF as well as the reduction in building intensity proposed for the site as compared to what was assumed by EIR No. 466 (as discussed above). According to information available from the EMWD, industrial uses generate approximately 1,700 gpd/acre of wastewater. Thus, at buildout the Project would generate approximately 9,826 gpd (5.78 acres x 1,700 gpd/acre = 9,826 gpd). (EMWD, 2006, Table 1) The Project's daily generation of wastewater represents 0.12% of the available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF still would be approximately 8.2 million gpd. Accordingly, adequate capacity exists at the PVRWRF to serve the Project's projected demand in addition to the EMWD's existing commitments.

Based on the foregoing analysis and consistent with the findings of EIR No. 466, the Project would not require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- b) Would the proposed Project result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

EIR No. 466 Finding: EIR No. 466 disclosed that wastewater from the MFBCSP area would be treated at EMWD's PVRWRF located in the City of Perris. EIR No. 466 noted that according to EMWD, the MFBCSP was expected to generate 0.5525 mgd of wastewater. EIR No. 466 determined that the wastewater

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generated by the MFBCSP when added to the current daily amount of wastewater treated at the PVRWRF equaled approximately 8.2525 mgd, which would be well below the facility capacity at the time of 11 mgd and well below the ultimate facility capacity which is planned to be 100 mgd. Overall, EIR No. 466 found that EMWD had sufficient capacity to treat all wastewater generated by the MFBCSP, both during interim development phases and after full buildout. EIR No. 466 concluded that this amount of wastewater was not a considered significant demand on EMWD's then-existing commitments to treat wastewater, and that impacts would be less than significant. (Webb, 2005, pp. IV-233 and IV-234)

No Substantial Change from Previous Analysis: As indicated above under the discussion of Threshold a), wastewater generated by the proposed Project would be treated at the PVRWRF. According to information available from the EMWD, the PVRWRF has a current capacity of 22 million gallons per day (gpd), and receives typical daily flows of 13.8 million gpd. The ultimate planned capacity at the PVRWRF is 100 million gpd. (EMWD, 2016b) Although the capacity and daily flows at the PVRWRF have changed since 2005, such changes have resulted in an increase in overall capacity as compared to what was identified by EIR No. 466; thus, such changes would not result in any new or more severe environmental effects beyond what was evaluated and disclosed by EIR No. 466. Additionally, the Project's daily wastewater generation would represent a smaller percentage of the daily capacity at the PVRWRF as compared to what was assumed by EIR No. 466, due to the increased capacity at the PVRWRF as well as the reduction in building intensity proposed for the site as compared to what was assumed by EIR No. 466 (as discussed above). According to information available from the EMWD, industrial uses generate approximately 1,700 gpd/acre of wastewater. Thus, at buildout the Project would generate approximately 9,826 gpd (5.78 acres x 1,700 gpd/acre = 9,826 gpd). (EMWD, 2006, Table 1) The Project's daily generation of wastewater represents 0.12% of the available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF still would be approximately 8.2 million gpd. Accordingly, adequate capacity exists at the PVRWRF to serve the Project's projected demand in addition to the EMWD's existing commitments and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<i>Would the project:</i>				
42. Solid Waste				
a. Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) **Would the proposed Project generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

EIR No. 466 Finding: EIR No. 466 found that given the limited contribution of construction-related solid waste anticipated to be generated by the MFBCSP over its estimated five-year construction period (approximately 0.033 to 0.039 percent of the annual landfill capacity), development of the MFBCSP would not substantially contribute to the exceedance of the permitted capacity of the designated landfills. Additionally, EIR No. 466 noted that considering the MFBCSP’s participation in the source reduction programs required by the County, the solid waste stream generated by construction of the MFBCSP would be reduced over time. As such, EIR No. 466 concluded that impacts would be less than significant. (Webb, 2005, pp. IV-234 and IV-235)

With respect to operational-related landfill impacts, EIR No. 466 found that the majority of the waste generated (35-40% for warehousing and retail operations) was expected to be paper products that can be recycled. Additionally, EIR No. 466 noted that the California Integrated Waste Management Board (CIWMB) indicates that 51 percent of the overall waste stream for unincorporated portions of Riverside County was diverted away from landfills. Therefore, EIR No. 466 found that the MFBCSP’s anticipated solid waste disposal totals would comprise approximately 49 percent of the total solid waste that would be generated by the MFBCSP. EIR No. 466 further indicated that the remaining 51 percent of the solid waste (approximately 12,608.5 to 16,764.4 tons per year) generated by the MFBCSP would consist of recycled material and green waste. EIR No. 466 determined that given the limited contribution of solid waste anticipated to be generated by the MFBCSP (approximately 0.195 to 0.259 percent of the annual landfill capacity), development of the MFBCSP would not substantially contribute to the exceedance of the permitted capacity of the designated landfills. Also, EIR No. 466 indicated that considering the MFBCSP’s mandatory participation in the source reduction programs required by the County, the solid

waste stream generated by the MFBCSP may be reduced over time. EIR No. 466 concluded that impacts to landfills would be below the level of significance. EIR No. 466 also determined that compliance with the Riverside County Integrated Waste Management Plan (CIWMP) would further reduce impacts to landfills. (Webb, 2005, pp. IV-236 and IV-237)

No Substantial Change from Previous Analysis: According to EIR No. 521, which was prepared for the County's 2015 General Plan Update, industrial uses generate approximately 10.8 tons of solid waste per year for each 1,000 s.f. of building area. The Project Applicant proposes up to 90,279 s.f. of general warehouse use. Thus, the Project would generate approximately 975 tons per year (tpy) of solid waste (90,279 s.f. x 10.8 tons/1,000 s.f. = 975 tpy), or approximately 2.67 tons per day (tpd). (Riverside County, 2015c, Table 4.17-N)

Solid waste generated by the Project ultimately would be disposed of at the El Sobrante Landfill, Lamb Canyon Landfill, and/or Badlands Landfill. Table 5-23, *Permitted and Remaining Capacity of Project-Related Landfills*, depicts the maximum daily capacity and total remaining capacity for these landfills. As shown, the 2.67 tpd that would be generated by the Project would represent 0.02% of the daily capacity of the El Sobrante Landfill, 0.05% of the daily capacity at the Lamb Canyon Landfill, and 0.06% of the daily capacity at the Badlands Landfill. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities for the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill, it is anticipated that these regional facilities would have sufficient daily capacity to accept solid waste generated by the Project. As such, the Project's impacts due to solid waste would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Table 5-23 Permitted and Remaining Capacity of Project-Related Landfills

Landfill	Maximum Daily Capacity (Tons/Day)	Permitted Capacity (Cubic Yards)	Remaining Capacity (Cubic Yards)
El Sobrante	16,054	209,910,000	143,977,170 ¹
Lamb Canyon	5,000	38,935,653	19,242,950 ²
Badlands	4,800	34,400,000	15,748,799 ³
Totals:	25,854	283,245,653	178,968,919

1. Remaining capacity as of April 1, 2018, which is the most recent information reported by CalRecycle.
2. Remaining capacity as of January 8, 2015, which is the most recent information reported by CalRecycle.
3. Remaining capacity as of January 1, 2015, which is the most recent information reported by CalRecycle. (CalRecycle, 2019)

- c) **Does the proposed Project comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?**

EIR No. 466 Finding: EIR No. 466 did not identify any impacts due to a conflict with federal, state, and local statutes and regulations related to solid wastes, including the CIWMP.

No Substantial Change from Previous Analysis: The Project would be required to comply with County waste reduction programs pursuant to the State’s Integrated Waste Management Act (IWMA) and the Riverside County CIWMP. Project-generated solid waste would be conveyed to the El Sobrante Landfill, Lamb Canyon Landfill, and/or Badlands Landfill. These landfills are required to comply with federal, State, and local statutes and regulations related to solid waste. Mandatory compliance with federal, State, and local statutes also would reduce the amount of solid waste generated by the proposed Project and diverted to landfills, which in turn will aid in the extension of the life of the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill.

In order to assist the County of Riverside in achieving the mandated goals of the IWMA, the Project Applicant would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse Act of 1991 (Cal Pub Res. Code § 42911), the Project would provide adequate areas for collecting and loading of recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. Additionally, the Riverside County Department of Waste Resources (DWR) requires development projects to prepare a Waste Recycling Plan (WRP) that identifies the materials (i.e., concrete, asphalt, wood, etc.) that would be generated by construction and development; the projected amounts; the measures/methods that would be taken to recycle, reuse, and/or reduce the amount of materials; the facilities and/or haulers that would be utilized; and the amount of solid waste generated by the Project. Mandatory compliance with the WRP would aid in the extension of the life of affected disposal sites. As such, the Project would comply with the mandates of applicable solid waste statutes and regulations.

Based on the foregoing analysis, the Project would comply with federal, State, and local statutes and regulations related to solid wastes including the CIWMP and would not result in any related impacts. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
43. Utilities				
Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?				
a. Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
c. Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d) **Would the proposed Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?**

- 1) Electricity
- 2) Natural Gas?
- 3) Communication Systems?
- 4) Street Lighting?
- 5) Maintenance of Public Facilities?
- 6) Other Governmental Services?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 made the following findings with respect to Utilities and Service Systems:

- **Electricity.** The IS/NOP indicated that the MFBCSP would use existing electricity service provided by Southern California Edison. The IS/NOP noted that extensions would have to be made to the proposed structures within the MFBCSP. Since service already existed for the MFBCSP site, the IS/NOP concluded that the provision of extending electricity service to the MFBCSP site would be considered a less-than-significant impact and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)
- **Natural Gas.** The IS/NOP noted that the MFBCSP would use existing natural gas service provided by Southern California Gas Company, and that extensions would have to be made to the proposed MFBCSP structures. Because service existed within the MFBCSP site, the IS/NOP concluded that extending natural gas service to individual developments be considered a less-than-significant impact. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)
- **Communication Systems.** The IS/NOP noted that the MFBCSP would use existing communications service provided by Pacific Bell. The IS/NOP indicated that extensions would have to be made to the individual structures within the MFBCSP. However, since service existed within the project area, the IS/NOP concluded that extending communications service to developments within the

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MFBCSP would be considered a less-than-significant impact. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)

- Street Lighting. The IS/NOP indicated that the MFBCSP would require new street lighting along the site's frontage and along internal streets. However, the IS/NOP noted that the amount of new street lighting construction needed would be considered environmentally insignificant. Therefore, the IS/NOP concluded that street lighting construction for the MFBCSP would be a less-than-significant impact and therefore this issue was not evaluated in EIR No. 466. The IS/NOP did, however, indicate that light and glare issues and potential impacts upon the Mt. Palomar Observatory resulting from the street lights would be addressed in the Aesthetics section of EIR No. 466 (as discussed above in subsection 5.1.1). (Webb, 2005, Appendix A, p. 49)
- Maintenance of Public Facilities. Although the IS/NOP indicated that impacts resulting in the need for increased road maintenance from increased traffic would be potentially significant and would be evaluated in EIR No. 466 under the analysis of transportation and traffic, the introductory paragraph in the Transportation/Traffic section of EIR No. 466 erroneously indicated that the IS/NOP determined that impacts associated with maintenance of roads would be less than significant. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 49 and 50; Webb, 2005, p. IV-177)

No Substantial Change from Previous Analysis: Consistent with the project evaluated in EIR No. 466 and its associated IS/NOP, implementation of the proposed Project would require the construction of numerous facilities as necessary to provide services to the site, including electrical facilities, natural gas lines, communication systems (telephone/cable), and street lighting. Consistent with the conditions that existed when EIR No. 466 was certified, all facilities needed to serve the Project are available in the immediate area, and the Project would implement improvements on site that would connect to existing facilities available adjacent to the Project site. Although the telecommunication provider in the local area is now Time Warner Cable, the Project would be served by the same telecommunications facilities as was assumed by EIR No. 466; thus, the change in service provider does not constitute new information of substantial importance, as no increased physical impacts to the environment would occur beyond what was assumed by EIR No. 466. Impacts associated with the construction of facilities needed to serve the proposed Project are the same as was evaluated by EIR No. 466, and such improvements are inherent to the Project's construction phase and have been evaluated throughout this EIR Addendum accordingly. As concluded herein, the Project's construction-related impacts would be less than significant, could be reduced to less-than-significant levels with standard regulatory compliance and/or implementation of the mitigation measures identified by EIR No. 466, or would be within the scope of analysis contained in EIR No. 466. There are no components of the proposed Project or its demand for utility services that could result in significant environmental effects not otherwise addressed herein. In addition, although the Project would generate traffic that would result in the need for increased roadway maintenance in the local area, it is expected that any such increase in road maintenance costs would be off-set by property taxes generated by the Project. As such, the increased road maintenance would not affect the County's ability to fund existing programs established to protect the environment. Additionally, there would be no discernable environmental impacts associated with such increased need for maintenance. Accordingly,

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impacts due to the construction and expansion of utilities as needed to serve the Project and increased roadway maintenance would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address impacts to utilities and service systems. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. Mitigation Measure MM Utilities 1 has been revised to reflect the change in name from the "Waste Management Department" to the "Department of Waste Resources."

MM Utilities 1: The applicant shall submit a Recyclables Collection and Loading Area plot plan to the Riverside County ~~Waste Management Department~~ of Waste Resources (DWR) for each implementing development. The plans are required to conform to the ~~Waste Management Department's~~ DWR's Design Guidelines for Recyclables Collection and Loading Areas.

Prior to final building inspection, the applicant is required to construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County ~~Waste Management Department~~ DWR, and verified by the Riverside County Building and Safety Department through site inspection.

MM Utilities 2: In addition to solid waste dumpsters, the project development will include recycling containers for aluminum cans, glass, plastics, paper and cardboard.

MM Utilities 3: The project development will recycle construction and demolition (C&D) waste generated during construction activities.

MM Utilities 4: The property owner shall require landscaping contractors to practice grass recycling and/or grass composting to reduce the amounts of grass material in the waste stream.

MM Utilities 5: The property owner shall require landscaping contractors to use mulch and/or compost for the development and maintenance of project site landscaped areas.

5.1.21 Wildfire

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

a) **Would the proposed Project substantially impair an adopted emergency response plan or an emergency evacuation plan?**

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

No Substantial Change from Previous Analysis: The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Under long-term operational conditions, the proposed Project would be required to maintain adequate emergency access for emergency vehicles on-

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site as required by the County. Furthermore, the Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- b) Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

EIR No. 466 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not addressed in detail in EIR No. 466, EIR No. 466 contained enough information about the MFBCSP's potential impacts associated with wildfires that with the exercise of reasonable diligence, information about the MFBCSP's potential effect on wildfire risks and associated pollutants was readily available to the public.

No Substantial Change from Previous Analysis: The Project site is located within a developed portion of Riverside County. Land uses surrounding the Project site include rural residential development to the west; and planned industrial lands and lands that are routinely subject to discing for fire abatement purposes to the north, east, and south (Google Earth, 2018). Additionally, the Project site is completely surrounded by improved roadways. Moreover, the Project area is not subject to wildfire hazards. The nearest area subject to wildland fire hazards occurs approximately 1.1 mile south of the Project site and south of Cajalco Road. (Riverside County, 2015b, Figure 12) Additionally, the areas surrounding the Project site do not contain any steep slopes, and manufactured slopes proposed by the Project Applicant would be landscaped and irrigated, thereby precluding the potential for wildfire hazards. As such, the Project would not result in any components that could exacerbate wildfire risks, and the Project would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- c) Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

EIR No. 466 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in EIR No. 466, EIR No. 466 indicated that the MFBCSP would not involve infrastructure that could exacerbate fire risks or infrastructure that could result in temporary or ongoing impacts to the environment, including fuel breaks.

No Substantial Change from Previous Analysis: The Project site is not identified as being susceptible to wildfires. The nearest area subject to wildland fire hazards occurs approximately 1.1 mile south of the

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Project site and south of Cajalco Road. (Riverside County, 2015b, Figure 12) As such, the Project would not require fuel breaks or emergency water sources that could have temporary or ongoing impacts to the environment. All utility connections required of the Project are available in the immediate area, and there are no components of the Project's utility connections that could result in or exacerbate fire hazards. As such, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- d) **Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

EIR No. 466 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in EIR No. 466, EIR No. 466 nonetheless contained enough information about potential flooding and landslide risks that with the exercise of reasonable diligence, information about the MFBCSP's potential risks associated with wildfire hazards, including downslope or downstream flooding or landslides, post-fire slope instability, or drainage changes was readily available to the public. Specifically, EIR No. 466 Section IV, *Public Services*, disclosed that the MFBCSP was not within an area susceptible to wildfire hazards, thereby indicating that buildout of the MFBCSP area also would not result in fire-related hazards, such as fire-related downstream flooding, landslides, slope instability, or drainage changes (Webb, 2005, p. IV-174). Additionally, EIR No. 466 Section IV, *Hydrology and Water Quality*, disclosed that the MFBCSP area is not subject to flood hazards, and also included a discussion demonstrating that runoff from the MFBCSP site would be controlled by existing and planned drainage facilities in order to preclude substantial on- and off-site soil erosion, downstream flooding, and downstream landslides (Webb, 2005, pp. IV-139 through IV-151). Moreover, and consistent with existing conditions, the MFBCSP area does not contain and is not surrounded by areas of steep slopes that could be subject to landslides as a result of fire activity (Webb, 2005, p. IV-27). As such, the information provided in EIR No. 466 was sufficient to demonstrate that the MFBCSP would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

No Substantial Change from Previous Analysis: The Project site is not identified as being susceptible to wildfires. The nearest area subject to wildland fire hazards occurs approximately 1.1 mile south of the Project site and south of Cajalco Road. (Riverside County, 2015b, Figure 12) Additionally, the Project site occurs in a portion of Riverside County that does not contain prominent hillforms or other topographic features that could subject the Project site or surrounding areas to risks associated with flooding or landslides caused by wildfires. There are no components of the Project that could contribute to or cause significant risks to people or structures as a result of fire-related flooding or landslides resulting from runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 374.

- e) **Would the proposed Project expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that the MFBCSP site was not located within a designated hazardous fire area. The IS/NOP disclosed that the MFBCSP site was bounded on the east by Interstate 215 freeway, residential development to the south and west, and the MARB Wastewater Treatment Plant and the Riverside National Cemetery to the north. The IS/NOP noted that in the event of a fire, these properties do not present a significant wildland fire threat to the MFBCSP site; therefore, the IS/NOP concluded that risks associated with hazardous fire areas would be less than significant and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 25 and 26)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site is not identified as being susceptible to wildfires. The nearest area subject to wildland fire hazards occurs approximately 1.1 mile south of the Project site and south of Cajalco Road. (Riverside County, 2015b, Figure 12) Additionally, the Project site is located adjacent to land uses that do not pose a high fire risk, including rural residential development to the west, and existing and planned industrial lands to the north, east, and south that are either developed or are subject to discing for fire abatement purposes (Google Earth, 2018). As such, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.22 Mandatory Findings of Significance

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
45. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Substantial Change from Previous Analysis: As indicated throughout the analysis in this EIR Addendum, assuming incorporation of the mitigation measures specified in EIR No. 466 (as modified/supplemented herein), implementation of the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habit of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal

community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<p>46. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Substantial Change from Previous Analysis: Cumulative effects that would result from implementation of the Project have been evaluated throughout this EIR Addendum, which concludes that such impacts would not occur, would be less than significant, would be reduced to a level below significant with implementation of the mitigation measures specified by EIR No. 466 (as modified/ supplemented herein), and/or would be within the scope of analysis included in EIR No. 466. Additionally, this EIR Addendum concludes that the Project as proposed would not result in any new or more severe cumulative effects beyond what was already evaluated and disclosed by EIR No. 466. All applicable mitigation measures identified as part of EIR No. 466 and that were imposed to address cumulatively-considerable effects would continue to apply to the proposed Project as revised, except as modified or supplemented by this Addendum to EIR No. 466. The analysis throughout this EIR Addendum demonstrates that all Project impacts would be less than significant, or would be reduced in comparison to the analysis and conclusions of EIR No. 466. Additionally, the analysis herein demonstrates that physical impacts associated with the Project (e.g., biological resources, cultural resources, geology/soils, etc.) would not substantially change or increase compared to the analysis presented in EIR No. 466. Therefore, because the Project would have similar or reduced cumulative impacts to the environment as compared to what was evaluated and disclosed in EIR No. 466, the Project would not result in any new or increased impacts to the environment beyond what was evaluated, disclosed, and mitigated for by EIR No. 466. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
47. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Substantial Change from Previous Analysis: The Project’s potential to result in substantial adverse effects on human beings has been evaluated throughout this Initial Study (e.g., Air Quality, Geology/Soils, Noise, etc.). Where potentially significant impacts are identified, mitigation measures from EIR No. 466 have been imposed, as modified or supplemented by this EIR Addendum to EIR No. 466, to reduce these adverse effects to the maximum feasible extent. There are no components of the proposed Project that could result in substantial adverse effects on human beings that are not already evaluated and disclosed throughout this EIR Addendum and/or by EIR No. 466. Accordingly, no additional impacts would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.2 EARLIER ANALYSES

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

Earlier Analyses Used, if any:

- General Plan Amendment No. 960, Draft EIR No. 521 (SCH No. 2009041065), dated February 2015.
- Majestic Freeway Business Center Specific Plan (Specific Plan No. 341) and EIR No. 466 (SCH No. 2004051085), dated August 23, 2005.

Location: County of Riverside Planning Department
 4080 Lemon Street, 12th Floor
 Riverside, CA 92505
<http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx>

5.3 AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka*

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6.0 References

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Plot Plan No. 190003 (Building 15)

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7.0 Mitigation Monitoring Program

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.1: Aesthetics	Due to the project's design, and through compliance with standard regulatory requirements, the proposed project's potential impacts will be below the level of significance.	Because the Project would be fully consistent with the MFBCSP, impacts to aesthetics would be less than significant.	No mitigation is required.	NOT APPLICABLE TO PP No. 190003			RR: The Project shall be designed to comply with Riverside County Ordinance Nos. 655 and 915.	Less than significant
5.1.2: Agriculture and Forest Resources	Impacts to agriculture and forest resources were determined by the IS/NOP for EIR No. 466 to be less than significant.	The Project would not result in any direct or indirect impacts to agricultural or forest resources.	No mitigation is required.	NOT APPLICABLE TO PP No. 190003			Not applicable.	Less than significant
5.1.3: Air Quality (Construction-Related Emissions)	The project will exceed the SCAQMD recommended daily thresholds for VOC and NOx in all years for all development scenarios, and CO in all years under the light industrial only and warehouse/ distribution only scenarios, but exceeded only in Years 2, 6, and 7 of the light industrial plus commercial and warehouse/ distribution plus commercial scenarios. However, emissions of SO ₂ and PM ₁₀ for all scenarios for all years will be below the SCAQMD thresholds.	Project construction characteristics would be similar to what was evaluated by EIR No. 466. Additionally, due to more stringent regulations and advancements in technology since 2005, it is likely that Project-related construction activities would result in reduced emissions in comparison to what was evaluated by EIR No. 466. Additionally, it is highly unlikely that Project construction activities would exceed the SCAQMD thresholds for CO.	MM Air 1: During construction, mobile construction equipment will be properly maintained at an offsite location before mobilization to the site, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.	Review and approval of monthly inspection reports of grading operations.	Building and Safety Department.	Applicable.	RR: CARB's Large Spark-Ignition (LSI) Rule shall apply, which requires in-use fleets to achieve specific hydrocarbon (HC) + NOx fleet average emission level (FAEL) standards that become more stringent over time. Operators are required to label, maintain records, and report each piece of equipment subject to FAEL. The lowest FAEL for large and medium fleets with 25 horsepower or more (greater than 19 kilowatts for 2005 and later model year engines) was to be achieved in 2013. Beginning June 30, 2017, and until June 30, 2023, operators must maintain records, report, and label each piece of equipment subject to a FAEL standard.	Significant direct and cumulative impacts.
			MM Air 2: Legible, durable, weather-proof signs shall be placed at all passenger vehicle parking areas prohibiting vehicles from idling in excess of thirty minutes, both on-site and off-site. Prior to the issuance of an occupancy permit, the County of Riverside shall conduct a site	Review and approval of monthly inspection reports of grading operations.	Building and Safety Department.	Applicable.	RR: CARB's In-Use Off-Road Diesel Rule shall apply, which Reduces NOx and PM emissions by imposing limits on idling, requiring reporting, restricting addition of older vehicles, and requiring the retirement/replacement/ repowering of older engines by fleet size category (small, medium, and large). Performance Requirements to meet fleet averages or	Significant direct and cumulative impacts.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.3: Air Quality (Operational- Related Emissions)	Daily operations of the project will exceed the daily thresholds set by SCAQMD for all the criteria pollutants except SO ₂ .	The Project would result in substantially less traffic than was evaluated in EIR No. 466, and thus the Project's impacts due to mobile source air quality emissions would be reduced in comparison to what was disclosed by EIR No. 466. Additionally, due to more stringent regulations and advancements in technology since 2005, air quality emissions associated with Project traffic would be less than was assumed in EIR No. 466. Furthermore, the Project would not result in or contribute to a CO "hot spot."	<p>inspection to ensure that the signs are in place.</p> <p><u>MM Air 3: To comply with the California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling,"</u> legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped; the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the County of Riverside shall conduct a site inspection to ensure that the signs are in place. Prohibit all diesel trucks from idling in excess of ten minutes, both on-site</p>	Set forth as Condition of Approval on all development prior to implementing development application approval.	Planning Department.	Applicable.	<p>comply with BACT are 2014 for Large Fleets, 2017 for medium fleets, and 2019 for smaller fleets.</p> <p>RR: CARB's Diesel-Fueled Commercial Motor Vehicle Idling Regulation shall apply, which requires heavy-duty diesel truck operators (GVWR>10,000 lbs.) to turn off engines after 5 minutes of idling. 2008 and newer MY engines with GVWR>14,000 lbs. are required to be equipped with 5-minute automatic engine shutdown system.</p>	Significant direct and cumulative impacts.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMMP)	PLOT PLAN No. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>and offset.</p> <p>MM Air 4: Wherever practicable, main truck entries will not be located near existing residences.</p> <p>MM Air 5: As required by Plot Plan No. 190003, legible, durable, weather-proof signage shall be installed at the intersections of Seaton Avenue at Commerce Center Drive and Markham Street at Seaton Avenue directing stating that heavy-duty trucks shall not use Seaton Avenue to identified truck routes that avoid residential areas within vicinity of the Project site.</p> <p>MM Air 6: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.</p> <p>MM Air 7: As part of lease agreements, the proposed Project owner shall educate drivers/tenants on alternative clean fuels.</p> <p>MM Air 8: Provide preferential parking spaces for carpools and vanpools. Those parking spaces dedicated for vanpool access shall have a minimum 7'2" vertical clearance.</p> <p>MM Air 9: Local transit agencies shall be contacted to determine</p>	<p>Implementing development design reviewed for compliance.</p> <p>Set forth as Condition of development prior to implementing development application approval.</p> <p>Set forth as Condition of Approval on all development prior to implementing development application approval.</p> <p>Set forth as Condition of Approval on all development prior to implementing development application approval.</p> <p>Set forth as Condition of Approval on all development prior to implementing development application approval.</p>	<p>Planning Department.</p> <p>Planning Department.</p> <p>Planning Department.</p> <p>Planning Department.</p> <p>Planning Department.</p>	<p>Applicable.</p> <p>Applicable.</p> <p>Applicable.</p> <p>Applicable.</p> <p>Applicable.</p>	<p>PDF: The Project does not propose any truck access from Seaton Avenue, and signs will be posted prohibiting truck access on Seaton Avenue.</p> <p>PDF: The Project's Site Plan requires the placement of signs to prohibit truck traffic along Seaton Avenue.</p> <p>PDF: The Project does not propose refrigerated space, and thus would not attract any TRUs.</p> <p>None.</p> <p>RR: The 2016 Cal Green Code § 5.106.5.2 requires that new projects or additions or alterations that add 10 vehicles or more vehicular parking spaces provide designated parking for any combination of low-emitting fuel-efficient and carpool/van pool vehicles.</p> <p>PDF: The Project accommodates a bus stop along the northern edge of Cajalco</p>	<p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p>

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			<p>the feasibility of bus routing in the project area that can accommodate bus stops at the project access points. The project or the transit agency shall provide bus stop signage at the agreed upon bus stop locations.</p> <p><u>MM Air 10: Prior to grading permit and building permit issuance, the County of Riverside shall verify that the following applicable notes are included on the grading plans and building plans. Project contractors shall be required to ensure compliance with these notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.</u></p> <p>a) <u>All Heavy-Heavy Duty Haul Trucks (HHD) accessing the Project site during construction shall use year 2010 or newer engines to the extent such HHD are commercially available.</u></p> <p>b) <u>All scrapers, excavators, graders, and rubber-tired dozers shall be CARB compliant.</u></p> <p>c) <u>Construction contractors shall notify their workers about Riverside County's Rideshare Program.</u></p> <p>d) <u>Construction activities shall be suspended during State 2 Smog Alerts issued by the South Coast Air Quality Management District (SCAQMD).</u></p>	<p>during implementing development application review.</p> <p>Although not specified by EIR No. 466, Mitigation Measure MM Air 10 shall be implemented prior to grading permit issuance and throughout the duration of construction activities.</p>	<p>Planning Department.</p>	<p>Applicable.</p>	<p>Expressway, just southwest of the intersection with Harvill Avenue. Thus, the Project would be served by bus service.</p> <p>None.</p>	<p>cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p>

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			<p>e) Construction activities shall comply with South Coast Air Quality Management District (SCAQMD) Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and equipment travel on unpaved roads.</p> <p>f) Architectural coating work shall comply with SCAQMD Rule 1113, "Architectural Coatings." Rule 1113 places limits on grams of VOC per liter of coating material and colorants (inert).</p> <p>g) Street sweepers shall be certified by the SCAQMD as meeting SCAQMD Rule 1186.1 "Less Polluting Street Sweepers" sweeper certification procedures.</p> <p>MM Air 11: The minimum number of automobile electric vehicle (EV) charging stations required by the California Code of Regulations Title 24 shall be provided. In addition, the buildings shall include an electrical system and other infrastructure sufficiently-sized with maximum panel loads per Southern California Edison requirements to accommodate the potential installation of additional auto and truck EV charging stations in the future. The electrical system and infrastructure must be clearly labeled with noticeable and</p>	<p>Although not specified by EIR No. 466, Mitigation Measure MM Air 11 shall be implemented prior to issuance of building permits and prior to final buildings inspection.</p>	<p>Planning Department.</p>	<p>Applicable.</p>	<p>None.</p>	<p>Significant direct and cumulative impacts.</p>

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			<p>permanent signage which informs future building occupants/owners of the existence of this infrastructure.</p> <p>MM Air 12: Conduit shall be installed to tractor trailer parking areas in logical locations mutually determined by the County and Project Applicant during construction document plan check for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available.</p> <p>MM Air 13: All owner users and future tenants shall participate in Riverside County's Rideshare Program. The purpose of this program is to encourage 2+ person occupancy vehicle trips and encourage other alternative modes of transportation. Carpooling opportunities and public transportation information shall be advertised to employees of the building tenant. Developer and all successors shall include the provisions of this obligation in all leases of the Project so that all tenants shall fulfill the terms and conditions of this County condition of approval.</p>	<p>Although not specified by EIR No. 466, Mitigation Measure MM Air 12 shall be implemented as part of building permits and prior to final building inspection.</p>	<p>Planning Department.</p>	<p>Applicable.</p>	<p>None.</p>	<p>Significant direct and cumulative impacts.</p>
			<p>MM Air 14: Developer and all successors shall include information in building sale and lease agreements that inform owner users and tenants about the air quality benefits associated with water-based or low volatile organic compounds (VOC) cleaning</p>	<p>Although not specified by EIR No. 466, Mitigation Measure MM Air 14 shall occur as part of all future building sale and lease agreements.</p>	<p>Planning Department.</p>	<p>Applicable.</p>	<p>None.</p>	<p>Significant direct and cumulative impacts.</p>

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5.1.3: Air Quality (Health Risks)	In the warehouse/distribution only, and the warehouse/distribution plus commercial scenarios, the cancer risk threshold of ten excess cancer cases per million set by SCAQMD is exceeded and thereby considered significant. This threshold is not exceeded in the light industrial only and the light industrial plus commercial scenarios and therefore the impacts of these two scenarios are less than significant.	The analysis provided in the Project's Health Risk Assessment (EIR Addendum Technical Appendix A) demonstrates that the Project would not exceed the SCAQMD thresholds of significance for cancer or non-cancer health risks.	<p>products, and (2) the benefits of becoming SmartWay Shippers and SmartWay Carriers, which is federal EPA program that advances supply chain sustainability.</p> <p>Implementation of the above-listed MM Air 3 through MM Air 6 will reduce potential impacts due to diesel exhaust, however, this impact will not be reduced to below the level of significance and a Statement of Overriding Consideration would be required prior to project approval.</p>				None; Project impacts due to cancer and non-cancer health risks would be less than significant.	Significant direct and cumulative effects
5.1.4: Biological Resources (Nesting Birds)	Sensitive bird species that were directly observed on site, or those that have a moderate or high potential to occur on-site are protected under the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. If prior to project construction any of these species establishes an active nest on the project site loss of that nest during construction could result in a conflict with these regulations.	Consistent with the finding of EIR No. 466, the Project has the potential to result in impacts to nesting birds during construction.	<p>MM Bio 1: In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code site-preparation activities (removal of trees and vegetation) shall be avoided, to the greatest extent possible, during the nesting season (February 1 to August 31/September 15) of potentially occurring native and migratory bird species.</p> <p>If site-preparation activities are to occur during the nesting/breeding season (February 1 through July 31/September 15), a pre-activity field survey shall be conducted by a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or the California Fish and</p>	Construction Start.	Project construction manager(s).	Applicable.	None; Mitigation Measure MM Bio 1 (as revised) shall apply.	Less than Significant

NOT APPLICABLE
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5.1.4: Biological Resources (Burrowing Owl)	Due to the migratory nature of the burrowing owl, it is the possible that burrowing owls could occupy the site prior to commencement of project grading and construction. Because it will be a number of months before construction begins and because construction is phased, owls could colonize a portion of the site in the intervening months or years	Because the Project site contains suitable habitat for the burrowing owl, a pre-construction burrowing owl survey is required by the Migratory Bird Treaty Act (MBTA) and Fish and Game Code to avoid harming burrowing owls if any were to be present immediately prior to construction.	Game Code are present in the construction zone or within a buffer of 500 feet. If active nests are not located within the project area and appropriate buffer, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within 500 feet of an active listed species or raptor nest, 300 feet of another sensitive or protected (under MBTA or California Fish and Game Code) bird's nest (non-sensitive or protected songbird nests until the end of the nesting/breeding season; unless a qualified biologist conducts a subsequent field survey and determines that these restrictions are no longer required for protection of nesting/breeding activities at previously identified active nests and authorizes grading and heavy equipment activity to proceed. MMB Bio 2: A pre-construction survey for resident burrowing owls will be conducted by a qualified biologist 30 days prior to commencement of grading and construction activities. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the	Prior to grading permit.	Planning Department.	Applicable.	None; Mitigation Measure MM Bio 2 shall apply.	Less than significant.

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	and would then be adversely impacted by the proposed project construction.		<p>requirements of the MSHCP. If active nests are located, they shall be avoided and outside of the breeding season the owls may be passively relocated. To adequately avoid active nests during the breeding season (February 1 through August 31), no grading or heavy equipment activity shall take place within 250 feet of an active nest.</p> <p>If burrowing owls occupy the site and cannot be avoided, passive relocation shall be used to exclude owls from their burrows, as required by the Riverside County Environmental Programs Department. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors should be left in place 48 hours to ensure owls have left the burrow. The project area should be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe should be inserted into the tunnels during excavation to maintain an escape route for any</p>					

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5.1.5: Cultural Resources (Historical and Archaeological Resources)	Historic, and/or archaeological resources may be accidentally discovered during grading and construction activities on the project site.	Due to past disturbance on site, any historical or archaeological resources that may have been present on the site have since been destroyed or removed from the site. Notwithstanding, there is a remote chance that historical or archaeological resources may be uncovered during Project grading activities.	<p>animals inside the burrow.</p> <p>MM Cultural 1: If buried materials of potential historical, cultural or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed project, all work ground disturbance within 100 feet of the discovered cultural resources in that area should shall be halted or diverted. The Project Applicant shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the Project Applicant, the Project with a-qualified Archaeologist, the Native American tribal representative or other appropriate ethnic/cultural group representative, and the County Archaeologist to discuss an evaluate the nature and significance of the finds. At the meeting with the aforementioned parties, a decision is to be made with the concurrence of the County Archaeologist as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to non-destructive analysis. Further ground-disturbing activities shall not resume within the area of the discovery until the appropriate treatment has been accomplished if the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the</p>	During construction.	Project construction manager(s), County Archaeologist, Project Archaeologist, and Native American Tribal Representative.	Applicable.	None; Mitigation Measure MM Cultural 1 (as revised to reflect current County requirements) shall apply.	Less than significant.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 190003 FINDING	EIR No. 466 MITIGATION MEASURE (State-CEQA-Guidelines); avoidance or other-appropriate-measures shall be implemented.	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>California Code of Regulations (State-CEQA-Guidelines); avoidance or other-appropriate-measures shall be implemented.</p> <p>MM Cultural 2: In the event of the accidental discovery or recognition of any human remains during excavation/construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been contacted and any required investigation or required Native American consultation has been completed.</p>	During construction.	Project construction manager(s).	Applicable.	None; Mitigation Measure MM Cultural 2 shall apply.	Less than significant.
			<p>MM Cultural 3: A qualified archeologist and a tribal monitor from the Pechanga Tribe shall be present during all grading activities in that portion of the Project site located east of Harvill Avenue and north of Markham Street (i.e., Planning Area 6 and Planning Area 7) involving the initial ground disturbance and excavation of this portion of the project site.</p>	<p>NOT APPLICABLE TO PP No. 190003</p>			Mitigation Measure MM Cultural 3 does not apply to the proposed Project because the Project is located within Planning Area 5 of the Majestic Freeway Business Center Specific Plan.	Less than significant.
5.1.6: Energy	Impacts to energy were determined by the IS/NOP for EIR No. 466 to be less than significant.	With mandatory compliance with Title 24 Building Energy Efficiency Standards, Project impacts due to energy would be less than significant.	No mitigation is required.	<p>NOT APPLICABLE TO PP No. 190003</p>			None.	Less than significant.
5.1.7: Geology and Soils	Impacts to geology and soils were determined by the IS/NOP for EIR No. 466 to be less than significant.	With mandatory compliance with the CBC, Project-specific geotechnical studies, and future soils reports required as part of future grading permit applications, Project	No mitigation is required.	<p>NOT APPLICABLE TO PP No. 190003</p>			None.	Less than significant.

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5.1.8: Greenhouse Gas Emissions	The issue of Greenhouse Gas (GHG) emissions was not evaluated in EIR No. 466.	impacts due to geology and soils would be less than significant. The Project Applicant would be required to demonstrate as part of future building permit applications that the Project will achieve a minimum of 100 points per the Riverside County Climate Action Plan (CAP).	EIR No. 466 did not identify any measures to address GHGs; however, Mitigation Measures MM Air 1, MM Air 2, MM Air 3, MM Air 8, and MM Air 9 would apply and would serve to reduce the Project's GHG emissions.	NOT APPLICABLE TO PP No. 190003			COA: Prior to building permit issuance, the Project Applicant shall demonstrate that appropriate building construction measures shall apply to achieve a minimum of 100 points per Appendix F to the Riverside 2019 County Climate Action Plan (CAP) Update. The conceptual measures anticipated for the Project are listed in the Project's <i>Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities</i> (EIR Addendum Technical Appendix D). The conceptual measures may be replaced with other measures as listed in Technical Appendix D, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points per Appendix F to the Riverside County Climate Action Plan Update.	Less than significant.
5.1.9: Hazards and Hazardous Materials (Hazardous Materials, evacuation plans, and fire hazards)	Impacts due to hazards and hazardous materials were determined by the IS/NOP for EIR No. 466 to be less than significant (with exception of airports, as discussed below).	The Project would not result in significant impacts due to the transportation, use, or storage of hazardous materials, and the Project site is not identified as having any Recognized Environmental Concerns (RECs). Additionally, the Project site does not serve as an evacuation route and is not located within or adjacent to a high fire hazard zone. On January 10, 2019, the ALUC found the proposed Project would be consistent with the 2014 March Air	No mitigation is required.	NOT APPLICABLE TO PP No. 190003			None.	Less than significant.
5.1.9: Hazards and Hazardous Materials (Airports)	Due to the project site's proximity to March Air Reserve Base, the project site is subject to potential noise	MM Airport 1: All street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or	Review of electrical plan, prior to the issuance of building permits.	Department of Building and Safety	Applicable.	COA: Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting	Less than significant.	

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	<p>impacts due to high single-event noise levels from airplanes flying over the project site. However, industrial, warehouse and distribution, and commercial/retail land uses are not considered to be sensitive receivers and the impacts from these single-event noise levels are below the level of significance. The project site is subject to Part 77 height limitations and use restrictions that have been incorporated into the proposed project. Outdoor lighting could adversely affect pilots utilizing March Air Reserve Base at night.</p>	<p>Reserve Base/Inland Port ALUCP subject to certain conditions. These conditions would be imposed on the proposed Project by Riverside County as Conditions of Approval (COAs). With mandatory compliance with the ALUC COAs, which would be imposed by Riverside County as COAs for the proposed Project, the Project would not result in a safety hazards for people working in the Project area, and a less-than-significant impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.</p>	<p>reflection into the sky or above the horizontal plane.</p>	<p>Review of street improvement plans prior to issuance of building permits.</p>	<p>Transportation Department</p>	<p>shall be downward facing.</p> <p>COA: The following uses/activities are not included in the proposed Project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan: (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator; (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport; (c) Any use which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area; and (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>COA: The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.</p>		

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMIP)	PLOT PLAN NO. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN NO. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
							<p>COA: The following uses/activities are not included in the proposed Project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review: restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.</p> <p>COA: The following notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice:</p> <p><i>"This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. See Business and Professions Code Section 11010(b)(13)(A)."</i></p> <p>COA: The proposed detention basin on the site (including a water quality management basin) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain</p>	

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN NO. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN NO. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
							<p>totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in Project landscaping.</p> <p>COA: March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.</p> <p>COA: • Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.</p> <p>COA: This Project has been evaluated for 86,319 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing use will require an amended review by the Airport Land Use Commission.</p> <p>COA: 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.</p>	

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
							<p>COA: The Federal Aviation Administration has conducted an aeronautical study of the proposed Project (Aeronautical Study No. 2019-AWP-2034-0E) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the Project.</p> <p>COA: The proposed buildings shall not exceed a height of 44 feet above ground level and a maximum elevation at top point of 1,576 feet above mean sea level.</p> <p>COA: The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.</p> <p>COA: Temporary construction equipment used during actual construction of the structure(s) shall not exceed 44 feet in height and a maximum elevation of 1,576 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.</p> <p>COA: Within five (5) days after construction of any individual building</p>	

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMMP)	PLOT PLAN No. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.10: Hydrology and Water Quality (Construction Water Quality)	Construction-related impacts to water quality would be potentially significant prior to mitigation.	Mandatory compliance with the NPDES, including the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), would ensure that impacts to water quality would be less than significant.	MM Hydro 1: In order to mitigate impacts related to water quality resulting from construction of the Majestic Freeway Business Center, the project proponent or their developer shall obtain coverage under the appropriate NPDES Construction Permit for Activities in the San Jacinto watershed through the Santa Ana Regional Water Quality Control Board prior to obtaining the grading permit. Each development within the project area will warrant its own coverage under the Construction Permit, unless otherwise determined by the Santa Ana Regional Water Quality Control Board.	Prior to the issuance of grading permits.	Department of Building and Safety	Applicable.	reaches its greatest height, FAA Form 7460-2 (Part 11), Notice of Actual Construction or Alteration, shall be completed by the Project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://ceaaa.faa.gov for instructions.) This requirement is also applicable in the event the Project is abandoned or a decision is made not to construct the applicable structure(s).	Less than significant.
5.1.10: Hydrology and Water Quality (Operational Water Quality)	Operational-related impacts to water quality would be potentially significant prior to mitigation.	With implementation of the Project's drainage plan as proposed, including the proposed detention/water quality basin, and with mandatory compliance with the Project's Water Quality Management Plan (WQMP), operational impacts to water quality would be less than significant.	MM Hydro 2: In order to mitigate impacts related to pollutant loading to receiving waters and/or increased erosion/siltation resulting from Specific Plan implementation, individual project proponents shall develop and implement a Water Quality Management Plan (WQMP). The WQMP will contain measures that will effectively treat all pollutants of concern and hydrologic conditions of concern, consistent	Draft WQMP to be submitted prior to approval of each implementing development application. Final WQMP to be submitted prior to issuance of grading permits.	Department of Building and Safety	Applicable.	PDF: A Project-specific WQMP was prepared for Plot Plan No. 190003. Additionally, Mitigation Measure MM Hydro 2 shall apply.	Less than significant.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION	
5.1.10: Hydrology and Water Quality (Operational Water Quality)	Pollutants such as oil and grease, heavy metals, sediment, fertilizers and pesticides can be expected to be present in surface water runoff once project development occurs.	With implementation of the Project's drainage plan as proposed, including the proposed detention/water quality basin, and with mandatory compliance with the Project's Water Quality Management Plan (WQMP), operational impacts to water quality would be less than significant.	with the County's approved WQMP developed in compliance with their MS4 permit. MM Hydro 3: To mitigate impacts related to water quality following development, individual project proponents will determine if coverage under the State's General Permit for Industrial Activities is necessary. This permit requires implementation of a SWPPP for certain types of industrial activities. The future building occupants of the structures proposed in this document may warrant coverage under the General Permit for Industrial Activities. Therefore, prior to issuance of the certificate of occupancy, building occupants shall determine whether or not coverage under the Industrial permit is warranted for their operations.	Prior to the issuance of grading permits. Prior to October 1 of each year following issuance of occupancy permits.	Department of Building and Safety. Regional Water Quality Control Board	Applicable.	None; Mitigation Measure MM Hydro 3 shall apply.	Less than significant.	
5.1.10: Hydrology and Water Quality (Storm Drain Capacity)	Impacts due to increased runoff that has the potential to exceed the capacity of downstream drainage facilities would be potentially significant prior to mitigation.	Due to drainage infrastructure constructed as part of the "Oakwood Business Park" (CFD 88-8) and with implementation of the Project's proposed drainage plan, including the proposed detention/water quality basin, impacts would be less than significant.	MM Hydro 4: To mitigate impacts related to exceedance of capacity of storm drain facilities, individual project proponents will be conditioned to construct a "fair share" of on-site storm drain infrastructure or to demonstrate that existing on-site facilities can effectively accommodate storm flows for the 100-year event. No mitigation is required.	Prior to the approval of implementing development applications.	Flood Control District	Applicable.	PDF: A Project-specific hydrology study was prepared for the Project and reviewed by the Riverside County Flood Control and Water Conservation District (RCFCWCD), which demonstrates that Plot Plan No. 190003 would not exceed the capacity of existing or planned storm drains with installation of the proposed detention/water quality basin.	Less than significant.	
5.1.11: Land Use and Planning	The IS/NOP prepared for EIR No. 466 determined that impacts to land use and planning would be less than significant.	The Project would not result in any direct or indirect impacts to land use and planning.	No mitigation is required.	NOT APPLICABLE TO PP No. 190003					Less than significant.

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5.1.12: Mineral Resources	The IS/NOP prepared for EIR No. 466 determined that impacts to mineral resources would be less than significant.	The Project would not result in any direct or indirect impacts to mineral resources.	No mitigation is required.	NOT APPLICABLE TO PP No. 190003		Applicable.	Not applicable.	No impact.
5.1.13: Noise	The increased traffic on roadways surrounding the project site will contribute to an overall increase in ambient noise levels in excess of 3dB (the increase in dB that is audible to the human ear) which is considered significant.	Project traffic-related noise impacts would be less than significant with implementation of the proposed Project.	No mitigation measures are proposed to reduce or eliminate this impact and a Statement of Overriding Consideration would be required prior to project approval.	NOT APPLICABLE TO PP No. 190003		Applicable.	Traffic-related noise impacts associated with Plot Plan No. 190003 would be less than significant requiring no mitigation.	Significant direct and cumulative effects
	Construction of the project will result in a temporary significant increase in noise levels. Noise generated from the use of trucks, graders, bulldozers, concrete mixers, portable generators, etc. can increase ambient noise levels to 75 to 105 dBA. Residents located to the west of the project site may be affected by construction noise. Construction and operation of the proposed project may result in increased noise levels that exceed Riverside County General Plan (RCIP) standards related to operational activities and Riverside County Ordinance No. 457 standards relative to construction noise.	Construction-related noise impacts were determined to be less than 85 dBA and thus were concluded to be less than significant. With respect to operational noise, the Project has been designed to provide for a substantial difference in elevation between operational areas on site and nearby residences to the west. As a result of the proposed retaining walls, manufactured slopes, and the existing wall along the western Project boundary, operational noise impacts would be less than significant during both nighttime and daytime operations.	<p>MM Noise 1: To reduce construction-related noise, site preparation, grading and construction activities within one-quarter mile of occupied residences shall be limited to those hours as set forth in Section 1.G.1 of Riverside County Ordinance No. 457.</p> <p>MM Noise 2: All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.</p> <p>MM Noise 3: Construction staging areas shall not be located close to any occupied residence.</p> <p>MM Noise 4: No combustion powered equipment, such as pumps or generators, shall be allowed to operate within 500 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.</p> <p>MM Noise 5: The following sound barriers shall be constructed along the project's perimeter at the</p>	During project construction.	Building and Safety Department.	Applicable.	None; Mitigation Measure MM Noise 1 shall apply.	Less than significant.
						Applicable.	None; Mitigation Measure MM Noise 2 shall apply.	Less than significant.
						Applicable.	None; Mitigation Measure MM Noise 3 shall apply.	Less than significant.
						Applicable.	None; Mitigation Measure MM Noise 4 shall apply.	Less than significant.
						Applicable.	None; Mitigation Measure MM Noise 5 shall apply.	Less than significant.
						Applicable.		Less than significant.
						Applicable.		Less than significant.
						Applicable.		Less than significant.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMMP)	PLOT PLAN No. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.1.4: Paleontological	Impacts to paleontological	Due to past disturbances on	<p>locations and the heights indicated.</p> <ul style="list-style-type: none"> An 8-foot high separation wall between project parcels adjacent to any existing residential uses, if daytime trucking activity occurs within 200 feet of the property line. A 12-foot perimeter barrier shall be required if nighttime (10:00 p.m. to 7:00 a.m.) loading dock materials handling activities are conducted within 300 feet of any residence. If nighttime trucking activities are conducted simultaneously with the operation of the loading dock, the 12-foot high barrier shall be required if such combination activities occur within 600 feet of an existing home. <p>These wall heights can be reduced by performing a subsequent acoustical analysis after the final grading plan is complete.</p> <p>MM Noise 6: No nighttime loading/unloading shall occur within 100 feet of any residence. No combined trucking movements and unloading/loading shall occur within 200 feet of any residence from 10:00 p.m. to 7:00 a.m.</p> <p>No mitigation is required.</p>	<div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>NOT APPLICABLE TO PP No. 190003</p> </div>			<p>demonstrates that with the proposed 12-foot high screen wall surrounding the proposed truck docking areas, the Project would not expose nearby residential receptors to noise levels exceeding the County's daytime (55 dBA CNEL) or nighttime (45 dBA CNEL) noise level limits. As such, Mitigation Measure MM Noise 5 shall no longer apply to Plot Plan No. 190003.</p> <p>PDF: In accordance with Mitigation Measure MM Noise 5, a Project-specific Noise Impact Analysis was prepared, which demonstrates that with the proposed 12-foot high concrete screening walls, the Project would not expose nearby residential receptors to operational noise levels exceeding the County's daytime (55 dBA CNEL) or nighttime (45 dBA CNEL) noise level limits. Moreover, truck docking areas proposed as part of the Project would be located more than 200 feet of any residence. As such, Mitigation Measure MM Noise 6 shall not apply to the proposed Project.</p> <p>COA 060-Planning-PAL: • Prior to the</p>	Less than significant.
5.1.1.4: Paleontological	Impacts to paleontological	Due to past disturbances on	No mitigation is required.			<div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>NOT APPLICABLE TO PP No. 190003</p> </div>		Less than

Plot Plan No. 190003 (Building 15)

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Resources	resources were determined by the IS/NOP for EIR No. 466 to be less than significant.	site, any possible paleontological resources that may have existed on the Project site would have been removed or destroyed as part of past grading on site. Notwithstanding, the Project would be subject to the County's standard conditions of approval for projects located in areas with "high" paleontological sensitivity.					<p>issuance of grading permits, the Project Applicant shall retain a qualified paleontologist approved by the County to create and implement a Project-specific plan for monitoring site grading/earthmoving activities (Project paleontologist). The Project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:</p> <ol style="list-style-type: none"> 1. Description of the proposed site and planned grading operations. 2. Description of the level of monitoring required for all earth-moving activities in the Project area. 3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring. 4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens. 5. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County 	significant.

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							<p>Geologist of the discovery.</p> <p>6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.</p> <p>7. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.</p> <p>8. Procedures and protocol for collecting and processing of samples and specimens.</p> <p>9. Fossil identification and curation procedures to be employed.</p> <p>10. Identification of the permanent repository to receive any recovered fossil material. (Pursuant the County "SABER Policy," paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet.) A written agreement between the property owner/developer and the repository must be in place prior to site grading.</p> <p>11. All pertinent exhibits, maps and references.</p> <p>12. Procedures for reporting of findings.</p> <p>13. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the</p>

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5.1.15: Population and Housing	Impacts to paleontological resources were determined by the IS/NOP for EIR No. 466 to be less than significant.	The proposed Project would not displace substantial numbers of people or housing; would not create a substantial demand for additional housing; would not adversely affect a County Redevelopment Project Area; would not exceed regional or local population projections; and would not induce substantial population growth. Impacts to population and housing would be less than significant.	No mitigation is required.	NOT APPLICABLE TO PP No. 190003			All reports shall be signed by the Project paleontologist and all other professionals responsible for the report's content (e.g. Project Geologist), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the Project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the Project Applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a Project paleontologist for the in-grading implementation of the PRIMP.	Less than significant
5.1.16: Public Services	The construction of the project could necessitate the provision of new, expanded, or physically-altered sheriff	Consistent with the findings of EIR No. 466, although the Project has the potential to result in impacts to fire	No mitigation is required.	NOT APPLICABLE TO PP No. 190003			RR: The Project Applicant shall pay appropriate fees pursuant to Riverside County Ordinance No. 659 prior to occupancy permits.	Less than significant

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	<p>and fire services and the need for new fire facilities, which may have a significant impact on the environment, in order to maintain acceptable service ratios, response times, or other performance objectives.</p> <p>Since the precise location of the fire station has not been determined, an evaluation of the potential environmental impacts related to fire station construction would be too speculative at this time and therefore the potential physical and environmental impacts of the new fire station cannot be evaluated at part of this document. Nevertheless, the potential impacts resulting from the construction of this fire station will be determined through a separate environmental review pursuant to the provisions of the California Environmental Quality Act once a site has been chosen.</p> <p>The project proponent will be required to pay fair share fees pursuant to Riverside County Ordinance No. 659.6 which mitigate the costs associated with the project's impact on public services (including fire and sheriff services) relative to the project's size and expected</p>	<p>protection services, police protection services, schools, libraries, and health services, impacts would be less than significant with mandatory payment of DIF fees and SB 1.8 fees.</p>					<p>RR: The Project Applicant shall pay appropriate fees to the Val Verde Unified School District pursuant to Senate Bill 50 and the school impact fees adopted at the time of occupancy permits.</p>	

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5.1.17: Recreation	<p>demand on said services. Payment of these fees will reduce the project's impact on public services to below the level of significance.</p> <p>Impacts to paleontological resources were determined by the IS/NOP for EIR No. 466 to be less than significant.</p>	<p>There are no impacts associated with construction of the community trail along Seaton Avenue. The Project would result in only a nominal increase in the County's residential population, as it is anticipated that most jobs generated by the Project would be filled by existing County residents. As such, the Project would not result in a substantial increase in demand for the construction or expansion of recreational facilities, and impacts would be less than significant. Additionally, the Project would not include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>None.</p>	<p>None.</p>	<p>None.</p>	<p>None.</p>	<p>Less than significant</p>

NOT APPLICABLE
TO PP No. 190003

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5.1.18: Transportation	The proposed project will cause Level of Service (LOS) thresholds on area roadways to be exceeded.	<p>The Project would result in cumulatively-considerable impacts to the following intersections under EAP (2020) conditions (including CMP intersections marked by “**”):</p> <ul style="list-style-type: none"> • Day St. & Markham St. (#1) • Day St. & Cajalco Rd. (#2) • Seaton Av. & Cajalco Expressway (#4) • I-215 NB Ramps & Harley Knox Bl. (#19)** <p>The Project would cumulatively contribute to the need for signalization at the following locations under EAP (2020) conditions:</p> <ul style="list-style-type: none"> • Day St. & Markham St. (#1) • Harvill Av. & Markham St. (#11) 	<p>MM Trans 1: Construct full width improvements of Harvill Avenue at its ultimate cross-section as a major highway (118' right-of-way) through the project.</p>	<p>Road improvement plans for each implementing development project to be submitted prior to the issuance of that project's grading permits.</p> <p>Road improvements for each implementing development project to be completed prior to the issuance of a certificate of occupancy for that project.</p>	Transportation Department	Applicable.	<p>PDF: Harvill Avenue already has been improved through the Project area with a total right-of-way (ROW) of 100 feet. The Project Applicant proposes to dedicate an additional 9 feet along the Project's frontage. Thus, the Project would implement Mitigation Measure MM Trans 1.</p>	Less than significant.
			<p>MM Trans 2: Construct partial width improvements of southerly side of Nandina Avenue at its ultimate cross-section as a secondary highway (100' right-of-way) fronting the project boundary line.</p>				<p>The Project site does not front along Nandina Avenue, which is located approximately 1.0 mile north of the Project site. Thus, Mitigation Measure MM Trans 2 is not applicable to the proposed Project.</p>	Less than significant.
			<p>MM Trans 3: Construct partial width improvements of Oleander Avenue at its ultimate cross-section as an urban arterial (152' right-of-way) fronting the project boundary line.</p>				<p>The Project site does not front along Oleander Avenue, which is located approximately 0.7 mile north of the Project site. Thus, Mitigation Measure MM Trans 3 is not applicable to the proposed Project.</p>	Less than significant.
			<p>MM Trans 4: Construct partial width improvements of Old Oleander Avenue at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.</p>				<p>The Project site does not front along Old Oleander Avenue, which is located approximately 0.5 mile north of the Project site. Thus, Mitigation Measure MM Trans 4 is not applicable to the proposed Project.</p>	Less than significant.
			<p>MM Trans 5: Construct full width</p>				<p>PDF: Markham Street already has been</p>	Less than significant.

IMPACT CATEGORY	EIR NO. 466 IMPACT (PER THE EIR NO. 466 MMMP)	PLOT PLAN NO. 190003 FINDING	EIR NO. 466 MITIGATION MEASURE	EIR NO. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR NO. 466 MITIGATION TO PLOT PLAN NO. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 190003	EIR NO. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<ul style="list-style-type: none"> Harvill Av. & Cajalco Exwy. (#16) I-215 SB Ramps & Harley Knox Bl. (#17)** I-215 SB Ramps & Ramona Exwy. (#18)** I-215 NB Ramps & Harley Knox Bl. (#19)** I-215 NB Ramps & Ramona Exwy. (#20)** Perris Bl. & Ramona Exwy. (#24)** <p>The Project would cumulatively contribute to the need for signalization at the following locations under EAPC (2020) conditions:</p> <ul style="list-style-type: none"> Day St. & Markham St. (#1) Harvill Av. & Markham St. (#11) 	<p>Improvements of Markham Street at its ultimate cross-section as a secondary highway (100' right-of-way) through the project.</p>	<p>Plans for each implementing development project to be submitted prior to the issuance of that project's grading permits.</p> <p>Road improvements for each implementing development project to be completed prior to the issuance of a certificate of occupancy for that project.</p>	Department	Department	190003	<p>Improved through the Project area with a total right-of-way (ROW) of 88 feet. As part of the Project, the Project Applicant would dedicate six feet of ROW along the site's frontage. Thus, the Project would implement a portion of Mitigation Measure MM Trans 5.</p>	significant.
		<p>MM Trans 6: Construct partial width improvements of Martin Street at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.</p> <p>MM Trans 7: Construct partial width improvements of easterly side of Seaton Avenue at its ultimate cross-section as a secondary highway (100' right-of-way) fronting the project boundary line.</p>	<p>Road improvement plans for each implementing development project to be submitted prior to the issuance of that project's grading permits.</p> <p>Road improvements for each implementing development project to be completed prior to</p>	Transportation Department	Transportation Department	Applicable.	<p>The Project site does not front along Martin Street, which is located approximately 0.4 mile south of the Project site. Thus, Mitigation Measure MM Trans 6 is not applicable to the proposed Project.</p> <p>PDF: The Project Applicant proposes to dedicate six feet along the frontage with Seaton Avenue, which would provide for a total ROW of 50 feet along the eastern half of the roadway. Thus, the Project would implement Mitigation Measure MM Trans 7.</p>	Less than significant.

**NOT APPLICABLE
TO PP No. 190003**

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>MM Trans 8: Construct partial width improvements of northerly side of Cajalco Expressway at its ultimate cross-section as an Expressway (184' right-of-way) fronting the project boundary line.</p> <p>MM Trans 9: Install Traffic Signal at intersection of Harvill Avenue and Oleander Avenue using the following geometrics: Northbound: One shared left turn and through lane. One right turn lane. Southbound: One shared left, through, and right turn lane. Eastbound: One shared left, through, and right turn lane. Westbound: One shared through and right turn lane. Two left turn lanes.</p> <p>MM Trans 10: Install Traffic Signal at intersection of Harvill Avenue and Markham Street using the following geometrics: Northbound: One through lane. One shared through and right turn lane. One left turn lane. Southbound: One through lane. One shared through and right turn lane. One left turn lane. Eastbound: One right turn lane. One through lane. One left turn lane. Westbound: One shared left,</p>	<p>the issuance of a certificate of occupancy for that project.</p>			<p>The Project site does not front along Cajalco Expressway, which is located approximately 0.9 mile south of the Project site. Thus, Mitigation Measure MM Trans 8 is not applicable to the proposed Project.</p>	Less than significant.
				<p>NOT APPLICABLE TO PP No. 190003</p>			<p>Improvements listed by Mitigation Measure MM Trans 9 already have been constructed. Additionally, the Project is not located near the intersection of Harvill Avenue and Oleander Avenue, which is located approximately 0.7 mile north of the Project site.</p>	Less than significant.
				<p>NOT APPLICABLE TO PP No. 190003</p>			<p>The intersection geometrics identified by Mitigation Measure MM Trans 10 have been constructed and are in place; thus, no additional improvements to intersection geometry is required. Additionally, the Project's Traffic Impact Analysis (<i>Technical Appendix H</i>) demonstrates that no traffic signals are warranted with buildout of the Project. Accordingly, Mitigation Measure MM Trans 10 is not applicable to the proposed Project.</p>	Less than significant.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>through, and right turn lane.</p> <p>MM Trans 11: Install Traffic Signal at intersection of Harvill Avenue and Martin Street using the following geometrics:</p> <p>Northbound: One through lane. One shared through and right turn lane. One left turn lane.</p> <p>Southbound: One shared through and right turn lane. One shared left turn and through lane. Eastbound: One right turn lane. One shared left turn and through lane.</p> <p>Westbound: One shared left, through, and right turn lane.</p> <p>MM Trans 12: Install Traffic Signal at intersection of Seaton Avenue and Cajalco Expressway using the following geometrics:</p> <p>Northbound: One shared left, through, and right turn lane. Southbound: One shared left, through, and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.</p> <p>MM Trans 13: Install Traffic Signal at intersection of Harvill Avenue and Messenia Lane using the following geometrics:</p> <p>Northbound: One through lane. One shared through and right turn lane. One left turn lane. Southbound: One through lane. One shared through and right</p>	<p>through, and right turn lane.</p> <p>NOT APPLICABLE TO PP No. 190003</p>			<p>With exception of the traffic signal, the improvements required by Mitigation Measure MM Trans 11 have been completed. Additionally, the Project does not abut the intersection of Harvill and Martin Street, and would contribute fewer than 50 peak hour trips at this intersection. Thus, Mitigation Measure MM Trans 11 is not applicable to the proposed Project.</p>	<p>Less than significant.</p>
			<p>through, and right turn lane.</p> <p>MM Trans 12: Install Traffic Signal at intersection of Seaton Avenue and Cajalco Expressway using the following geometrics:</p> <p>Northbound: One shared left, through, and right turn lane. Southbound: One shared left, through, and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.</p> <p>MM Trans 13: Install Traffic Signal at intersection of Harvill Avenue and Messenia Lane using the following geometrics:</p> <p>Northbound: One through lane. One shared through and right turn lane. One left turn lane. Southbound: One through lane. One shared through and right</p>	<p>through, and right turn lane.</p> <p>NOT APPLICABLE TO PP No. 190003</p>			<p>The Project does not abut the intersection of Seaton Avenue at Cajalco Expressway, and the Project would contribute fewer than 50 peak hour trips to this intersection. Improvements required by this mitigation measure are anticipated to be implemented as part of buildout of MFBCSP Planning Area 2, while the Project occurs in a portion of MFBCSP Planning Area 5. Accordingly, Mitigation Measure MM Trans 12 is not applicable to the proposed Project.</p>	<p>Less than significant.</p>
			<p>through, and right turn lane.</p> <p>MM Trans 13: Install Traffic Signal at intersection of Harvill Avenue and Messenia Lane using the following geometrics:</p> <p>Northbound: One through lane. One shared through and right turn lane. One left turn lane. Southbound: One through lane. One shared through and right</p>	<p>through, and right turn lane.</p> <p>NOT APPLICABLE TO PP No. 190003</p>			<p>With exception of the traffic signal, the improvements required by Mitigation Measure MM Trans 13 have been completed. Additionally, the Project does not abut the intersection of Harvill Avenue and Messenia Lane, and would contribute fewer than 50 peak hour trips to this intersection. The traffic signal is anticipated to be installed as part of buildout of MFBCSP Planning Area 2.</p>	<p>Less than significant.</p>

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR NO. 466 MMMP)	PLOT PLAN NO. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN NO. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			turn lane. One left turn lane. Eastbound: One shared through and right turn lane. One left turn lane. Westbound: One shared through and right turn lane. One left turn lane. N/A	N/A	N/A		whereas the proposed Project is located in MFCSP Planning Area 5. Accordingly, Mitigation Measure MM Trans 13 is not applicable to the proposed Project.	
			N/A	N/A	N/A		The following regulatory requirements/conditions of approval related the transportation and traffic shall apply to the proposed Project, and would address the Project's cumulatively-considerable impacts to traffic: COA: The Project Applicant shall contribute Development Impact Fees (DIF) pursuant to Riverside County Ordinance No. 659. COA: Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project Applicant shall pay fees in accordance with the fee schedule in effect at the time of payment of all Transportation Uniform Mitigation Fees in accordance with Riverside County Ordinance No. 824.	N/A
	According to the RCIP Circulation Element there are plans to construct a Class I Bike trail along the ultimate buildout of Cajalco Expressway. However, because there are no details on exactly where the trail will be located, it cannot be determined at this time if the project proponent will be required to construct the bike trail.	The Project would accommodate an existing bus stop location located along the westbound side of Cajalco Expressway, immediately west of Harvill Avenue. Additionally, the Project would accommodate a Community Trail along the Project's boundary with Seaton Avenue and would maintain existing sidewalks along roadways abutting the site.	No mitigation is required.	<div style="border: 1px solid black; padding: 10px; width: fit-content; margin: 0 auto;"> <p>NOT APPLICABLE TO PP No. 190003</p> </div>			PDF: The Project accommodates a community trail along Seaton Avenue and the Project would maintain existing sidewalks along the Project's perimeter.	Less than significant.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR NO. 466 MMP)	PLOT PLAN NO. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN NO. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.19: Tribal Cultural Resources	EIR No. 466 did not specifically evaluate impacts to Tribal Cultural Resources, although impacts to Cultural Resources as disclosed by EIR No. 466 are addressed above.	The Project also would accommodate a Class II bike lane along the northern edge of Cajalco Expressway. There are no other public transit, bikeways, or pedestrian facilities planned in the Project area, and the Project would not decrease the performance of any facilities promoting transit, bikeways, or pedestrian facilities. Due to past disturbance on site, any tribal cultural resources that may have been present on the site have since been destroyed or removed from the site. Notwithstanding, there is a remote chance that historical or archaeological resources may be uncovered during Project grading activities.	N/A	N/A	N/A	--	Mitigation Measures MM Cultural 1 and MM Cultural 2 shall apply (as presented above).	N/A
5.1.20: Utilities and Service Systems	The proposed project is expected to consume 0.236 million gallons of water per day (mgd) which is 2.4% of Perris Water Filtration plant and not considered significant.	Aside from minor connections to existing facilities in surrounding roadways, the Project would not require extensive off-site improvements for water service. Additionally, the Project would result in a substantial decrease in the amount of building area on site and associated demand for water as compared to what was evaluated and disclosed by EIR No. 466. Moreover, mandatory	No mitigation is required.	N/A	N/A	None.	None.	Less than significant

**NOT APPLICABLE
TO PP No. 190003**

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR NO. 466 MMP)	PLOT PLAN NO. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN NO. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>The proposed project is expected to generate 0.5525 mgd of wastewater. The project will contribute 5.0% of Eastern Municipal Water District's Perris Valley Regional Water-Reclamation Facility (PVRWRF) daily capacity and 0.55% of its planned capacity. The proposed project will not necessitate the construction or expansion of sewage treatment facilities in and of itself. Therefore, the project's impact is considered less than significant.</p> <p>Wastewater from the proposed project will not exceed the sewage capacity of Eastern Municipal Water District current sewer facilities considering other projected demands and</p>	<p>compliance with applicable regulations adopted since 2005 would ensure that the Project's water consumption would be less than was evaluated in EIR No. 466. Furthermore, the Project is fully within the assumptions made by the UWMP, which concluded that EMWD would have adequate supplies to meet existing and projected demands from existing and planned resources during normal, dry, and multiple dry-year conditions.</p> <p>Aside from minor connections to existing facilities in surrounding roadways, the Project would not require extensive off-site improvements for sewer service. Adequate capacity exists at the PVRWRF to serve the Project's projected demand in addition to the EMWD's existing commitments.</p>	<p>No mitigation is required.</p>	<p>NOT APPLICABLE TO PP No. 190003</p>			<p>None.</p>	<p>Less than significant</p>
			<p>No mitigation is required.</p>	<p>NOT APPLICABLE TO PP No. 190003</p>			<p>None.</p>	<p>Less than significant</p>

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>commitments. When the project's 0.5525 mgd is added to existing demand, the total will be 8.2525 mgd of the plant's current capacity of 11 mgd (which will be expanded to 22 mgd at the end of 2010). Although the total amount of wastewater generated by the proposed project will be well within the capacity of the PVRWRF by the time that development of the proposed project is completed; there is the potential that prior to the expansion of the facility's capacity at the end of 2010 that EMWD will be required to reduce the wastewater diversions from elsewhere within the District to the PVRWRF. However, because EMWD's wastewater diversions are operational decisions, the amount that is diverted to the PVRWRF is variable. There is sufficient capacity in EMWD's other wastewater treatment facilities to accommodate any additional wastewater flows sent to them whenever diversions from other parts of the District to the PVRWRF are reduced. Overall, EMWD has sufficient capacity to treat all wastewater generated by the proposed project, both during project phasing and after project</p>	<p>ultimate planned capacity at the PVRWRF is 100 million gpd. At buildout the Project would generate approximately 123,250 gpd (72.5 acres x 1,700 gpd/acre = 123,250 gpd). The Project's daily generation of wastewater represents 0.02% of the available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF would be 8.1 million gpd. Accordingly, adequate capacity exists at the PVRWRF to serve the Project's projected demand in addition to the EMWD's existing commitments.</p>						

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR NO. 466 MMP)	PLOT PLAN NO. 190003 FINDING	EIR NO. 466 MITIGATION MEASURE	EIR NO. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR NO. 466 MITIGATION TO PLOT PLAN NO. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
	build out. Therefore, no significant impact upon EMWD's ability to treat wastewater will occur.							
	Construct-related solid waste is estimated to constitute approximately 0.033-0.039% of annual capacity of county landfills and is therefore not considered significant. Operational-generated solid waste is expected to constitute approximately 0.195-0.259% of annual county landfill capacity. Therefore, impacts related to landfill capacity are considered less than significant. However, the mitigation measures listed will further reduce the project's impact on county solid waste facilities.	The 36.8 tpd that would be generated by the Project would represent 0.2% of the daily capacity of the El Sobrante Landfill, 0.7% of the daily capacity at the Lamb Canyon Landfill, and 0.8% of the daily capacity at the Badlands Landfill. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities for the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill, it is anticipated that these regional facilities would have sufficient daily capacity to accept solid waste generated by the Project. As such, the Project's impacts due to solid waste would be less than significant.	MM Utilities 1: The applicant shall submit a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management-Department of Waste Resources (DWR) for each implementing development. The plans are required to conform to the Waste-Management Department's DWR's Design Guidelines for Recyclables Collection and Loading Areas. Prior to final building inspection, the applicant is required to construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management-Department-DWR, and verified by the Riverside County Building and Safety Department through site inspection.	Prior to the issuance of building permits.	Waste Management Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 1 shall apply.	Less than significant.
			MM Utilities 2: In addition to solid waste dumpsters, the project development will include recycling containers for aluminum cans, glass, plastics, paper and cardboard. MM Utilities 3: The project development will recycle construction and demolition (C&D) waste generated during construction activities. MM Utilities 4: The property	Prior to the issuance of certificate of occupancy.	Waste Management Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 2 shall apply.	Less than significant.
				Prior to the issuance of certificate of occupancy.	Waste Management Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 3 shall apply.	Less than significant.
				Prior to the issuance of certificate of occupancy.	Waste Management Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 4 shall apply.	Less than significant.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 190003 FINDING	EIR No. 466 MITIGATION MEASURE	EIR No. 466 MITIGATION IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MITIGATION	APPLICABILITY OF EIR No. 466 MITIGATION TO PLOT PLAN No. 190003	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 190003	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			owner shall require landscaping contractors to practice grass recycling and/or grass composting to reduce the amounts of grass material in the waste stream. MM Utilities 5: The property owner shall require landscaping contractors to use mulch and/or compost for the development and maintenance of project site landscaped areas.	of certificate of occupancy.	Management Department of Waste Resources.	190003	shall apply.	significant.
5.1.21: Wildfire	Impacts due to wildfire were determined by the IS/NOP for EIR No. 466 to be less than significant.	The Project site is not identified as being susceptible to wildfires and is not located adjacent to land use that pose a high fire risk. Project impacts due to wildfire would be less than significant.	No mitigation is required.	Prior to the issuance of certificate of occupancy.	Waste Management Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 5 shall apply.	Less than significant.
NOT APPLICABLE TO PP No. 190003							None.	Less than significant.



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Juan C. Perez
Agency Director



03/19/20, 11:28 am

PPT190003

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT190003. 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 (PPT190003) 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. 190003 is a proposal for the construction and operation of a 83,449 square foot warehouse/distribution/manufacturing development on 5.77-acres (gross). No refrigerated warehouse space is proposed as part of this project.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:
1. Specific Plan Design Guidelines

Advisory Notification. 4 AND - EIR Mitigation Measures

Mitigation Measures from EIR No. 466 and the Project Initial Study/Addendum have been incorporated as conditions of approval of this project where appropriate. Beyond these conditions of approval that have been incorporated, development of the project shall conform to the analysis, conclusions, and mitigation measures of EIR No. 466 and the Project Initial Study/Addendum.

Advisory Notification. 5 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

- Exhibit A (Site Plan), Sheets 1-7, dated 1/9/20.
- Exhibit B (Elevations), dated 1/9/20.
- Exhibit C (Floor Plans), dated 1/9/20.
- Exhibit L (Conceptual Landscaping and Irrigation Plans), Sheets 1-5, dated 1/9/20.
- Photometric Plan, dated 1/9/20.

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Federal, State & Local Regulation Compliance (cont.)

Advisory Notification. 6 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

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. 460 (Division of Land)
 - Ord. No. 461 (Road Improvement Standards)
 - Ord. No. 484 (Control of Blowing Sand)
 - Ord. No. 625 (Right to Farm)
 - Ord. No. 630 (Regulating Dogs and Cats)
 - Ord. No. 716 (Abandoned, Neglected or Cruelly Treated Animals)
 - Ord. No. 771 (Controlling Potentially Dangerous & Dangerous Animals)
 - Ord. No. 878 (Regarding Noisy Animals)
 - Ord. No. 655 (Regulating Light Pollution)
 - 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)
 - Ord. No. 916 (Cottage Food Operations)
 - Ord. No. 927 (Regulating Short Term Rentals)
 - Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)

4. Mitigation Fee Ordinances
 - Ord. No. 659 Development Impact Fees (DIF)
 - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Federal, State & Local Regulation Compliance (cont.)

- 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. 7 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:

(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 the Plot Plan, 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 the Plot Plan, 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.

ADVISORY NOTIFICATION DOCUMENT

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

Gen - Custom

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.

1. The Office of the Fire Marshal is required to set a minimum fire flow for the remodel or construction of all commercial buildings per CFC Appendix B and Table B105.1. The applicant/developer shall provide documentation to show there exists a water system capable of delivering said waterflow for 2 to 4 hour(s) duration at 20-PSI residual operating pressure. The required fire flow may be adjusted during the approval process to reflect changes in design, construction type, or automatic fire protection measures as approved by the Fire Prevention Bureau. Specific requirements for the project will be determined at time of submittal. (CFC 507.3, Appendix B)
2. Prior to issuance of the building permit for development, independent paved access to the nearest paved road, maintained by the City shall be designed and constructed by the developer within the public right of way in accordance with Department and County Standards. (CFC 501.4)
3. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)

Flood

Flood. 1

Flood Hazard Report

Plot Plan (PP) 190003 is a proposal for the construction and operation of a 83,449 square foot warehouse/distribution/manufacturing development on 5.77 acres in the Mead Valley Area. The project site is located west of Harvill Avenue, north of Commerce Center Drive, south of Markham Street, and east of Seaton Avenue.

The District maintained Perris Valley MDP Lateral F-1 and F-2 (Drawing No. 4-0638) protect the project site from tributary offsite runoff. Lateral F-1 collects runoff from the north western watershed tributary to the project site. The inlet for Lateral F-1 (collecting approximately 100CFS) is located approximately 200 feet south of the Commerce Center Drive and Seaton Avenue intersection, and is aligned north along Seaton Avenue before heading east along Commerce Center Drive. Lateral F-1 then connects to Line-F

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1 Flood Hazard Report (cont.)

which is aligned southerly along Messenia Lane before discharging east through the existing culvert under RCTC's rail line. The interim inlets for Lateral F-2 (collecting approximately 140 CFS) are located both north and south of Markham Street just west of Seaton Avenue to collect tributary runoff before conveying runoff east to the end of Markham Street where Lateral F-2 discharges into an earthen swale. The earthen swale then conveys the runoff into the existing detention basin built by CFD 88-8.

At this time, the Line F system currently lacks adequate conveyance to Perris Valley Channel and therefore, this development shall mitigate for the incremental increase of peak flow rates to offset the impacts to downstream property owners. The applicant proposes to mitigate increased runoff and water quality treatment in a bioretention basin located at the south east corner of the project site before discharging into the District's existing Perris Valley ADP Line Lateral F-1. A Preliminary Hydrology Study for the Majestic Freeway Business Center Building No. 15 was submitted for review, which analyzed the pre and post developed conditions and sized the proposed basin by comparing the pre and post developed 100-year 24-hour storms. This analysis is sufficient for entitlement, however it should be noted that a proposal for mitigation of the incremental increase of peak flow rates shall be shown on a revised site plan 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. Alternatively the applicant can wait for the construction of the Line F Detention basin (directly east of Interstate 215) proposed as part of the "Perris Valley Commerce Center Specific Plan". Should development of this site occur after the construction of the downstream Line F Detention basin, mitigation for increased runoff will not be required.

PP 190003 is located within the boundaries of the Perris Valley Area Drainage Plan (ADP) for which the Board of Supervisors has adopted drainage fees pursuant to Ordinance No. 460. 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. The current fee for this ADP is \$8,875 per acre which includes \$7,805 per acre for local facilities and \$1,070 per acre for Perris Valley Channel. Per CFD 88-8, in which this project is located, the ADP credit is greater than the corresponding obligation for the local facilities and the \$7,805 per acre fee has been satisfied. However, the Perris Valley Channel portion still applies to all properties within CFD 88-8. The fee due will be based on the fee in effect for Perris Valley Channel at the time of payment. The District will not accept personal or company checks. The drainage fee is required to be paid prior to the issuance of the grading or building permits.

Any questions pertaining to this project may be directed to Michael Venable at 951-955-1248 or mlvenabl@RIVCO.org.

Flood. 2 INCREASED RUNOFF CRITERIA

The development of this site would increase peak flow rates on downstream properties. Mitigation shall be required to offset such impacts. An increased runoff basin shall be shown on the exhibit and calculations supporting the size of the basin shall be submitted to the District for review. The entire area of proposed development will be routed through a detention facility(s) to mitigate increased runoff. All basins must have positive drainage; dead storage basins shall not be acceptable.

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 2 INCREASED RUNOFF CRITERIA (cont.)

Storms to be studied will include the 1-hour, 3-hour, 6-hour and 24-hour duration events for the 2-year, 5-year, and 10-year return frequencies. Detention basin(s) and outlet(s) sizing will ensure that none of these 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 will be used. Constant loss rates shall be used for the 1-hour, 3-hour, and 6-hour events. A variable loss rate shall be used for the 24-hour event.

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 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. Residential homeowners associations are discouraged.

***** Preliminary sizing may be based on the difference in runoff hydrograph volume between the

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 2 **INCREASED RUNOFF CRITERIA (cont.)**

"developed" condition and the "pre-developed" condition for the 24-hour duration event for the 10-year return frequency. Final design of the basin, including a complete hydrology study will not be required until the improvement plan stage of this development. The project may need modifications at the plan check stage in order to comply with the increased runoff criteria.

Planning

Planning. 1 **ALUC General 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.
 - (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.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 1

ALUC General Conditions (cont.)

6. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
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. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 86,319 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
10. 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.
11. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-2034-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
12. The proposed building shall not exceed a height of 44 feet above ground level and a maximum elevation at top point of 1,576 feet above mean sea level.
13. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
14. Temporary construction equipment used during actual construction of the structure shall not exceed 44 feet in height and a maximum elevation of 1,576 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 1 **ALUC General Conditions (cont.)**

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

Planning. 2 **Causes for Revocation**

In the event the use hereby permitted under this permit,
a) is found to be in violation of the terms and conditions of this permit,
b) is found to have been obtained by fraud or perjured testimony, or
c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

Planning. 3 **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. 4 **Existing R/R – CARB Large Spark-Ignition**

CARB's Large Spark-Ignition (LSI) Rule shall apply, which requires in-use fleets to achieve specific hydrocarbon (HC) + NOX fleet average emission level (FAEL) standards that become more stringent over time. Operators are required to label, maintain records, and report each piece of equipment subject to FAEL. The lowest FAEL for large and medium fleets with 25 horsepower or more (greater than 19 kilowatts for 2005 and later model year engines) was to be achieved in 2013. Beginning June 30, 2017, and until June 30, 2023, operators must maintain records, report, and label each piece of equipment subject to a FAEL standard.

Planning. 5 **Existing R/R – Idle Time**

CARB's Diesel-Fueled Commercial Motor Vehicle Idling Regulation shall apply, which requires heavy-duty diesel truck operators (GVWR>10,000 lbs.) to turn off engines after 5 minutes of idling. 2008 and newer MY engines with GVWR>14,000 lbs. are required to be equipped with 5-minute automatic engine shutdown system.

Planning. 6 **Existing R/R – In-Use Off-Road Diesel**

CARB's In-Use Off-Road Diesel Rule shall apply, which Reduces NOX and PM emissions by imposing limits on idling, requiring reporting, restricting addition older vehicles, and requiring the retirement/replacement/ repowering of older engines by fleet size category (small, medium, and large). Performance Requirements to meet fleet averages or comply with BACT are 2014 for Large Fleets, 2017 for medium fleets, and 2019 for smaller fleets.

Planning. 7 **Expiration Date Use Case**

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 10

Logistics/Warehouse – General/Operational Measures (cont.)

2. Facility operators shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.
3. All lighting used in conjunction with a warehouse/distribution facility operations, shall be directed down into the interior of the site and not spill over onto adjacent properties.
4. Facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks (“MHDT”) and Heavy-Heavy Duty (“HHD”) trucks with a gross vehicle weight rating greater than 19,500 pounds accessing the site use year CARB compliant 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the County.
5. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
6. Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
7. Facility operators shall establish specific truck routes between the facility and regular destinations, identifying the most direct routes to the nearest highway/freeway and avoid traveling near sensitive receptors.
8. Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets.
9. Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with AQMD rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
10. If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operations, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.
11. Facility Operation shall comply with the exterior noise decibel levels as required by Ord. 847 (Noise Ordinance), which includes a maximum exterior decibel level of 55 dba (between 7:00 a.m. and 10:00 p.m.) and 45 dba (between 10:00 p.m. and 7:00 a.m.) as measured on adjacent occupied residences, or as modified by the most current version of Ordinance No. 847.
12. 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

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1 GEO190011 ACCEPTED (cont.)

settlement over a distance of over 40 feet.

6. The risk of seiche and tsunami damage following a seismic event at the site is considered low.
7. Dry seismically-induced settlement is calculated to be less than 1 inch.
8. Expansion index testing indicated an Expansion Index of 5 (Very Low).

GEO190011 recommended:

1. Prior to general site grading, existing vegetation, debris, and oversized materials (greater than 6 inches in maximum dimension) should be stripped and disposed outside the construction limits.
2. In order to provide uniform support for the proposed spread foundations and slab-on-grade floors, we recommend the site soils be overexcavated and replaced as engineered fill to a minimum depth of 3 feet from existing grade and at least 3 feet below the bottom of footings, whichever is greater.
3. Prior to scarification and recompaction of the soil, the excavation bottoms should have a minimum relative compaction of 85 percent based on the existing density presented on the boring logs.
4. The overexcavation should extend horizontally at least 5 feet beyond the edges of foundations and a distance equivalent to the thickness of the anticipated fill below the footing, whichever is greater.
5. Total static settlement for foundations designed in accordance with the recommendations presented herein is estimated to be less than 1 inch. Differential static settlement between similarly loaded columns is estimated to be less than ½ inch over 40 feet.

GEO No. 190011 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 190011 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 Of Riverside upon application for grading and/or building permits.

Transportation

Transportation. 1 RCTD - GENERAL

1. With respect to the conditions of approval for the referenced tentative exhibit, the landowner shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Riverside County Road Improvement Standards (Ordinance 461). 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. This ordinance 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.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1

RCTD - GENERAL (cont.)

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. Ramps shall be constructed at the following 4 legs of 4-way and T intersections as directed by the Director of Transportation:
 - a) Harvill Avenue at the intersection with Commerce Center Drive.
 - b) Harvill Avenue at the intersection with Markham Street.
 - c) Seaton Avenue at the intersection with Markham Street.
 - d) Seaton Avenue at the intersection with Commerce Center Drive per Standard No. 403, sheets 1 through 7 of Ordinance 461.
7. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.
8. All corner cutbacks shall be applied per Standard 805, Ordinance 461.
9. The Project shall obtain approval of street improvement plans from the Transportation Department.
10. 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

RCTD-USE - TS/General 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 findings relative to traffic impacts.

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

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2 RCTD-USE - TS/General Conditions (cont.)

based on the traffic study assumptions.

Seaton Avenue (NS) at:

Markham Street (EW)

Commerce Center Drive (EW)

Harvill Avenue (NS) at:

Markham Street (EW)

Commerce Center Drive (EW)

As such, the proposed project is consistent with this General Plan policy.

The associated conditions of approval incorporate mitigation measures identified in the traffic study, which are necessary to achieve or maintain the required level of service.

Plan: PPT190003

Parcel: 314260001

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 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. 2 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. 3 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 Encroachment Permit Required Not Satisfied

An encroachment permit shall be obtained for any work that is to be performed within the District right-of-way or involving District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

060 - Flood. 2 Erosion Control After Rough Grading Not Satisfied

Temporary erosion control measures shall be implemented immediately following rough grading to prevent deposition of debris onto downstream properties or drainage facilities. Plans showing these measures shall be submitted to the District for review and approval.

060 - Flood. 3 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. 4 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.

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.

Plan: PPT190003

Parcel: 314260001

60. Prior To Grading Permit Issuance

Flood

060 - Flood. 4 Mitcharge - Use (cont.) Not Satisfied

The charge is payable to the Flood Control District by cashier's check or money order only, 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.

060 - Flood. 5 Submit Plans Not Satisfied

A copy of the improvement plans, grading plans, BMP improvement plans, and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans must receive District approval prior to the issuance of permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

Planning

060 - Planning. 1 ALUC - Detention Basins Not Satisfied

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

060 - Planning. 2 Logistics/Warehouse – Grading Plan Notes Not Satisfied

Prior to grading permit issuance, the following measures shall be noted on grading 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. The maximum daily disturbance area (actively graded area) shall not exceed 10 acres per day. Non-Grading construction activity in areas greater than 10 acres is allowed.
4. Construction contractors shall utilize construction equipment, with properly operating and maintained mufflers, consistent with manufacturers' standards.
5. 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.
6. The surrounding streets shall be swept on a regular basis, to remove any construction related debris and dirt.
7. Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.

Plan: PPT190003

Parcel: 314260001

60. Prior To Grading Permit Issuance

Planning

060 - Planning. 2 Logistics/Warehouse – Grading Plan Notes (cont.) Not Satisfied

8. 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.

9. Construction Contractors shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.

10. 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.

11. Facility construction shall comply with the hours of operation and exterior noise decibel levels as required by Riverside County Ordinance No. 847 ("Noise Ordinance").

060 - Planning. 3 Logistics/Warehouse – Grading Traffic Control Plan Not Satisfied

Prior to grading 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 operations. This is in addition to a Traffic Impact Study as may be required for the environmental review process.

060 - Planning. 4 MM Air 1, 2, 10 – Grading Plan Notes Not Satisfied

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

MM Air 1: During construction, mobile construction equipment will be properly maintained at an offsite location before mobilization to the site, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.

MM Air 2: Prohibit all vehicles from idling in excess of thirty minutes, both on-site and off-site.

MM Air 10:

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

b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB compliant.

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

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

Plan: PPT190003

Parcel: 314260001

60. Prior To Grading Permit Issuance

Planning

060 - Planning. 4 MM Air 1, 2, 10 – Grading Plan Notes (cont.) Not Satisfied
e) Construction activities shall comply with South Coast Air Quality Management District (SCAQMD) Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and equipment travel on unpaved roads.

060 - Planning. 5 MM Noise 1-3 – Grading Plan Notes Not Satisfied

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

MM Noise 1: To reduce construction-related noise, site preparation, grading and construction activities within one-quarter mile of occupied residences shall be limited to those hours as set forth in Section 1.G.1 of Riverside County Ordinance No. 457.

MM Noise 2: All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.

MM Noise 3: Construction staging areas shall not be located close to any occupied residence.

MM Noise 4: No combustion powered equipment, such as pumps or generators, shall be allowed to operate within 500 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.

Planning-EPD

060 - Planning-EPD. 1 30-day Burrowing Owl Preconstruction Survey Prior to Grading 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, or building permit whichever comes first, 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 Surveys Prior to Grading - 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

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 2 MBTA Nesting Bird Surveys Prior to Grading - EPD (cont.) Not Satisfied
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, or building whichever comes first, 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 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.

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 2 RCTD - FILE L&LMD APPLICATION (cont.) Not Satisfied

060 - Transportation. 3 RCTD - SUBMIT GRADING PLANS Not Satisfied

The project proponent shall submit two sets of grading plans (24-inch x 36-inch) 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.

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

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.

Fire

080 - Fire. 1 Prior to permit - Access Not Satisfied

1. Prior to issuance of Building Permits, the applicant/developer shall provide the Office of the Fire Marshal with an approved site plan for Fire Lanes and signage. (CFC 501.3)
2. The Fire Department emergency vehicular access road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The approved fire access road shall be in place during the time of construction. Temporary fire access roads shall be approved by the Fire Prevention Bureau. (CFC 501.4)
3. Prior to construction, all locations where structures are to be built shall have an approved Fire Department access based on street standards approved by the Office of the Fire Marshal. (CFC 501.4)

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 1 ALUC - Detention Basins (cont.) Not Satisfied
designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

080 - Planning. 2 ALUC - FAA Max Height Not Satisfied
The proposed building shall not exceed a height of 44 feet above ground level and a maximum elevation at top point of 1,576 feet above mean sea level.

080 - Planning. 3 ALUC - Noise Attenuation Not Satisfied
Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

080 - Planning. 4 Break Areas Not Satisfied
Prior to initial building permit the break areas shown on APPROVED EXHIBIT A shall be shown on proposed building plans and final landscape plans as applicable.

Additionally, prior to initial building permit or tenant improvement building permit (including subsequent tenant improvements), the project proponent shall consider the provision of additional outdoor break areas or patios to accommodate the number of employees anticipated in the building since the type of tenant and amount of employees may vary. These additional areas may reduce the amount of landscape areas or parking areas on the site as long as the minimum landscape and parking is provided pursuant to Ordinance No. 348.

080 - Planning. 5 CAP Screening Table Measures Not Satisfied
Prior to building permit issuance, appropriate building construction measures shall apply to achieve the minimum 100 points on the Riverside County Climate Action Plan Commercial Screening Tables. The conceptual measures anticipated for the project are included as an appendix to the project Addendum. The conceptual measures may be replaced with other measures as listed in the table included with the project Initial Study/Addendum, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

080 - Planning. 6 Conform to Elevations/Floor Plans Not Satisfied
Elevations and Floor Plans of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBIT B and the floor plans shown on APPROVED EXHIBIT C.

080 - Planning. 7 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. 8 Logistics/Warehouse – Building Plan Design Not Satisfied

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 8 Logistics/Warehouse – Building Plan Design (cont.) Not Satisfied

Prior to building permit issuance, the following measures shall be incorporated into the building design and appropriately noted:

1. Warehouse/distribution facilities shall install electrical panels and conduit to facilitate current electrical connections of diesel engine trucks to eliminate idling of main and auxiliary engines during the loading and unloading process at either the dock doors or a separate designated location where the trucks would park and connect. These connections shall be provided to at a rate of no less than 20% of the dock doors for the facility.
2. Warehouse/distribution facilities shall install electrical panels and conduit to facilitate future electrical connections of diesel or electric primary engine trucks to eliminate idling of main and auxiliary engines during the loading and unloading process at either the dock doors or a separate designated location where the trucks would park and connect.
3. All lighting used in conjunction with a warehouse/distribution facility operations, shall be directed down into the interior of the site and not spill over onto adjacent properties.
4. A minimum of 5% or as required by the Cal Green Code, whichever is greater of employee parking spaces shall be designated for electric or other alternative fueled vehicles.
5. On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.

080 - Planning. 9 Logistics/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. The maximum daily disturbance area (actively graded area) shall not exceed 10 acres per day. Non-Grading construction activity in areas greater than 10 acres is allowed.
4. Construction contractors shall utilize construction equipment, with properly operating and maintained mufflers, consistent with manufacturers' standards.
5. 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.
6. The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 9 Logistics/Warehouse – Building Plan Notes (cont.) Not Satisfied

7. Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.

8. 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.

9. 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.

10. 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. 10 Logistics/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 operations. This is in addition to a Traffic Impact Study as may be required for the environmental review process.

080 - Planning. 11 MM Air 1, 2, 10 – Building Plan Notes Not Satisfied

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

MM Air 1: During construction, mobile construction equipment will be properly maintained at an offsite location before mobilization to the site, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.

MM Air 2: Prohibit all vehicles from idling in excess of thirty minutes, both on-site and off-site.

MM Air 10:

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

b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB compliant.

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

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

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

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

g) Street sweepers shall be certified by the SCAQMD as meeting SCAQMD Rule 1186.1 "Less

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 11 MM Air 1, 2, 10 – Building Plan Notes (cont.) Not Satisfied
Polluting Street Sweepers” sweeper certification procedures.

080 - Planning. 12 MM Air 11 – EV Charging Stations Not Satisfied

Prior to building permit issuance, building plans shall show as applicable the minimum number of automobile electric vehicle (EV) charging stations required by the California Code of Regulations Title 24, unless an additional amount is required pursuant to Ordinance No. 348 requirements. In addition, the buildings shall include an electrical system and other infrastructure sufficiently-sized with maximum panel loads and the building plans shall indicate an area on the site where EV truck charging stations can be installed and supplied with future sufficient electrical infrastructure per Southern California Edison requirements to accommodate the potential installation of additional auto and truck EV charging stations in the future. Prior to building permit issuance conduit shall be installed to this area to facilitate future installation of the necessary electrical infrastructure. The conduit for the electrical system and infrastructure must be clearly labeled on building plans and be specified in sale and lease agreements which informs future building occupants/owners of the existence of the conduit for this infrastructure.

080 - Planning. 13 MM Air 12 – Truck Electrical Conduit Not Satisfied

Prior to building permit issuance, building plans shall as applicable conduit installed to tractor trailer parking areas in logical locations mutually determined by the County and Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available.

080 - Planning. 14 MM Noise 1-3 – Building Plan Notes Not Satisfied

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

MM Noise 1: To reduce construction-related noise, site preparation, grading and construction activities within one-quarter mile of occupied residences shall be limited to those hours as set forth in Section 1.G.1 of Riverside County Ordinance No. 457.

MM Noise 2: All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.

MM Noise 3: Construction staging areas shall not be located close to any occupied residence.

MM Noise 4: No combustion powered equipment, such as pumps or generators, shall be allowed to operate within 500 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.

080 - Planning. 15 Parcel Merger Not Satisfied

Prior to the issuance of a building permit, the applicant, in accordance with Ordinance No. 460, shall obtain an approved Parcel Merger establishing the whole site as one parcel. Documentation showing the recordation of the Parcel Merger shall be submitted to the Planning Department prior to issuance of the first building permit for Plot Plan No. 190003. The proposed parcel shall comply with all applicable development standards for the parcel's zone classification as provided in Ordinance No. 348.

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 15 Parcel Merger (cont.) Not Satisfied

080 - Planning. 16 Parking Spaces Verification Not Satisfied

Prior to issuance of any tenant improvement building permit, a plan for parking and trailer stalls including striping and other measures as may be appropriate shall be provided to show that adequate standard vehicle parking will be provided onsite based on applicable parking rates.

080 - Planning. 17 Plans Showing Bike Racks Not Satisfied

Bike rack spaces or bike lockers shall be shown on the project's parking and landscaping plan submitted to the Planning Department for approval.

080 - Planning. 18 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. 19 School Mitigation Not Satisfied

Impacts to the Val Verde Unified School District shall be mitigated in accordance with California State law.

080 - Planning. 20 Wall/Fencing Plan Required Not Satisfied

A wall and fencing plan shall be submitted showing all wall and fence locations and typical views of all types of fences or walls proposed. This plan shall require anti-graffiti coatings on fences and walls, where applicable. This plan shall be in substantial conformance with the wall/fence locations and designs shown on APPROVED EXHIBIT A and APPROVED EXHIBIT B.

080 - Planning. 21 Waste Management Clearance Not Satisfied

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the following:

The developer shall provide adequate areas for collecting and loading recyclable materials such as paper products, glass and green waste in commercial, industrial, public facilities and residential development projects.

Planning-EPD

080 - Planning-EPD. 1 30-day Burrowing Owl Preconstruction Survey Prior to Buildir 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, or building permit whichever comes first, 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)

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 4 Landscape Plot Plan/Permit Required (cont.) Not Satisfied

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. 5 Landscape Project Specific Requirements 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

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80. Prior To Building Permit Issuance

Transportation

- 080 - Transportation. 5 Landscape Project Specific Requirements (cont.) Not Satisfied
- throughout the useful plant life, and replaced with an equal or lesser 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.
 - Project shall use 25% 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" 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. 6 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 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.
- (2) Streetlights.
- (3) Street sweeping.
- (4) Community Trail along Seaton Avenue.

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.

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Transportation

080 - Transportation. 6 RCTD - ANNEXATION INTO L&LMD OR OTHER DISTRICT Not Satisfied

(4) Streetlight Authorization form from SCE or other electric provider.

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 and submitted to the Transportation Department. Plans shall be submitted on standard County format (24-inch x 36-inch). Landscaping plans shall be with the street improvement plans.

080 - Transportation. 8 RCTD - LIGHTING PLAN Not Satisfied

A separate street and/or bridge light plan shall be approved by the Transportation Department. Street and/or bridge 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 - TS/Design Not Satisfied

The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location:

Harvill Avenue (NS) at Markham Street (EW)

Seaton Avenue (NS) at Cajalco Expressway (EW)

NOTE: The construction of these improvement anticipated to be done by Buildings 1, 3, and 4. In the event the construction does not occur, the fair share cash in-lieu of 10.5% shall be paid for these improvements.

Harvill Avenue (NS) at Cajalco Expressway (EW)

NOTE: The construction of these improvement anticipated to be done by Buildings 1, 3, and 4. In the event the construction does not occur, the fair share cash in-lieu of 2.5% shall be paid for these improvements.

or as approved by the Transportation Department.

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 10 RCTD-USE - TS/Design (cont.) Not Satisfied

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

080 - Transportation. 11 RCTD-USE - TS/Geometrics Not Satisfied

The intersection of Harvill Avenue (NS) at Markham Street (EW) shall be signalized and improved to provide the following geometrics:

Northbound: one left-turn lane, one through lane, one shared through/right-turn lane
Southbound: one left-turn lane, one through lane, one shared through/right-turn lane
Eastbound: one left-turn lane, one through lane, one right-turn lane
Westbound: one left-turn lane, one shared through/right-turn lane

The intersection of Project Access (NS) at Markham Street (EW) shall be improved to provide the following geometrics:

Northbound: one right-turn lane
Southbound: N/A
Eastbound: one left-turn lane, one through lane, one shared through/right-turn lane
Westbound: two through lanes

NOTE: This access shall be restricted to right-in/right-out turning movements. Left-turns are prohibited.

The intersection of Project Central and East Access Driveways (NS) at Commerce Center Drive (EW) shall be improved to provide the following geometrics:

Northbound: N/A
Southbound: one shared left-turn/right-turn lane
Eastbound: one shared left-turn/through lane
Westbound: one shared through/right-turn lane
NOTE: Appropriate signage and/or channelization shall be provided to prohibit exiting trucks from traveling westbound on Commerce Center Drive.

The intersection of Seaton Avenue (NS) at Cajalco Expressway (EW) shall be signalized and improved to provide the following geometrics:

Northbound: one left-turn lane, two through lanes, one free right-turn lane
Southbound: two left-turn lanes, two through lanes, one right-turn lane
Eastbound: one left-turn lane, two through lanes, one right-turn lane
Westbound: two left-turn lanes, two through lanes, one right-turn lane
NOTE: The construction of these improvement anticipated to be done by Buildings 1, 3, and 4. In the event the construction does not occur, the fair share cash in-lieu of 10.5% shall be paid for these improvements.

The intersection of Harvill Avenue (NS) at Cajalco Expressway (EW) shall be signalized and improved to provide the following geometrics:

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 11 RCTD-USE - TS/Geometrics (cont.) Not Satisfied

Northbound: one left-turn lane, two through lanes, one free right-turn lane

Southbound: two left-turn lanes, two through lanes, one right-turn lane

Eastbound: one left-turn lane, two through lanes, one right-turn lane

Westbound: two left-turn lanes, two through lanes, one right-turn lane

NOTE: The construction of these improvement anticipated to be done by Buildings 1, 3, and 4. In the event the construction does not occur, the fair share cash in-lieu of 2.5% shall be paid for these improvements.

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.

Waste Resources

080 - Waste Resources. 1 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. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources, 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 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.

Plan: PPT190003

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80. Prior To Building Permit Issuance

Waste Resources

080 - Waste Resources. 2 Waste Recycling Plan (cont.) Not Satisfied

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.

Planning

090 - Planning. 1 Accessible Parking Not Satisfied

A minimum of 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 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 CAP Screening Table Measures Not Satisfied

Prior to building permit final/occupancy, appropriate pre-operation measures shall apply to achieve the minimum 100 points on the Riverside County Climate Action Plan Commercial Screening Tables. The conceptual measures anticipated for the project are included as an appendix to the project

Plan: PPT190003

Parcel: 314260001

90. Prior to Building Final Inspection

Planning

090 - Planning. 2 CAP Screening Table Measures (cont.) Not Satisfied

Addendum. The conceptual measures may be replaced with other measures as listed in the table included with the project Initial Study/Addendum, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

090 - Planning. 3 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. 4 Logistics/Warehouse – NOx Contribution Not Satisfied

Prior to Building Final Inspection, the project applicant shall submit to the County a contribution of \$23,692 to be used by the County towards projects to off-set air quality impacts in the Mead Valley Area. Funds shall be maintained separately and shall not be comingled with County General funds or spent on other County projects unrelated to Mead Valley. Funds shall be used solely for purposes of benefitting the Mead Valley Area. In-lieu of a cash contribution, a similar valued contribution may be made to the County as approved by the TLMA Director.

090 - Planning. 5 Logistics/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. 6 MM Air 8 and Existing R/R – Carpool/Vanpool Not Satisfied

Prior to final inspection, the project shall provide preferential parking spaces for carpools and

Plan: PPT190003

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90. Prior to Building Final Inspection

Planning

090 - Planning. 6 MM Air 8 and Existing R/R – Carpool/Vanpool (cont.) Not Satisfied
vanpools. Those parking spaces dedicated for vanpool access shall have a minimum 7'2" vertical clearance.
The 2016 Cal Green Code § 5.106.5.2 requires that new projects or additions or alterations that add 10 vehicles or more vehicular parking spaces provide designated parking for any combination of low-emitting fuel-efficient and carpool/van pool vehicles.

090 - Planning. 7 Parking Paving Material Not Satisfied
A minimum of 67 parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department and pursuant to the prior condition of approval titled Parking Spaces Verification and any approved parking plan. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

090 - Planning. 8 Parking Spaces Verification Not Satisfied
Prior to occupancy of any tenant improvement building permit, verification on implementation of the plan for parking and trailer stalls shall be provided to show that adequate standard vehicle parking will be provided onsite based on applicable parking rates.

090 - Planning. 9 Roof Equipment Shielding Not Satisfied
Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

Transportation

090 - Transportation. 1 0090-Transportation-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.

090 - Transportation. 2 Landscape Inspection and Drought Compliance 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.

Plan: PPT190003

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 2 Landscape Inspection and Drought Compliance (cont.) Not Satisfied

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

090 - Transportation. 3 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. 4 RCTD - EXISTING CURB AND GUTTER Not Satisfied

On existing curb and gutter, new driveway, sidewalks, and/or drainage devices within County right-of-way, including sewer and water laterals, on Harvill Avenue, Markham Street, Seaton Avenue, and Commerce Center Drive shall be constructed within the dedicated right-of-way in accordance with County standards, Ordinance 461. Such construction shall be shown on existing street improvement plans and approved and permitted by the Transportation Department.

Process a plan revision through the Plan Check Section per Section I, Part E, page 10 of the "Policies and Guidelines" available on the Internet at:

<http://rctlma.org/trans/General-Information/Pamphlets-Brochures>.

If you have questions, please call the Plan Check Section at (951) 955-6527.

NOTE:

1. The driveways shall be constructed in accordance with County Standard No. 207A.
2. An 8 foot d.g. Community Trail and split rail PVC fence shall be constructed along Seaton Avenue (project boundary) per Standard No. 405 page (1 of 2) and (2 of 2), Ordinance 461 and as directed by the Planning Department and Director of Transportation.
3. ADA compliance Ramps shall be constructed at all 4 legs of 4-way intersections per Standard No. 403 sheets 1 through 7 of Ordinance 461.
4. A 6 foot concrete sidewalks along Markham Street shall be constructed adjacent to the curb-line within the 11 foot parkway.
5. A 5 foot concrete sidewalk along Seaton Avenue shall be constructed 4 feet from the curb line within the 26 foot parkway.
6. Before you prepare the street improvement plan(s), please review the Street Improvement Plan Policies and Guidelines from the Transportation Department Web site: <http://rctlma.org/trans/General->

Plan: PPT190003

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4 RCTD - EXISTING CURB AND GUTTER (cont.) Not Satisfied
Information/Pamphlets-Brochures.

090 - Transportation. 5 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 Harvill Avenue, Markham Street, Seaton Avenue, and Commerce Center Drive.

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 first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

1. Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 824.

090 - Transportation. 7 RCTD - STREETLIGHT 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 - TS/Installation Not Satisfied

The project proponent shall be responsible for the design and construction of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location:

Harvill Avenue (NS) at Markham Street (EW)

Seaton Avenue (NS) at Cajalco Expressway (EW)

NOTE: The construction of these improvement anticipated to be done by Buildings 1, 3, and 4. In the event the construction does not occur, the fair share cash in-lieu of 10.5% shall be paid for these

Plan: PPT190003

Parcel: 314260001

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 9 RCTD-USE - TS/Installation (cont.) Not Satisfied
improvements.

Harvill Avenue (NS) at Cajalco Expressway (EW)

NOTE: The construction of these improvement anticipated to be done by Buildings 1, 3, and 4. In the event the construction does not occur, the fair share cash in-lieu of 2.5% shall be paid for these improvements.

or as approved by the Transportation Department.

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

Waste Resources

090 - Waste Resources. 1 Organics Recycling Not Satisfied

Prior to final building inspection, applicants 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. To obtain Form D, please contact the Recycling Section at 951-486-3200, or email to: Waste-CompostingRecycling@rivco.org

090 - Waste Resources. 2 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 an on-site inspection by the Riverside County 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: February 27, 2019

TO:

Riv. Co. Transportation Dept.
Riv. Co. Environmental Health Dept.
Riv. Co. Fire Department (Riv. Office)
Riv. Co. Building & Safety – Grading
Riv. Co. Building & Safety – Plan Check
P.D. Environmental Programs Division
P.D. Geology Section
Riv. Co. Trans. Dept. – Landscape Section
P.D. Archaeology Section
Riv. Co. Surveyor
Riverside Transit Agency

Riv. Co. Sheriff's Dept.
Riv. Co. Waste Resources Management Dept.
Riv. Co. Airport Land Use Commission
March Air Reserve Base, Attn.
Mead Valley Municipal Advisory Council (MAC)
Board of Supervisors - Supervisor: Jeffries
Planning Commissioner: 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.
CALTRANS District # 8
Santa Ana Reg. Water Quality Control Board
South Coast Air Quality Management District
California Department of Fish and Wildlife
United States Fish and Wildlife Service

PLOT PLAN NO. 190003 (PPT190003) – Applicant: Majestic Realty – Engineer/Representative: T&B Planning, Inc. – First Supervisorial District – North Perris Zoning Area – Mead Valley Area Plan: Community Development: Light Industrial (CD:LI) – Location: Westerly of Harvill Avenue, northerly of Commerce Center Drive, southerly of Markham Street, easterly of Seaton Avenue – 5.77 Gross Acres – Zoning: Industrial Park (I-P), Manufacturing – Service Commercial (M-SC) – **REQUEST:** The Plot Plan is a proposal for the construction and operation of a 86,319 square foot warehouse/distribution/manufacturing development on 5.77-acres (gross). – APNs: 314-260-001, 314-260-002, 314-260-003, 314-260-004, 314-260-005, 314-260-006, 314-260-007, 314-260-008, 314-260-009, 314-270-015, 314-270-016, 314-270-017, 314-270-018, 314-270-019, 314-270-020, 314-270-022, 314-270-023. Related Cases: SP00341, EIR0466 – **BBID: 308-876-726**

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*

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 March 14, 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.

Any questions regarding this project, should be directed to Russell Brady, Project Planner at (951) 955-3025, or e-mail at rbrady@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



April 18, 2019

Mr. John Hildebrand, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Gary Youmans
Temecula

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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.: ZAP1353MA19
Related File Nos.: PPT190003 (Plot Plan)
Compatibility Zone: Zone C2
APNs: 314-260-001 through 314-260-009; 314-270-015 through 314-270-023

Dear Mr. Hildebrand:

On April 11, 2019, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case No. PPT190003 (Plot Plan), a proposal to construct an 86,319 square foot industrial manufacturing building on 5.77 acres located northerly of Commerce Center Drive, westerly of Harvill Avenue, easterly of Seaton Avenue, and southerly of Markham Street 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, as amended at the meeting to incorporate the provisions of the FAA's Determination of No Hazard to Air Navigation letter issued on March 25, 2019 (amended conditions, as added pursuant to FAA letter submitted at the hearing, shown in **bold type**).

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.
 - (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. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
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. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. This project has been evaluated for 86,319 square feet of manufacturing area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

The following conditions were added at the April 11, 2019 ALUC hearing.

11. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-2034-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.**

12. The proposed buildings shall not exceed a height of 44 feet above ground level and a maximum elevation at top point of 1,576 feet above mean sea level.
13. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
14. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 44 feet in height and a maximum elevation of 1,576 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
15. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure(s).

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
Aeronautical Study Numbers 2019-AWP-2034-OE

cc: Majestic Freeway Business Center, LLC/Majestic Realty Co. (applicant/landowner)
T&B Planning, Inc. – Attn.: George Atalla (representative)
Gary Gosliga, March Inland Port Airport Authority
Daniel “Rock” Rockholt, March Air Reserve Base
ALUC Case File

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Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2019-AWP-2034-OE

Issued Date: 03/25/2019

John Semcken
 Majestic Realty Co.
 13191 Crossroads Parkway
 6th Floor
 City of Industry, CA 91746

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Majestic Freeway Business Center - Bldg 15
 Location: Perris, CA
 Latitude: 33-51-05.38N NAD 83
 Longitude: 117-15-35.39W
 Heights: 1532 feet site elevation (SE)
 44 feet above ground level (AGL)
 1576 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/25/2020 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-2034-OE.

Signature Control No: 398292088-400450624

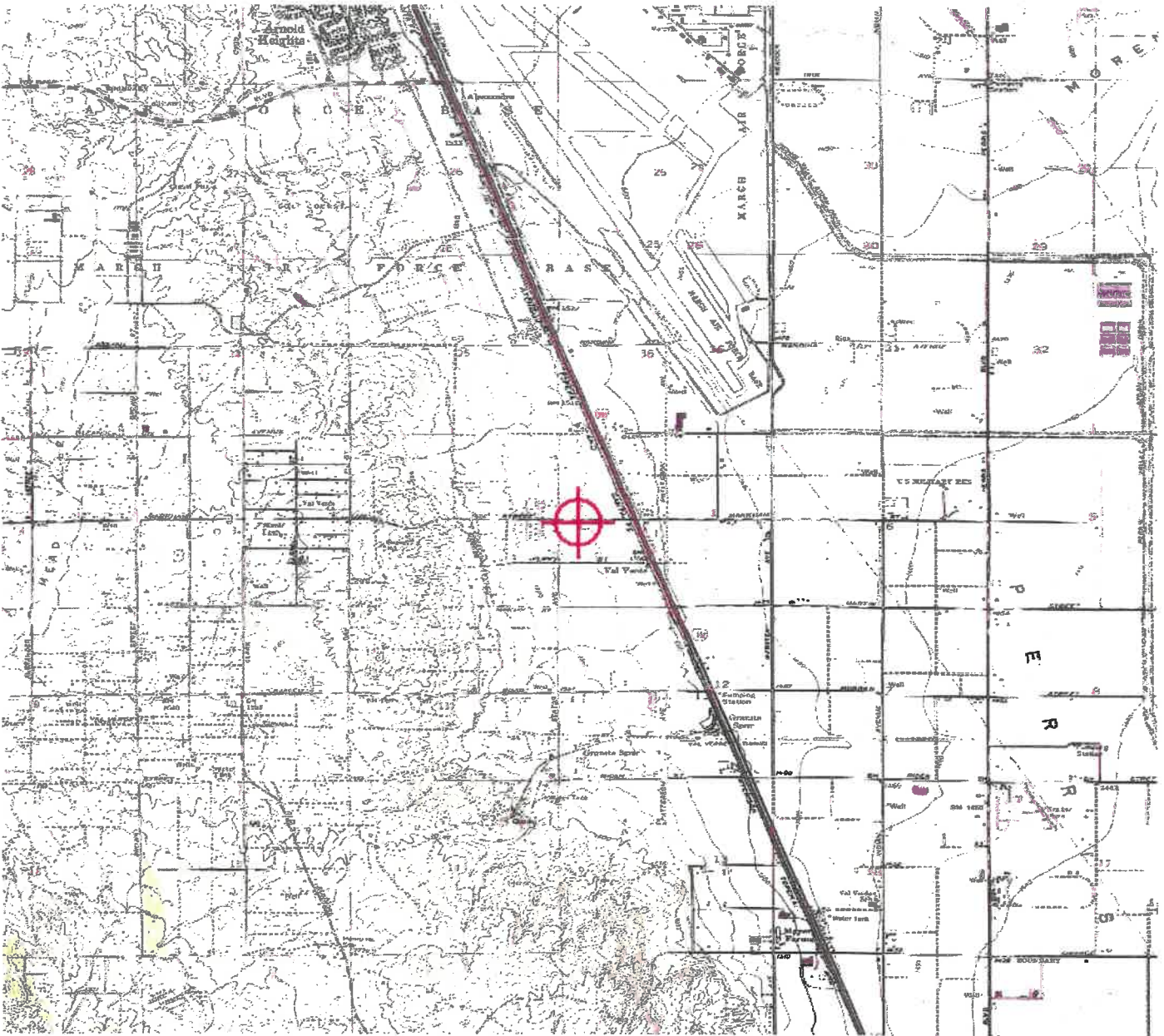
(DNE)

Karen McDonald
Specialist

Attachment(s)

Map(s)

TOPO Map for ASN 2019-AWP-2034-OE

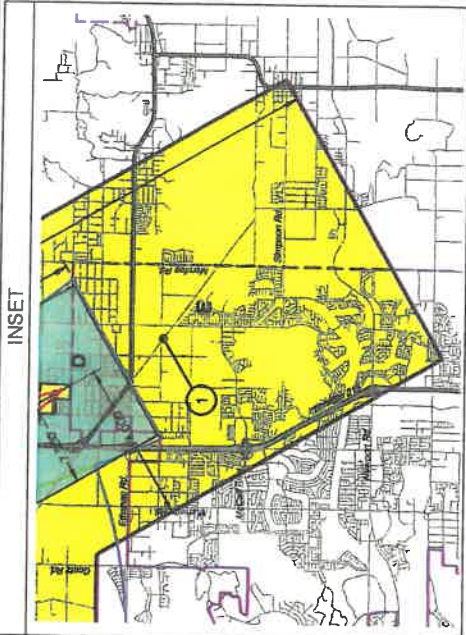
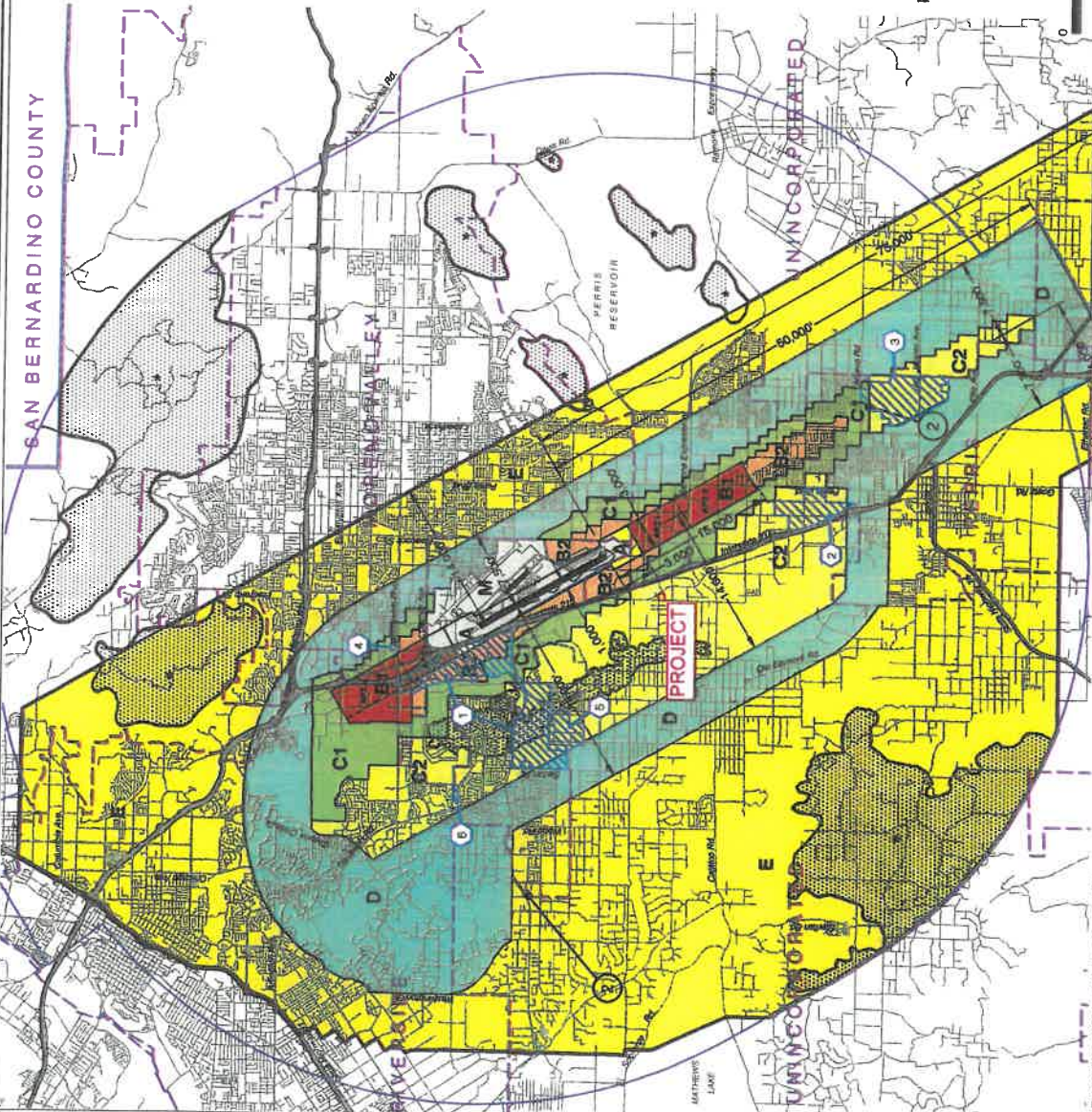


NOTICE OF AIRPORT IN VICINITY

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

LEGEND

- Compatibility Zones**
- Zone A
 - Zone B1
 - Zone B2
 - Zone C1
 - Zone C2
 - Zone D
 - Zone E
 - Zone M
- High Terrain Zone**
 FAR Part 77 Military Outer Horizontal Surface Limits
 FAR Part 77 Notification Area
- Boundary Lines**
- March Air Reserve Base / Air Force Property
 - March Joint Powers Authority
 - Property Line
 - County Boundary
 - City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)**
- 1 March JPA, March Business Center/Meridian
 - 2 Perris: Harvest Landing
 - 3 Perris: Park West
 - 4 Moreno Valley: Affordable Housing
 - 5 March JPA, Ben Clark Training Center
 - 6 Riverside: Ridge Crest Subdivision
- 1** Point at which aircraft on Runway 32 (LS approach) descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- 2** Point at which departing aircraft typically reach 3,000 feet above runway end.



Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
 (Adopted November 13, 2014)

Map MA-1
Compatibility Map
 March Air Reserve Base / Inland Port Airport

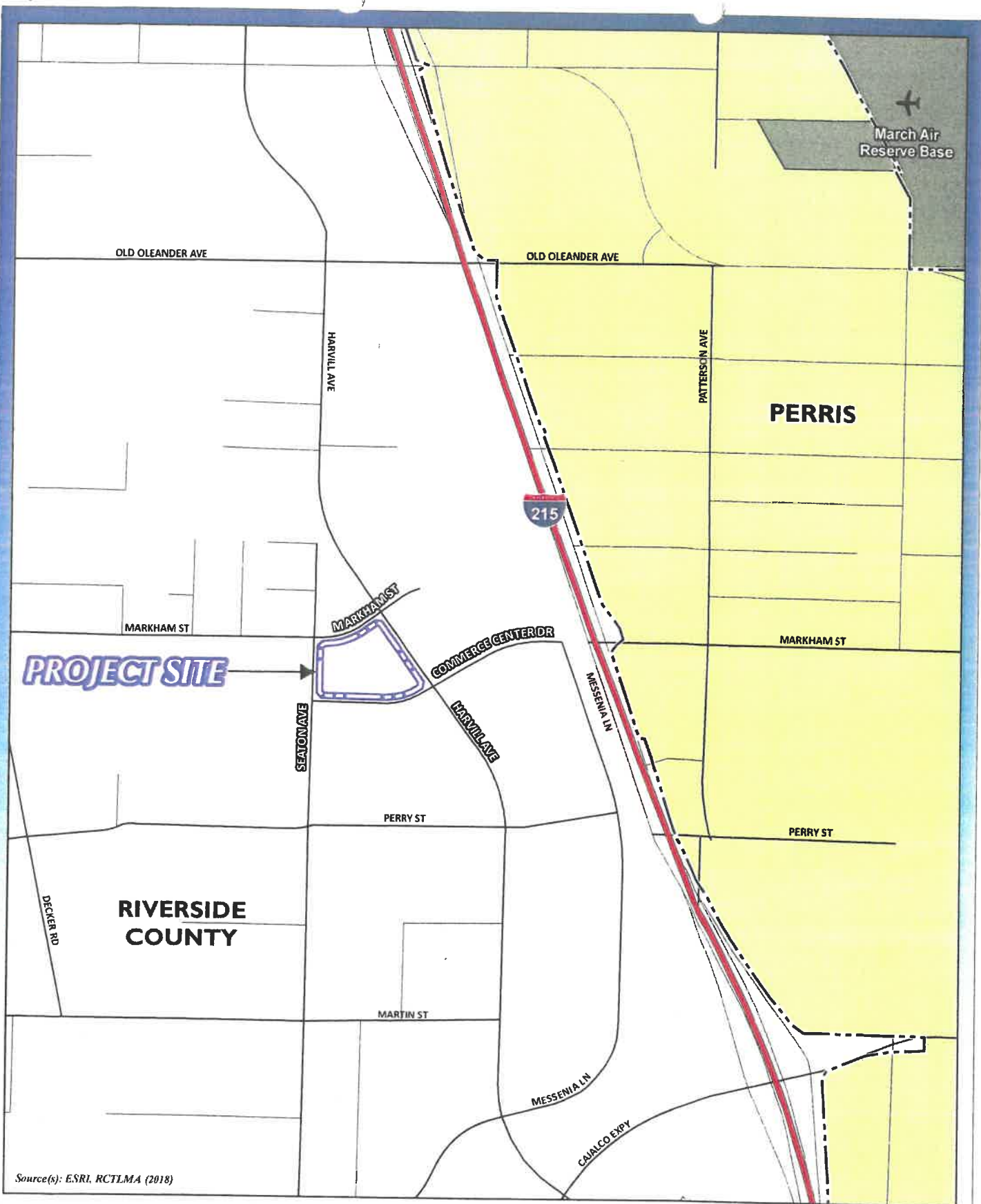
Note:
 All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

Prepared by Mead & Hunt, Inc. (June 2013)



Source(s): ESRI, RCTLMA (2018)

MAJESTIC FREEWAY BUSINESS CENTER - BUILDING 15

Date: December 2018



VICINITY MAP

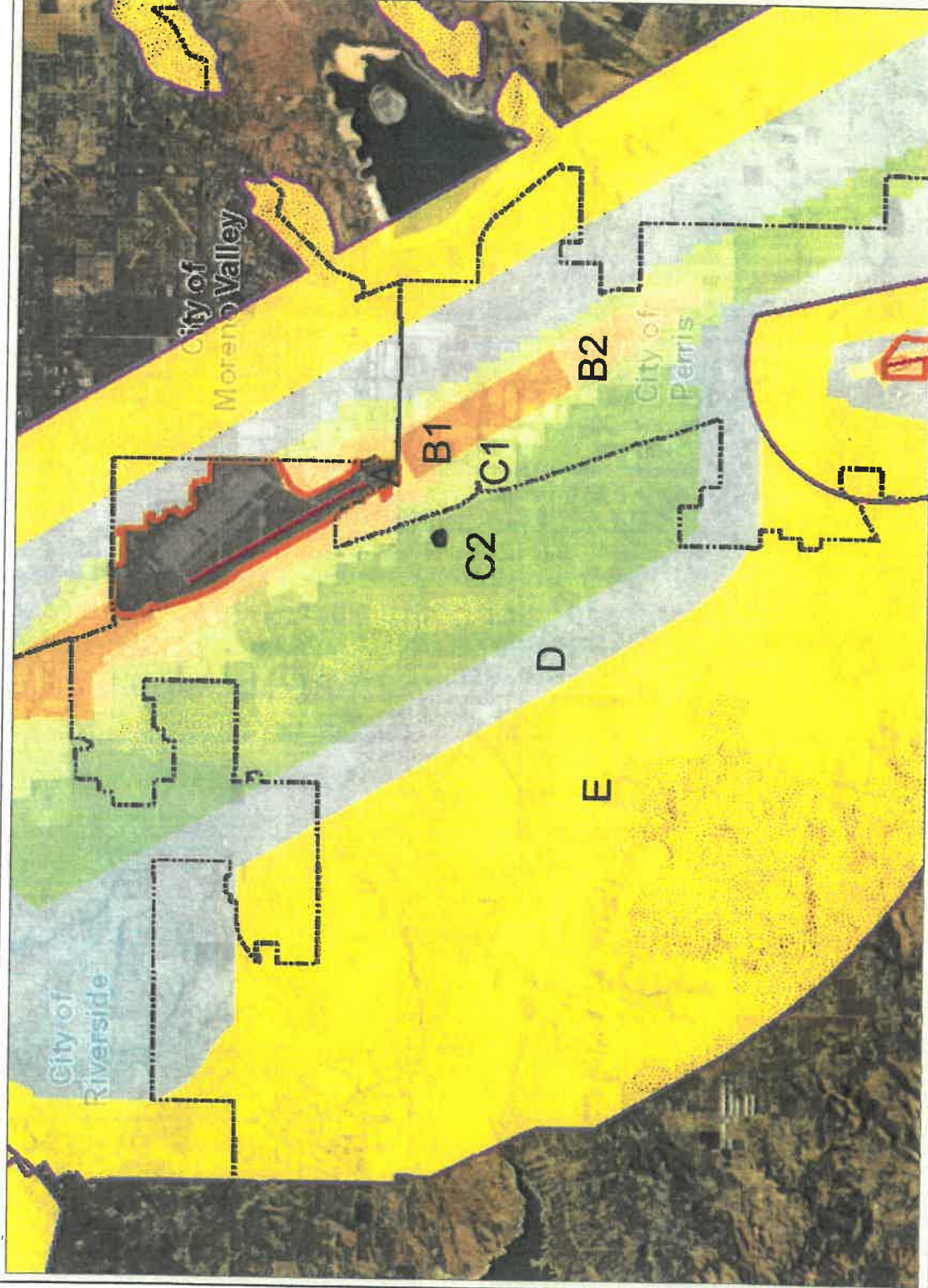
Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- OTHER COMPATIBILITY ZONE

A	A-EXC1
B1	B1
B1-APZ I	B1-APZ I
B1-APZ I-EXC1	B1-APZ I-EXC1
B1-APZ II	B1-APZ II
B1-APZ II-EXC1	B1-APZ II-EXC1
B1-EXC1	B1-EXC1
B2	B2
B2-EXC1	B2-EXC1
C	C
C1	C1
C1-EXC1	C1-EXC1
C1-EXC3	C1-EXC3
C1-EXC4	C1-EXC4
C1-HIGHT	C1-HIGHT
C2	C2
C2-EXC1	C2-EXC1
C2-EXC2	C2-EXC2
C2-EXC3	C2-EXC3
C2-EXC5	C2-EXC5
C2-EXC6	C2-EXC6



Notes

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.

0 12 24,254 Feet

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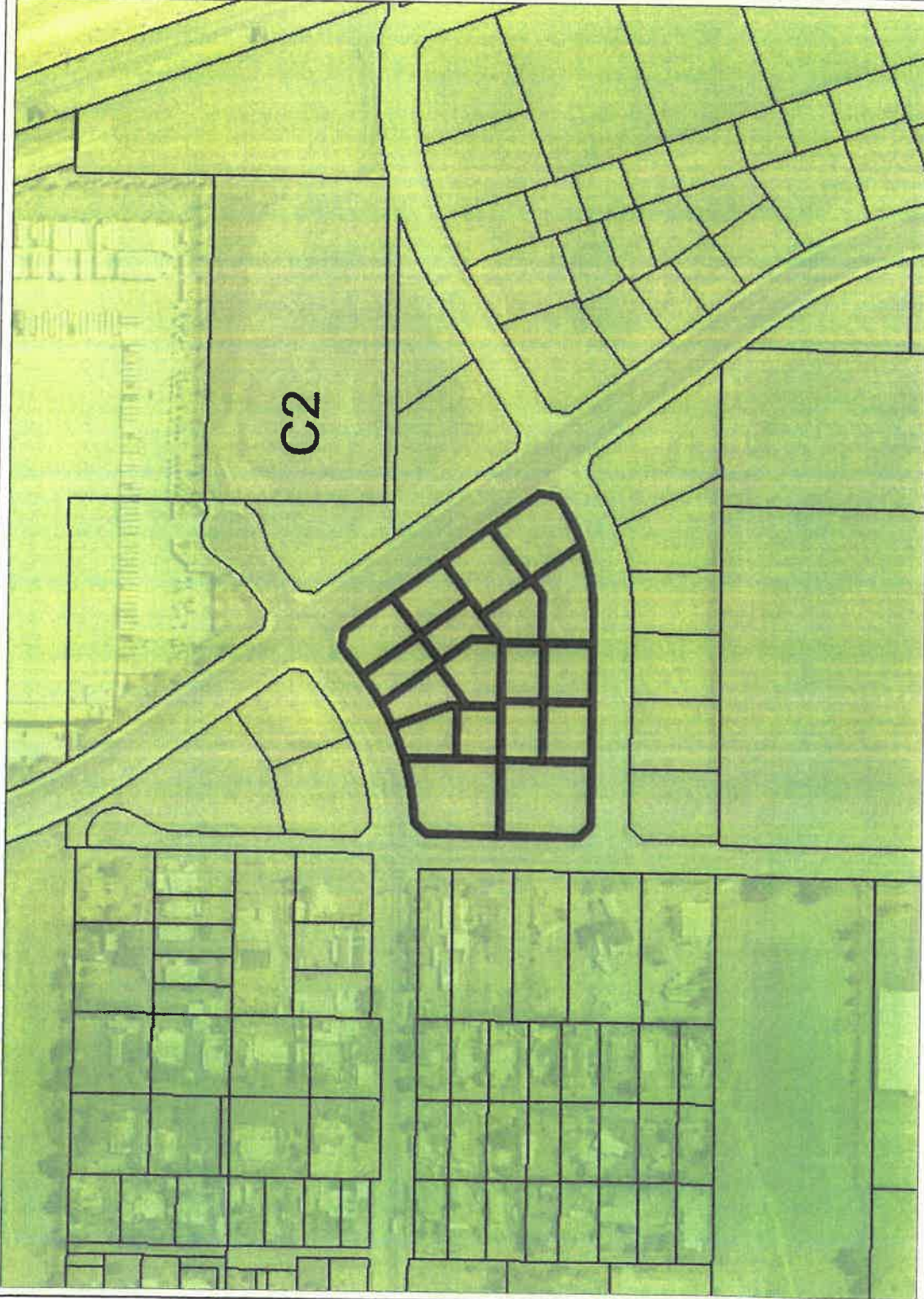
© Riverside County GIS

Map My County Map



- Legend**
- Parcels
 - Runways
 - Airports
 - Airport Influence Areas
 - Airport Compatibility Zones
 - OTHER COMPATIBILITY ZONE

- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



Notes

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0 379 758 Feet

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Map My County Map




Legend

- Blue Line Streams
- City Areas
- World Street Map

Notes

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ACI



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REPORT PRINTED ON... 2/22/2019 12:03:21 PM

© Riverside County GIS

Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map

Notes

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0 1 3,032 Feet 516

REPORT PRINTED ON... 2/22/2019 12:03:43 PM

© Riverside County GIS

Map My County Map



Legend

- Parcels
- Blue line Streams
- City Areas
- World Street Map

Notes

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0 379

758 Feet

REPORT PRINTED ON... 2/22/2019 12:00:52 PM

© Riverside County GIS

1. The architect shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities. The architect shall also be responsible for coordinating with the contractor to ensure that all construction is completed in accordance with the approved plans and specifications.

2. The architect shall provide the contractor with all necessary information and documents to enable the contractor to perform the work in accordance with the approved plans and specifications.

3. The architect shall be responsible for reviewing and approving all construction documents, including but not limited to, drawings, specifications, and contracts.

4. The architect shall be responsible for providing the contractor with all necessary information and documents to enable the contractor to perform the work in accordance with the approved plans and specifications.

5. The architect shall be responsible for coordinating with the contractor to ensure that all construction is completed in accordance with the approved plans and specifications.

6. The architect shall be responsible for reviewing and approving all construction documents, including but not limited to, drawings, specifications, and contracts.

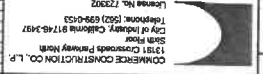
7. The architect shall be responsible for providing the contractor with all necessary information and documents to enable the contractor to perform the work in accordance with the approved plans and specifications.

8. The architect shall be responsible for coordinating with the contractor to ensure that all construction is completed in accordance with the approved plans and specifications.

9. The architect shall be responsible for reviewing and approving all construction documents, including but not limited to, drawings, specifications, and contracts.

10. The architect shall be responsible for providing the contractor with all necessary information and documents to enable the contractor to perform the work in accordance with the approved plans and specifications.

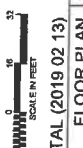
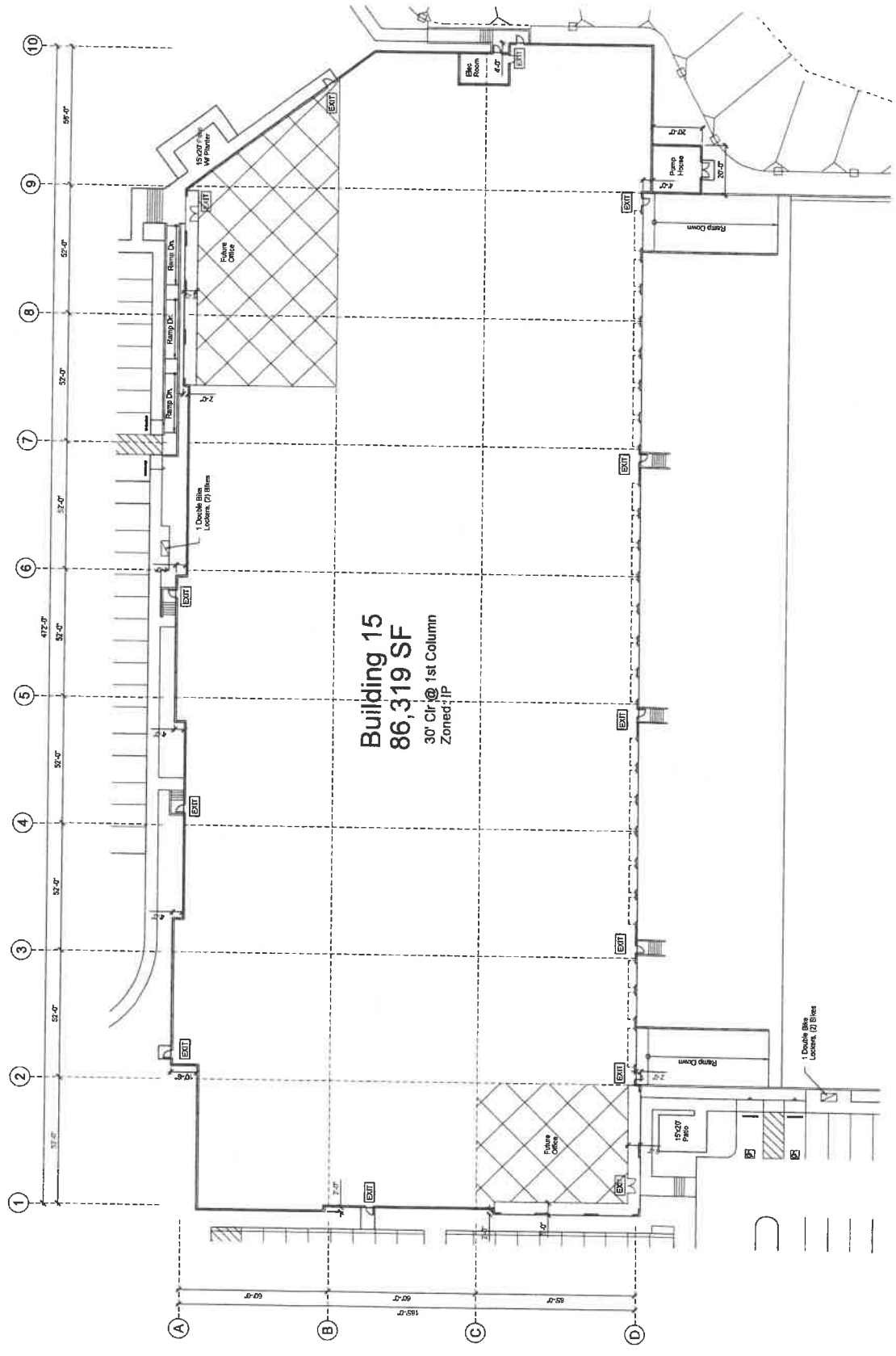
COMMERCIAL CONSTRUCTION CO., L.P.
 13181 Crossroads Freeway North
 Suite 100
 City of Industry, California 91746-3407
 Telephone: (562) 699-4133
 License No. Z23902



FLOOR PLAN
 BUILDING 15
 MAJESTIC FREEWAY BU
 RIVERSIDE, CA
 CENTER

CC22 JOB NO. 6712
 SHEET NO. A3.15

DATE: 02/13/19

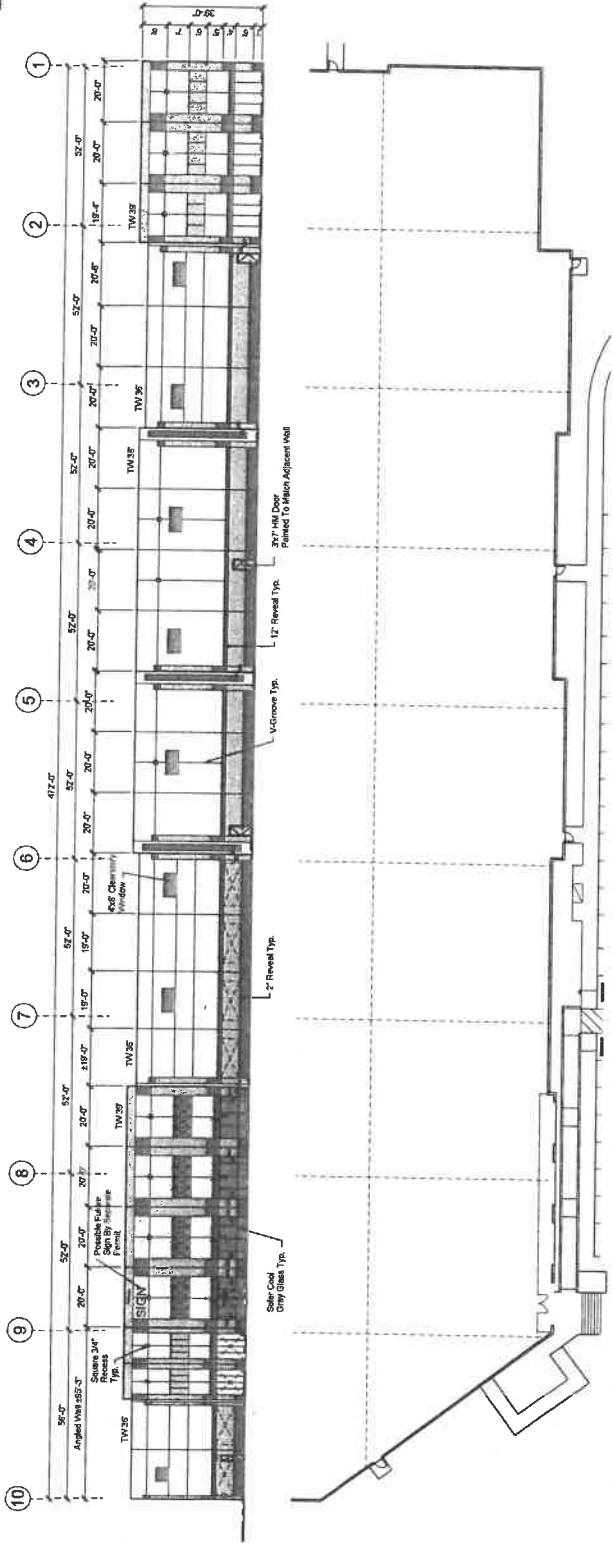


SUBMITTAL (2019 02 13)

FLOOR PLAN A SCALE 1/8" = 1'-0"

A3.15

Provide floor top elevations of all levels and indicate the location of all levels on the drawing. Indicate the location of all levels on the drawing. Indicate the location of all levels on the drawing.



NORTH ELEVATION A

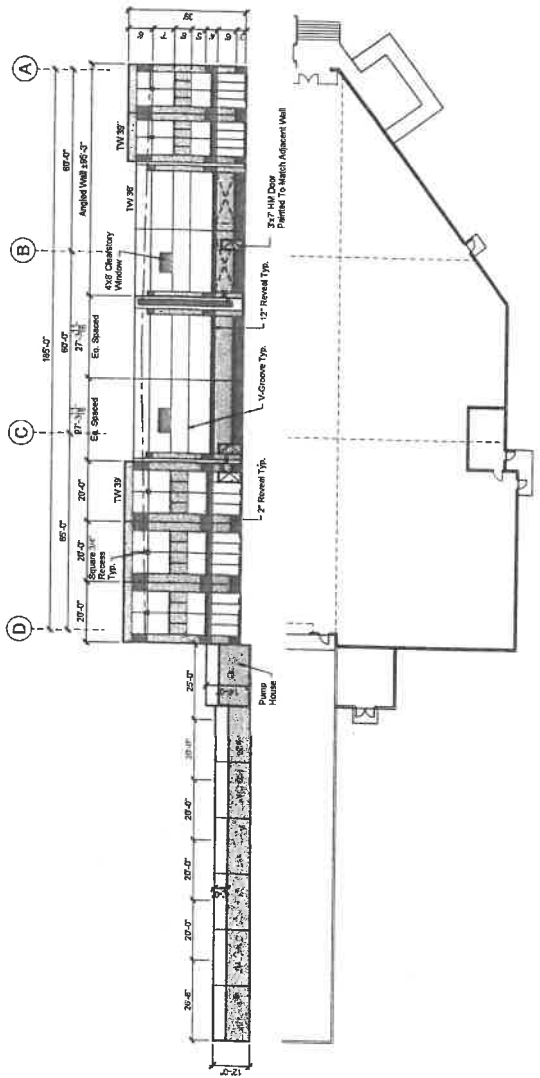
SCALE: 1/8" = 1'-0"

COLOR LEGEND

[Color Swatch]	SHERMAN WILLIAMS PURE WHITE
[Color Swatch]	SHERMAN WILLIAMS SHERMAN WILLIAMS MONOCAL SILVER
[Color Swatch]	SHERMAN WILLIAMS WALL STREET
[Color Swatch]	SHERMAN WILLIAMS SHERMAN WILLIAMS WHITE
[Color Swatch]	SHERMAN WILLIAMS SHERMAN WILLIAMS BLUE
[Color Swatch]	SHERMAN WILLIAMS SOLAR COOL GRAY

Building is 100% Up Concrete Panels

Total Maximum Height is .38' Above Finished Floor.



EAST ELEVATION B

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

COLOR LEGEND

[Color Swatch]	SHERMAN WILLIAMS PURE WHITE
[Color Swatch]	SHERMAN WILLIAMS SHERMAN WILLIAMS MONOCAL SILVER
[Color Swatch]	SHERMAN WILLIAMS WALL STREET
[Color Swatch]	SHERMAN WILLIAMS SHERMAN WILLIAMS WHITE
[Color Swatch]	SHERMAN WILLIAMS SHERMAN WILLIAMS BLUE
[Color Swatch]	SHERMAN WILLIAMS SOLAR COOL GRAY

Building is 100% Up Concrete Panels

Total Maximum Height is .38' Above Finished Floor.

MAJESTIC FREEMAN BUILDING CENTER
RIVERSIDE, CA

CONTRACT NO. 6712
SHEET NO. A3.15A

SUBMITTAL (2019 02 13)

EAST ELEVATION B

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

SHEET NO. A3.15A

CONTRACT NO. 6712

SHEET NO. A3.15A

DATE: 02/13/19

PROJECT: MAJESTIC FREEMAN BUILDING CENTER

LOCATION: RIVERSIDE, CA

CONTRACT NO. 6712

SHEET NO. A3.15A

DATE: 02/13/19

PROJECT: MAJESTIC FREEMAN BUILDING CENTER

LOCATION: RIVERSIDE, CA

CONTRACT NO. 6712

SHEET NO. A3.15A

DATE: 02/13/19

PROJECT: MAJESTIC FREEMAN BUILDING CENTER

LOCATION: RIVERSIDE, CA

CONTRACT NO. 6712

SHEET NO. A3.15A

DATE: 02/13/19

PROJECT: MAJESTIC FREEMAN BUILDING CENTER

LOCATION: RIVERSIDE, CA

CONTRACT NO. 6712

SHEET NO. A3.15A

DATE: 02/13/19

PROJECT: MAJESTIC FREEMAN BUILDING CENTER

LOCATION: RIVERSIDE, CA

CONTRACT NO. 6712

SHEET NO. A3.15A

DATE: 02/13/19

PROJECT: MAJESTIC FREEMAN BUILDING CENTER

LOCATION: RIVERSIDE, CA

CONTRACT NO. 6712

SHEET NO. A3.15A

DATE: 02/13/19

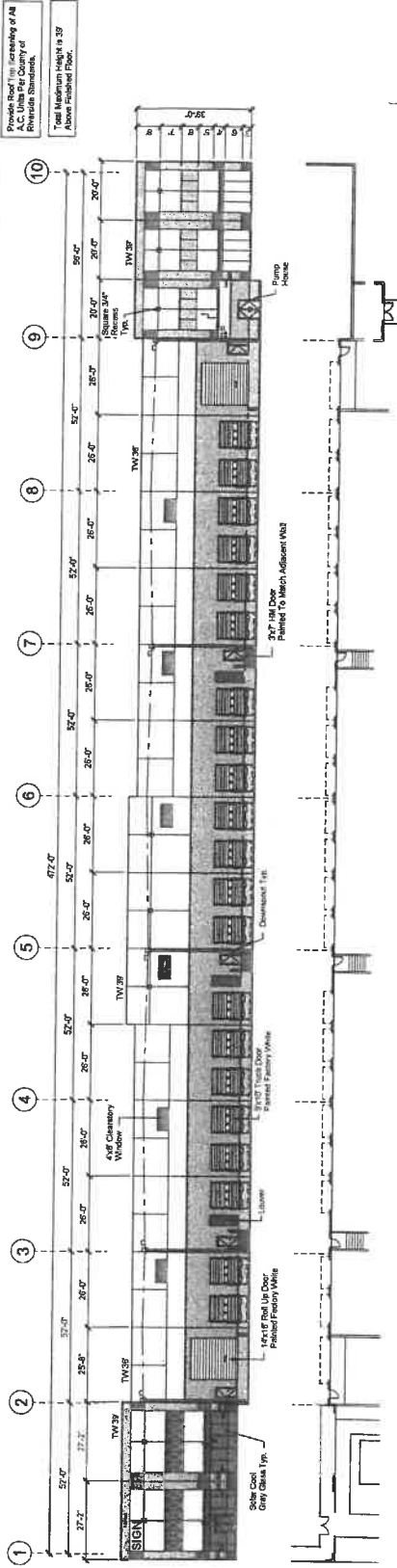
PROJECT: MAJESTIC FREEMAN BUILDING CENTER

LOCATION: RIVERSIDE, CA

CONTRACT NO. 6712

SHEET NO. A3.15A

DATE: 02/13/19

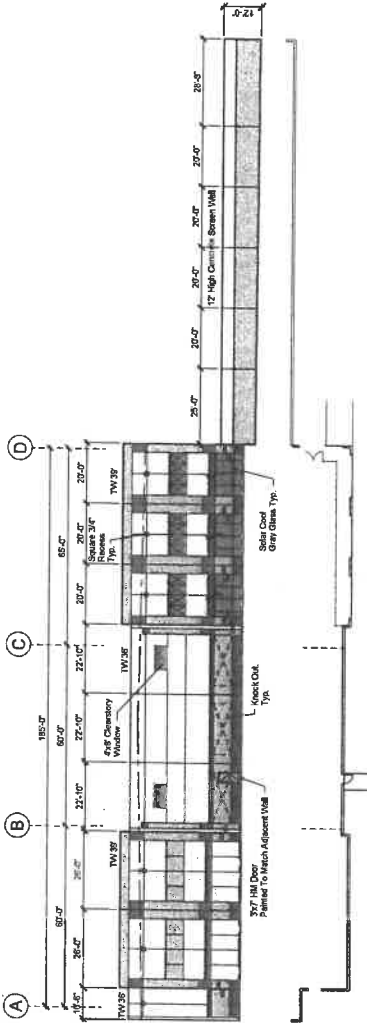


SOUTH ELEVATION A SCALE: 1/16" = 1'-0"

COLOR LEGEND

SHERMAN WILLIAMS SW7895 PURE WHITE	SHERMAN WILLIAMS SW7893 MONARCH SILVER	SHERMAN WILLIAMS SW7895 WALL STREET	SHERMAN WILLIAMS SW8215 LESURE BLUE	GLAZING SOLAR COOL GRAY
SHERMAN WILLIAMS SW7895 PURE WHITE	SHERMAN WILLIAMS SW7893 MONARCH SILVER	SHERMAN WILLIAMS SW7895 WALL STREET	SHERMAN WILLIAMS SW8215 LESURE BLUE	GLAZING SOLAR COOL GRAY

Building is TRU Up Concrete Panels
Total Maximum Height is 37' Above Finished Floor.



WEST ELEVATION B SCALE: 1/16" = 1'-0"

ELEVATIONS

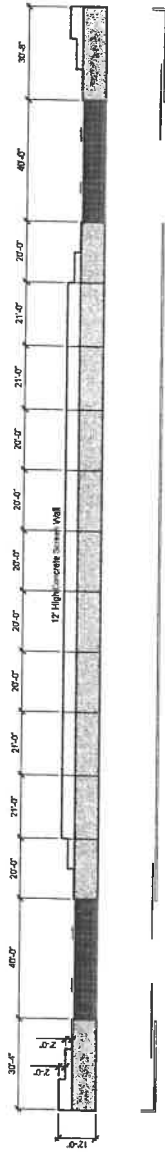
BUILDING 14
MAJESTIC FREEWAY BUS CENTER
HUNTSVILLE, AL

COMMERCE CONSTRUCTION CO., L.P.
1313 Crossroads Parkway North
Cary, NC 27513
Phone: (919) 390-4533
Fax: (919) 390-4533
License No. 723002

Project No. 14
Drawing No. 0215
Date: 2-13-19
Scale: 1/16" = 1'-0"

CCC JOB NO. 6712
SHEET NO. A3.15B

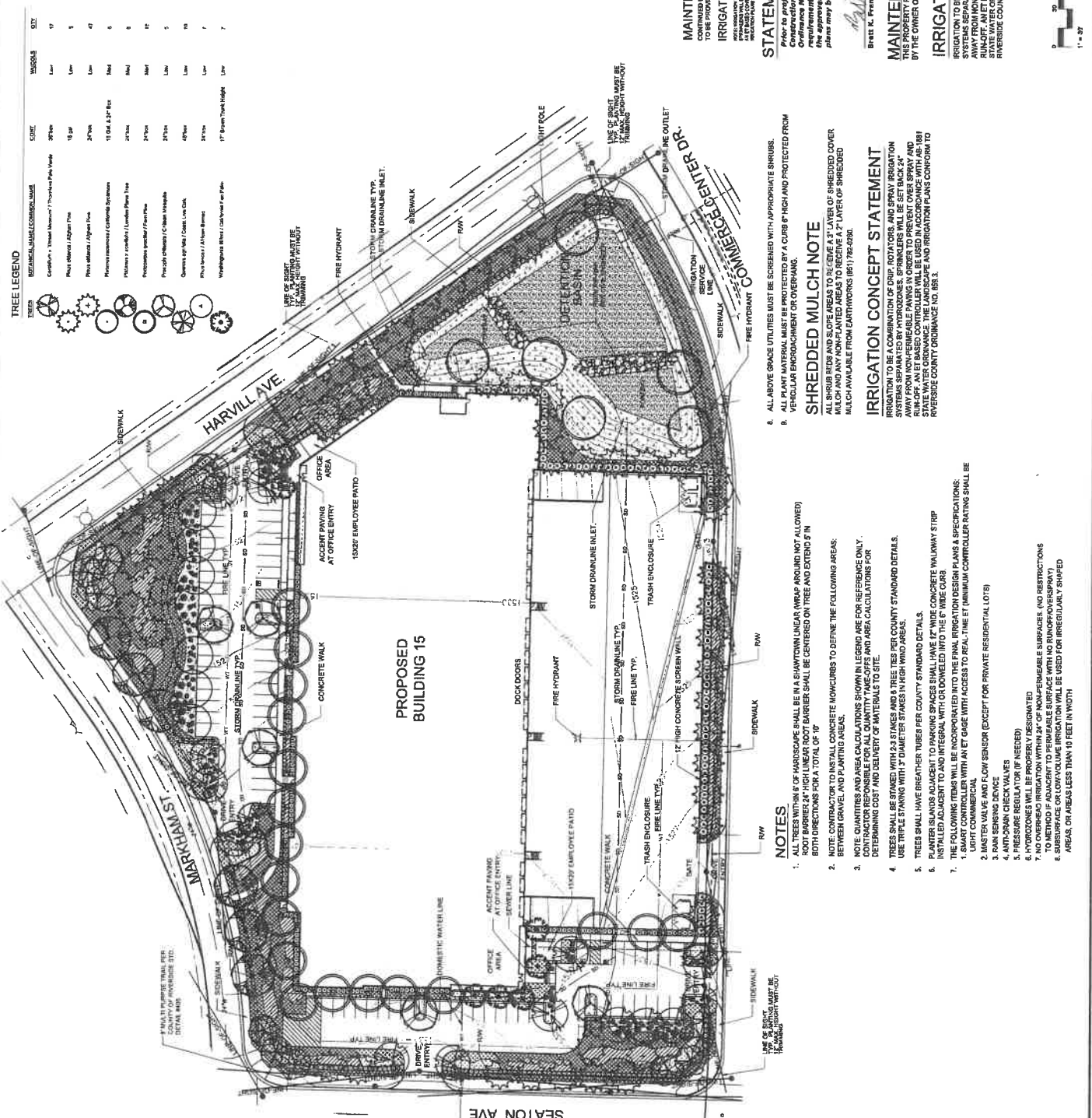
SUBMITTAL (2019 02 13)
SCREEN WALL ELEVATION C SCALE: 1/16" = 1'-0"



CONCEPT PLANT SCHEDULE

SYMBOL	PLANT NAME	QTY
1	1" CALIBER BIRCH	17
2	1" CALIBER DOGWOOD	3
3	1" CALIBER HYDRANGEA	4
4	1" CALIBER LILAC	5
5	1" CALIBER SPYGLASS	6
6	1" CALIBER SPYGLASS	7
7	1" CALIBER SPYGLASS	8
8	1" CALIBER SPYGLASS	9
9	1" CALIBER SPYGLASS	10
10	1" CALIBER SPYGLASS	11
11	1" CALIBER SPYGLASS	12
12	1" CALIBER SPYGLASS	13
13	1" CALIBER SPYGLASS	14
14	1" CALIBER SPYGLASS	15
15	1" CALIBER SPYGLASS	16
16	1" CALIBER SPYGLASS	17

- ### TREE LEGEND
- REPRESENTATIONAL SYMBOLS**
 1" CALIBER BIRCH
 1" CALIBER DOGWOOD
 1" CALIBER HYDRANGEA
 1" CALIBER LILAC
 1" CALIBER SPYGLASS
- OTHER**
 1" CALIBER BIRCH
 1" CALIBER DOGWOOD
 1" CALIBER HYDRANGEA
 1" CALIBER LILAC
 1" CALIBER SPYGLASS



STATEMENT OF COMPLIANCE

The following items will be incorporated into the final irrigation design plans & specifications:
 1. SMART CONTROLLER WITH AN ET GAGE WITH ACCESS TO REAL TIME ET (MINIMUM CONTROLLER RATING SHALL BE LIGHT COMMERCIAL)
 2. MASTER VALVE AND FLOW SENSOR (EXCEPT FOR PRIVATE RESIDENTIAL LOTS)
 3. PRESSURE REGULATORS
 4. ANTI-SIPHON CHECK VALVES
 5. PRESSURE REGULATOR (IF NEEDED)
 6. HYDRIZONES WILL BE PROPERLY DESIGNATED
 7. NO OVERHEAD IRRIGATION WITHIN 24" OF NON-PERMEABLE SURFACES (NO RESTRICTIONS TO METHOD OF ADJACENT TO PERMEABLE SURFACE WITH NO RUNOFF/OVERSPRAY)
 8. IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE IRRIGATION WITHIN 10 FEET OF IRRIGATED AREAS, OR AREAS LESS THAN 10 FEET IN WIDTH

MAINTENANCE NOTE

THIS PROPERTY FOR BOTH ON-SITE AND OFF-SITE (ROW) WILL BE MAINTAINED BY THE OWNER OF THE PROPERTY.
 IRRIGATION TO BE A COMBINATION OF DRIP, ROTATORS, AND SPRAY IRRIGATION SYSTEMS SEPARATED BY HYDRIZONES. SPRINKLERS WILL BE SET BACK 24" AWAY FROM NON-PERMEABLE PAVING IN ORDER TO PREVENT OVER SPRAY AND OVERHEAD IRRIGATION WITHIN 24" OF NON-PERMEABLE SURFACES (NO RESTRICTIONS TO METHOD OF ADJACENT TO PERMEABLE SURFACE WITH NO RUNOFF/OVERSPRAY) STATE WATER ORDINANCE. THE LANDSCAPE AND IRRIGATION PLANS CONFORM TO RIVERBEND COUNTY ORDINANCE NO. 858.3.

SHREDDED MULCH NOTE

ALL SHRUB BEDS AND SLOPE AREAS TO RECEIVE A 2" LAYER OF SHREDDED MULCH AVAILABLE FROM EARTHWORKS (851) 782-0282.

IRRIGATION CONCEPT STATEMENT

IRRIGATION TO BE A COMBINATION OF DRIP, ROTATORS, AND SPRAY IRRIGATION SYSTEMS SEPARATED BY HYDRIZONES. SPRINKLERS WILL BE SET BACK 24" AWAY FROM NON-PERMEABLE PAVING IN ORDER TO PREVENT OVER SPRAY AND OVERHEAD IRRIGATION WITHIN 24" OF NON-PERMEABLE SURFACES (NO RESTRICTIONS TO METHOD OF ADJACENT TO PERMEABLE SURFACE WITH NO RUNOFF/OVERSPRAY) STATE WATER ORDINANCE. THE LANDSCAPE AND IRRIGATION PLANS CONFORM TO RIVERBEND COUNTY ORDINANCE NO. 858.3.

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SHEET TITLE: PRELIMINARY LANDSCAPE PLAN
 PROJECT: BUILDING 15
 DATE: 11-20-2023
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 SCALE: 1" = 20'
 NORTH ARROW

STATEMENT OF COMPLIANCE

The following items will be incorporated into the final irrigation design plans & specifications:
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CC007947

RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

CEQ190011

PPT190003

APPLICATION FOR LAND USE AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- PLOT PLAN PUBLIC USE PERMIT VARIANCE
 CONDITIONAL USE PERMIT TEMPORARY USE PERMIT
 REVISED PERMIT Original Case No. _____

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATION INFORMATION

Applicant Name: Majestic Realty Co.

Contact Person: John Semcken E-Mail: JSemcken@majesticrealty.com

Mailing Address: 13191 Crossroads Parkway, 6th Floor

City Street State ZIP
City of Industry CA 91746

Daytime Phone No: (562) 948-4306 Fax No: (_____) _____

Engineer/Representative Name: T&B Planning, Inc.

Contact Person: Tracy Zinn E-Mail: tzinn@tbplanning.com

Mailing Address: 17542 E. 17th Street, Suite 100

City Street State ZIP
Tustin CA 92780

Daytime Phone No: (714) 505-6360 ext. 350 Fax No: (714) 505-6361

Property Owner Name: Majestic Freeway Business Center, LLC

Contact Person: John Semcken E-Mail: JSemcken@majesticrealty.com

Mailing Address: 13191 Crossroads Parkway, 6th Floor

City Street State ZIP
City of Industry CA 91746

Daytime Phone No: (562) 948-4306 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

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APPLICATION FOR LAND USE AND DEVELOPMENT

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.)

Edward P. Roski, Jr (Majestic Freeway Business Center, LLC)

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): 314-260-001 through 314-260-009; 314-270-015 through 314-270-023

Approximate Gross Acreage: 5.8 Acres

General location (nearby or cross streets): North of Commerce Center Drive, South of Markham Street, East of Seaton Avenue, West of Harvill Avenue.

APPLICATION FOR LAND USE AND DEVELOPMENT

PROJECT PROPOSAL:

Describe the proposed project.
Please see attached.

Identify the applicable Ordinance No. 348 Section and Subsection reference(s) describing the proposed land use(s): Ordinance No. 348 Section 10, Subsection 10.1.g. (I-P) and Section 11, Subsection 11.2.m (M-SC)

Number of existing lots: 18

EXISTING Buildings/Structures: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>						
No.*	Square Feet	Height	Stories	Use/Function	To be Removed	Bldg. Permit No.
1					<input type="checkbox"/>	
2					<input type="checkbox"/>	
3					<input type="checkbox"/>	
4					<input type="checkbox"/>	
5					<input type="checkbox"/>	
6					<input type="checkbox"/>	
7					<input type="checkbox"/>	
8					<input type="checkbox"/>	
9					<input type="checkbox"/>	
10					<input type="checkbox"/>	

Place check in the applicable row, if building or structure is proposed to be removed.

PROPOSED Buildings/Structures: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>				
No.*	Square Feet	Height	Stories	Use/Function
1	90,635*	39 feet**	Whse: 1; Offices: 2	Warehouse w/ Office Spaces
2				
3				
4				
5				
6				
7				
8				
9				
10				

*Square feet indicated is approximately 5% higher than shown on the Plot Plan exhibit to account for potential future fluctuations.
**Building height is measured from the finished floor to the top of the highest architectural parapet

PROPOSED Outdoor Uses/Areas: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
No.*	Square Feet	Use/Function
1		
2		
3		
4		
5		

APPLICATION FOR LAND USE AND DEVELOPMENT

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:

Application for Submittal of Planning Geological Report (GEO 3)

Are there previous development applications filed on the subject property: Yes No

If yes, provide Application No(s). Preliminary Application Review (PAR180044)
(e.g. Tentative Parcel Map, Zone Change, etc.)

Initial Study (EA) No. (if known) N/A EIR No. (if applicable): EIR No. 466

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): Phase I ESA and Geotechnical Study

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](#)

APPLICATION FOR LAND USE AND DEVELOPMENT

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: Majestic Realty Co.
Address: 13191 Crossroads Parkway 6th Floor, City of Industry, CA 91746
Phone number: (562) 948-4306
Address of site (street name and number if available, and ZIP Code): N/A
Local Agency: County of Riverside
Assessor's Book Page, and Parcel Number: Book 314 - Pgs 26, 27 (see previous pages for APNs)
Specify any list pursuant to Section 65962.5 of the Government Code: N/A
Regulatory Identification number: N/A
Date of list: N/A
Applicant: Majestic Realty Co. Date 01/30/2019

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) Edward P. Roski, Jr Date 01/30/2019
Owner/Authorized Agent (2) _____ Date _____

APPLICATION FOR LAND USE AND DEVELOPMENT

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.

Property Owner(s) Signature(s) and Date

Edward P. Roski, Jr (Majestic Freeway Business Center, 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.*

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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 CONSIDER AN ADDENDUM TO AN
ENVIRONMENTAL IMPACT REPORT (EIR)

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. 190003 (PPT190003) – Intent to Consider an Addendum to an Environmental Impact Report – EIR466 – Applicant: Majestic Realty Co. – Engineer/Representative: T&B Planning, Inc. – First Supervisorial District – North Perris Zoning Area – Mead Valley Area Plan: Community Development: Light Industrial (CD-LI) – Location: Westerly of Harvill Avenue, southerly of Markham Street, northerly of Commerce Center Drive, and easterly of Seaton Avenue – 5.77 Gross Acres – Zoning: Manufacturing – Service Commercial (M-SC) – Industrial Park (I-P) – **REQUEST:** The Plot is a proposal for the construction and operation of an 83,449 sq. ft. warehouse/distribution/manufacturing facility on 5.77 gross acres.

TIME OF HEARING: 1:30 p.m. or as soon as possible thereafter.
DATE OF HEARING: **MARCH 23, 2020**
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER
1ST FLOOR, CONFERENCE ROOM 2A
4080 LEMON STREET, RIVERSIDE, CA 92501

For further information regarding this project, please contact Project Planner Russell Brady at (951) 955-3025 or email at rbrady@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-described project will not have a significant effect on the environment and has recommended certification of an addendum to an EIR. The Planning Director will consider the proposed project, and the proposed addendum, at the public hearing.

The case file for the proposed project, and the final environmental impact report, may be viewed Monday through Friday, from 8:00 a.m. to 5:00 p.m. at the Riverside County Planning Department office located at 4080 Lemon Street 12th Floor, Riverside, CA 92501. For further information or an appointment, contact the project planner.

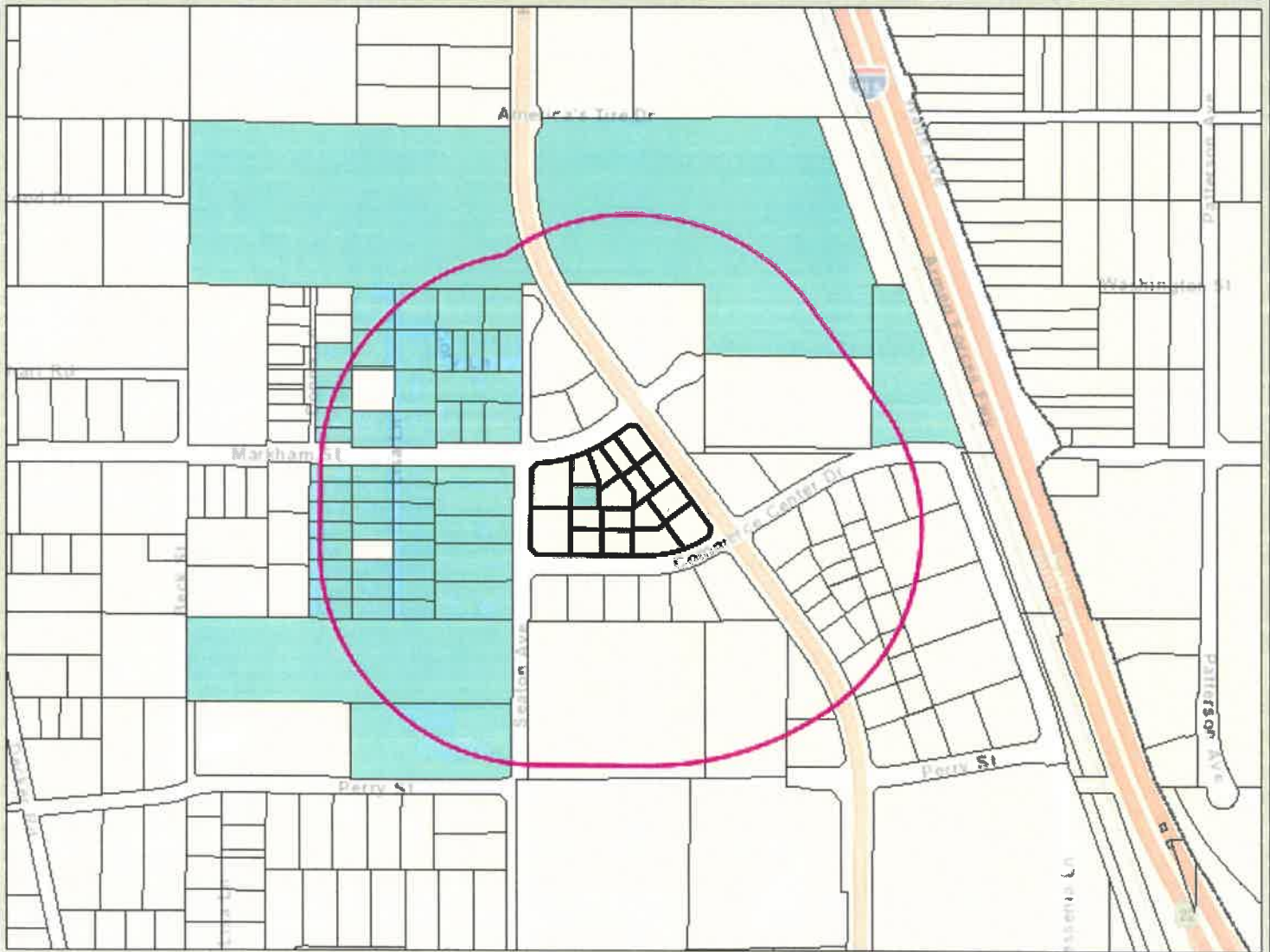
Any person wishing to comment on the proposed project may do so in writing between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. All comments received prior to the public hearing will be submitted to the Planning Director, and the Planning Director will consider such comments, in addition to any oral testimony, before making a decision on the proposed project.

If this project is challenged in court, the issues may be limited to those 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: Russell Brady
P.O. Box 1409, Riverside, CA 92502-1409

Riverside County GIS Mailing Labels

PPT190003 (1000 feet buffer)



Legend

-  County Boundary
-  Cities
-  Parcels
-  World Street Map

Notes



0 752 1,505 Feet



A horizontal scale bar with markings at 0, 752, and 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... 1/23/2020 9:02:26 AM

© Riverside County RCIT

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on January 23, 2020,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PPT190003 for

Company or Individual's Name RCIT - GIS,

Distance buffered 1000'

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

314051015
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS N 6TH FL
CITY OF INDUSTRY CA 91746

314091004
RYAN D FRANKLIN
16411 JAMES CT
RIVERSIDE CA 92504

314091005
SSR INV CO
1930 ALPHA AVE
SOUTH PASADENA CA 91030

314110060
RIVERSIDE COUNTY FLOOD CONTROL
3133 MISSION INN AVE
RIVERSIDE CA 92507

314110075
HALLE PROPERTIES
20225 N SCOTTSDALE RD
SCOTTSDALE AZ 85255

314190015
LAZROVICH GLORIA
22920 MARKHAM ST
PERRIS CA 92570

314190016
JOHN R STANLEY
22912 MARKHAM ST
PERRIS CA 92570

314190017
MICHAEL JAMES LAZROVICH
22906 MARKHAM ST
PERRIS CA 92570

314190019
LAZROVOCH TERESA TRUST DATED 1/10/2019
22900 MARKHAM ST
PERRIS CA 92570

314190020
LAZROVICH JOHN & BERNTINA JOINT LIVING TR
22930 MARKHAM ST
PERRIS CA 92570

314190021
LAZROVICH NANCY D
22938 MARKHAM ST
PERRIS CA 92570

314190022
DANNY LEE STANLEY
22944 MARKHAM ST
PERRIS CA 92570

314190023
JAMES P LAZROVICH
P O BOX 59396
SAN JOSE CA 95159

314190024
LORI PERALEZ
18399 SEATON AVE
PERRIS CA 92570

314190025
JAY MAROUN
15543 SADDLEBACK RD
RIVERSIDE CA 92506

314190026
KEN RAYMOND
18431 SEATON AVE
PERRIS CA 92570

314190027
DAVID CAMPOS
22980 CORY LN
PERRIS CA 92570

314190028
GABRIELA MORA
22970 CORY LN
PERRIS CA 92570

314190029
MARK D STANLEY
22942 CORY LN
PERRIS CA 92590

314190030
MARK D STANLEY
22942 CORY LN
PERRIS CA 92570

314190031
JOSHUA PETERSON
18463 SEATON AVE
PERRIS CA 92570

314190032
MARY E TODOROVITCH
4033 AGASSI DR
SANTA ROSA CA 95407

314190033
JOSE PEREZ
22970 MARKHAM ST
PERRIS CA 92570

314190034
VICKI JO HUFFMAN
22990 MARKHAM ST
PERRIS CA 92570

314190040
ROBERT STANLEY
18440 DONNA LN
PERRIS CA 92570

314190041
RICHARD LAZROVICH
12307 RIATA RD
LOWER LAKE CA 95457

314190063
WILLIAM JOHN STANLEY
18466 DONNA LN
PERRIS CA 92570

314190064
GEORGE STANLEY
22840 MARKHAM ST UNIT B
PERRIS CA 92570

314190065
GEORGE STANLEY
22840 MARKHAM ST UNIT A
PERRIS CA 92570

314210010
MICHAEL T STANLEY
22841 MARKHAM ST
PERRIS CA 92570

314210011
ANNETTE CINDY LAZROVICH
22844 MARKHAM ST
PERRIS CA 92570

314210012
MARCO A TOSTADO
22848 MARKHAM ST
PERRIS CA 92570

314210013
LETICIA ORTEGA
22852 MARKHAM ST
PERRIS CA 92570

314210014
NU VIEW DEV INC
22856 MARKHAM ST
PERRIS CA 92570

314210015
LORENA OCAMPO ESTRADA
22861 MARKHAM ST
PERRIS CA 92570

314210016
ALEX STANLEY
22865 MARKHAM ST
PERRIS CA 92570

314210017
AUGUSTINE MICHAEL LAZROVICH
18806 DECKER RD
PERRIS CA 92570

314210018
SANTIAGO HERNANDEZ
22903 MARKHAM ST
PERRIS CA 92570

314210019
MIGUEL LEAL
22897 MARKHAM ST
PERRIS CA 92570

314210020
STEVE G LUCAS
22893 MARKHAM ST
PERRIS CA 92570

314210022
CLAUDIA J BEECHER
5753G SANTA ANA CYN 5600
ANAHEIM CA 92807

314210023
CAROL LONSFORD
22879 MARKHAM ST
PERRIS CA 92570

314210024
JACKIE LEEN
22875 MARKHAM ST
PERRIS CA 92570

314210025
JOSE MARES NEGRETE
22871 MARKHAM ST
PERRIS CA 92570

314210026
LUIS GIL
22909 MARKHAM ST
PERRIS CA 92570

314210027
MANUEL O ORTEGA
22911 MARKHAM ST
PERRIS CA 92570

314210028
ANGELINA A GONZALEZ
22915 MARKHAM ST
PERRIS CA 92570

314210029
VICTOR A JUAREZ
22919 MARKHAM ST
PERRIS CA 92570

314210030
DEBRA CHRISTENSON
22923 MARKHAM ST
PERRIS CA 92570

314210031
MARGARITA CATALINA CASTILLO ELISALDE
22931 MARKHAM ST
PERRIS CA 92570

314210032
LORENA IVARRA ESQUIVEL
22937 MARKHAM ST
PERRIS CA 92570

314210033
MANUEL IGNACIO
20523 MYRON ST
PERRIS CA 92570

314210040
RAMON SALGADO
22971 MARKHAM ST
PERRIS CA 92570

314210041
SANDRA MAGALLON
18605 SEATON ST
PERRIS CA 92570

314210042
STANLEY JODY C LIVING TRUST
22985 MARKHAM ST
PERRIS CA 92570

314210043
REGGIE STANLEY
22991 MARKHAM ST
PERRIS CA 92570

314210044
GUS GOLOBE
4620 GRAVENSTINE HWY S
SEBASTOPOL CA 95472

314260001
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS PKWY N
LA PUENTE CA 91746

Lijin Sun, Program Supervisor
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

California Department of Fish and Wildlife, Inland
Deserts Region 6
Leslie McNair
3602 Inland Empire Blvd., Ste. C-220
Ontario, CA 91764

CalTrans District 8
CEQA Review
464 W. 4th St., 6th Floor
San Bernardino, CA 92401

City of Perris
101 N. D Street
Perris, CA 92570

Val Verde Unified School District
975 W. Morgan St.
Perris, CA 92571-3103

Metropolitan Water District of Southern California
Harry Bannerman
700 North Alameda Street
Los Angeles, CA 90012-2944

Riverside County Transportation Commission
Anne Mayer, Executive Director
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Riverside Transit Agency
Mauricio Alvarez
1825 3rd St.
Riverside, CA 92517-1968

Southern California Edison
CEQA Review
2244 Walnut Grove Ave., Rm 312
Rosemead, CA 91770

ATTN: Elizabeth Lovsted
Eastern Municipal Water District
2270 Trumble Rd.
P.O. Box 8300
Perris, CA 92570

U.S. Fish and Wildlife Service
Sally Brown
6010 Hidden Valley Road, Ste. 101
Carlsbad, CA 92011

Mead Valley Municipal Advisory Council
Attn: Lee Cussins, Secretary
18870 Springwood Ln.
Perris, CA. 92570

Santa Ana
Regional Water Quality Control Board #8
Michael Adackapara
3737 Main Street, Ste 500
Riverside, CA. 92501

Kirkland West
Habitat Defense Council
PO Box 7821
Laguna Niguel, Ca, 92607-7821

Richard Drury
Komalpreet Toor
Lozeau Drury, LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612

Applicant:

Majestic Realty, c/o John Semcken
13191 Crossroads Parkway, Sixth Floor
City of Industry, CA 91746

Representative:

T&B Planning Inc., c/o Tracy Zinn
17542 17th Street, Suite 100
Tustin, CA 92780

Applicant:

Majestic Realty, c/o John Semcken
13191 Crossroads Parkway, Sixth Floor
City of Industry, CA 91746

Representative:

T&B Planning Inc., c/o Tracy Zinn
17542 17th Street, Suite 100
Tustin, CA 92780

Applicant:

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13191 Crossroads Parkway, Sixth Floor
City of Industry, CA 91746

Representative:

T&B Planning Inc., c/o Tracy Zinn
17542 17th Street, Suite 100
Tustin, CA 92780

**INVOICE (PLAN-CFG03016)
FOR RIVERSIDE COUNTY**

BILLING CONTACT

Redevelopment Agency For Riv Co
3525 14Th St
Riverside, Ca 92501

**County of Riverside
Trans. & Land Management Agency**



INVOICE NUMBER	INVOICE DATE	INVOICE DUE DATE	INVOICE STATUS
PLAN-CFG03016	04/21/2004	04/21/2004	Paid In Full

REFERENCE NUMBER	FEE NAME	TOTAL
CFG03016	0451 - CF&G TRUST	\$850.00
	0452 - CF&G TRUST: RECORD FEES	\$64.00
SUB TOTAL		\$914.00

TOTAL **\$914.00**

Please Remit Payment To:
County of Riverside P.O. Box 1605 Riverside, CA 92502

Credit Card Payments By Phone:
760-863-7735

For Questions Please Visit Us at the Following Locations:

Riverside Permit Assistance Center
4080 Lemon St., 9th FL
Riverside, CA 92501

Desert Permit Assistance Center
77588 El Duna Ct., Ste H
Palm Desert, CA 92211