



RIVERSIDE COUNTY PLANNING DEPARTMENT

1:30 P.M.

MAY 4, 2020

AGENDA RIVERSIDE COUNTY PLANNING DEPARTMENT DIRECTOR'S HEARING

COUNTY ADMINISTRATIVE CENTER
4080 Lemon Street, Riverside, CA 92501
<https://planning.rctlma.org/>

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.

Pursuant to the Governor's Executive Order N-25-20, this meeting will be conducted by teleconference only. Members of the public may provide comments by teleconference or email. To submit your comments or request to speak please contact the Hearing Secretary at (951) 955-7436 or email at: esarabia@rivco.org. You will receive an email confirming your request that will provide further instructions. Your comments will be read into the record before the Hearing Officer considers the item.

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.

3.2 **PLOT PLAN NO. 26184 – Exempt from the California Environmental Quality Act (CEQA)**, pursuant to State CEQA Guidelines Sections 15301 (Existing Facilities) and Section 15302 (Replacement or Reconstruction of Existing Facilities) – Applicant: Greens Rainbow, LLC – Engineer Representative: Markham Development Strategies – Third Supervisorial District – Ranch California Zoning Area – Southwest Area Plan: Community Development: Light Industrial (CD-LI) (0.25-0.60 FAR) – Community Development: Public Facilities (CD-PF) (0.25-0.60 FAR) – Location: Easterly of Interstate 15, northerly of Rainbow Canyon Road, and westerly of Rainbow Canyon Road – 9.55 Gross Acres – Zoning: Manufacturing-Service Commercial (M-SC) – **REQUEST:** Plot Plan to permit is a proposal to permit an existing recreational vehicle (R.V.), boat, trailer storage yard, tow and impound yard, including a propane tank of 250 gallons for R.V. storage customer use only on a 9.48 acre site. The existing buildings used to operate the facility includes a modular structure, a caretaker's residence, and two (2) covered parking structures. The project proposes to replace the existing approximately 1,186 sq. ft. modular structure used as an office with a 1,716 sq. ft. office building. The office building will include a customer lobby area, offices, golf cart parking garage, and trash enclosure. The project also proposes to replace the caretaker's residence with a 964 sq. ft. storage building. The storage building will include a storage area, restrooms and a shower stall. The two (2) existing covered parking structures of 7,130 sq. ft. and 12,500 sq. ft. will remain on site. The project will continue to accommodate 391 uncovered storage stalls and 33 covered stalls. The propose project will have seven (7) metal shipping containers on the project site for the property owner's use only for storage for maintenance of the site. The office will be open to the public from 8:30 a.m. to 5:30 p.m., Monday through Saturday, and will be closed Sunday and Holidays. The storage area

is accessible to customers from 6:00 a.m. to 10:00 p.m., seven (7) days a week through individual gate access codes. The impound yard is open seven (7) days a week and 24 hours a day. Project Planner: Dionne Harris at (951) 955-6836 or email at dharris@rivco.org.

- 3.3 **PLOT PLAN NO. 170001 – Exempt from the California Environmental Quality Act (CEQA)**, pursuant to State CEQA Guidelines Sections 15303(c) (New Construction or Conversion of Small Structures) – Applicant: 1968 Cellars, LLC/Qing Huo – Engineer: ZJS Engineering Services Inc. – Third Supervisorial District – Rancho California Zoning Area – Southwest Area Plan: Rural: Rural Residential (R-RR) – Zoning: Wine Country – Equestrian (WC-E) Location: Easterly of Pauba Road and southerly of Mustang Circle and Los Caballos Road – 10.0 Gross Acres – **REQUEST:** The Plot Plan proposes to operate a Class II Winery within an existing metal building, including a tasting room that will be open to the public on a 10.0 gross acre parcel. The existing metal structure is 5,056 sq. ft. Approximately 0.82 acres (35,800 sq. ft.) of the site will be developed, approximately three (3) acres (130,941 sq. ft.) of the site will be planted with vineyards. The remaining area, approximately six (6) acres will be undisturbed due to topography of the Project Site and the protection of existing trees. Project Planner: Deborah Bradford at (951) 955-6646 or email at dbradfor@rivco.org.
- 3.4 **PLOT PLAN NO. 180038 (PPT180038) – 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: Easterly of Harvill Avenue, northerly of Commerce Center Drive, southerly of Markham Street, and westerly of Interstate 215 – 8.45 Gross Acres – Zoning: Manufacturing – Service Commercial (M-SC) – **REQUEST:** The Plot Plan is a proposal for the construction and operation of a 147,249 sq. ft. warehouse/distribution/manufacturing development on 8.51 gross acres. Project Planner: Russell Brady at (951) 955-3025 or email at rbrady@rivco.org.
- 3.5 **PLOT PLAN NO. 190028 – Intent to Consider an Addendum to a Mitigated Negative Declaration (MND) – EA39961** – Applicant: Core 5 Industrial Partners – Representative: Jon Kelly – First Supervisorial District – North Perris Area Zoning District – Mead Valley Area Plan: Community Development: Light Industrial (CD-LI) – Location: Easterly of Harvill Avenue, westerly of Frontage Road, southerly of Orange Avenue, and northerly of Daytona Cove – 10.97 Gross Acres – Zoning: Manufacturing – Heavy (M-H) – **REQUEST:** The Plot Plan Application to construct a 197,856 sq. ft. single-story concrete tilt up industrial building with a maximum height of 45 Feet. Approximately 6,480 sq. ft. of office space would be proposed at ground level and on a mezzanine in the southwest corner of the building. In addition, the project would provide access to 33 loading docks on the south side of the building. A total of 144 parking stalls are proposed for the 10.97 acre site. Project Planner: Travis Engelking at (951) 955-1417 or email at TEngelki@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: May 4, 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

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:

March 24, 2020 Director's Hearing

This project was previously noticed for the March 24, 2020 Director's Hearing. However, this meeting was subsequently canceled. The project has been re-noticed for the May 4, 2020 Director's Hearing.

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 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 know 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.

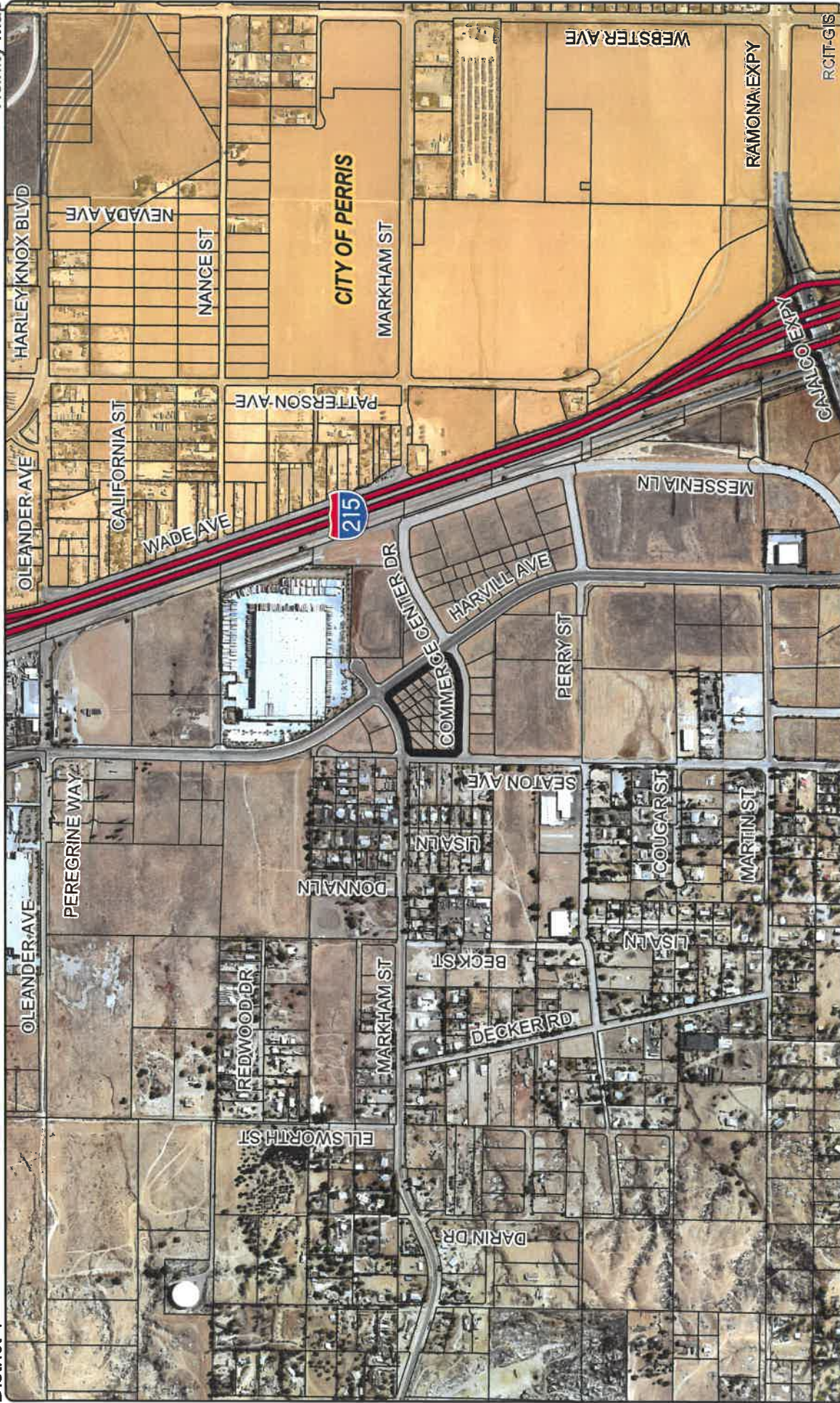
APPEAL INFORMATION

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 signed a new General Plan, the Riverside General Plan 2003-2013. The new General Plan may contain different types 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) 955-2500 (Riverside County) or in Perris at (951) 955-2507 (Palm Springs). Website: <http://www.riversideca.gov>

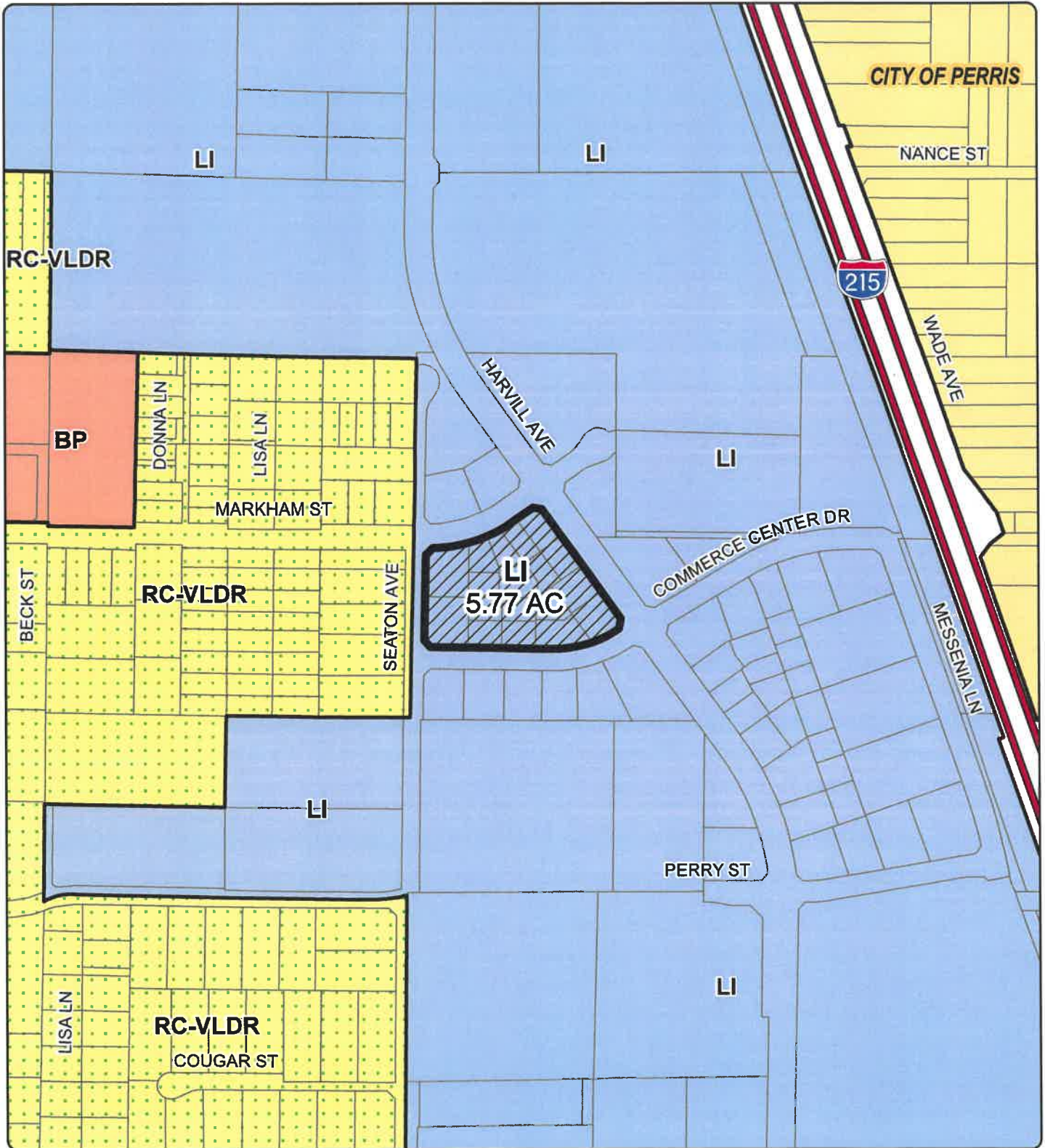
RIVERSIDE COUNTY PLANNING DEPARTMENT

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.rctima.org>

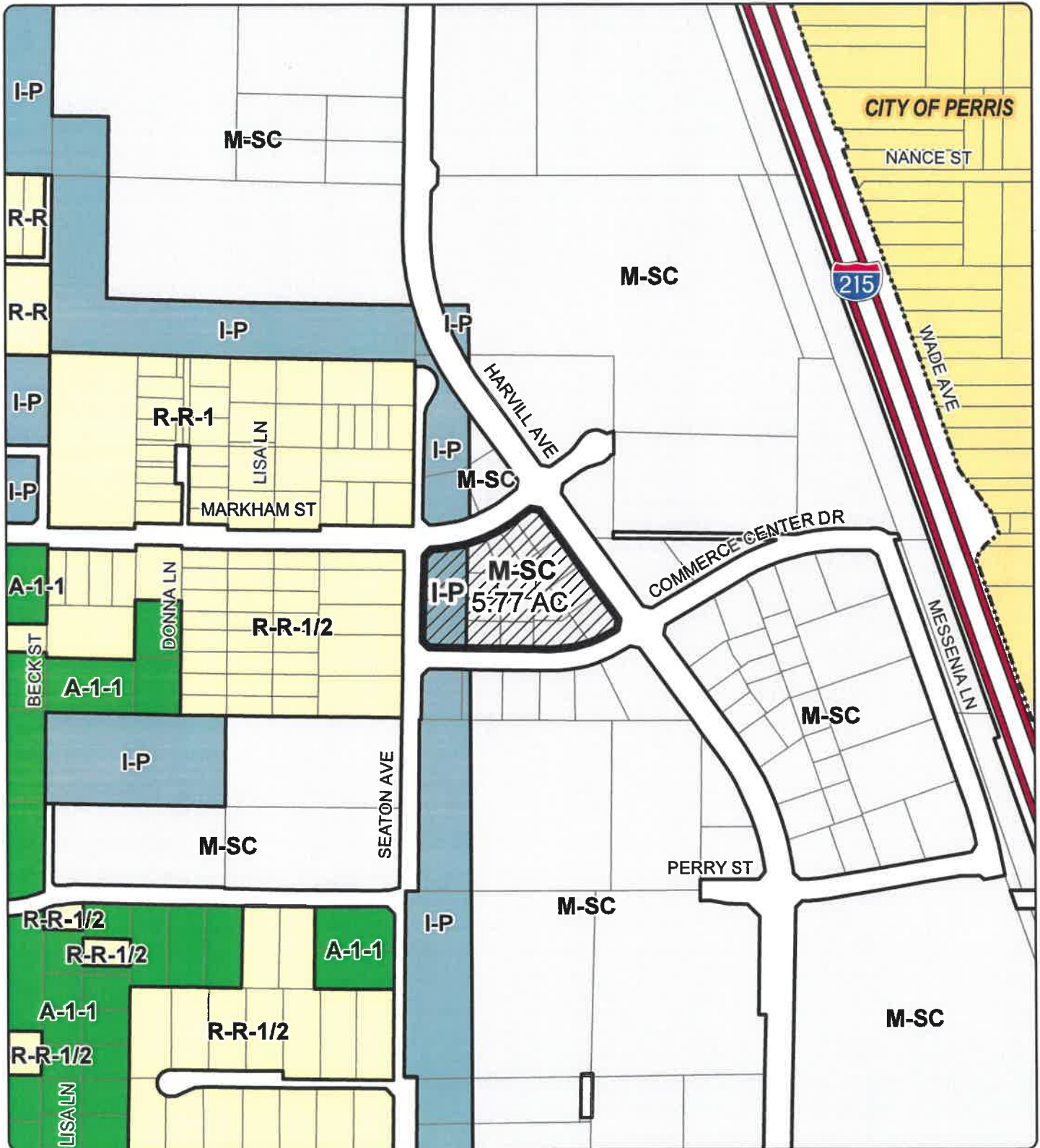
RIVERSIDE COUNTY PLANNING DEPARTMENT

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>

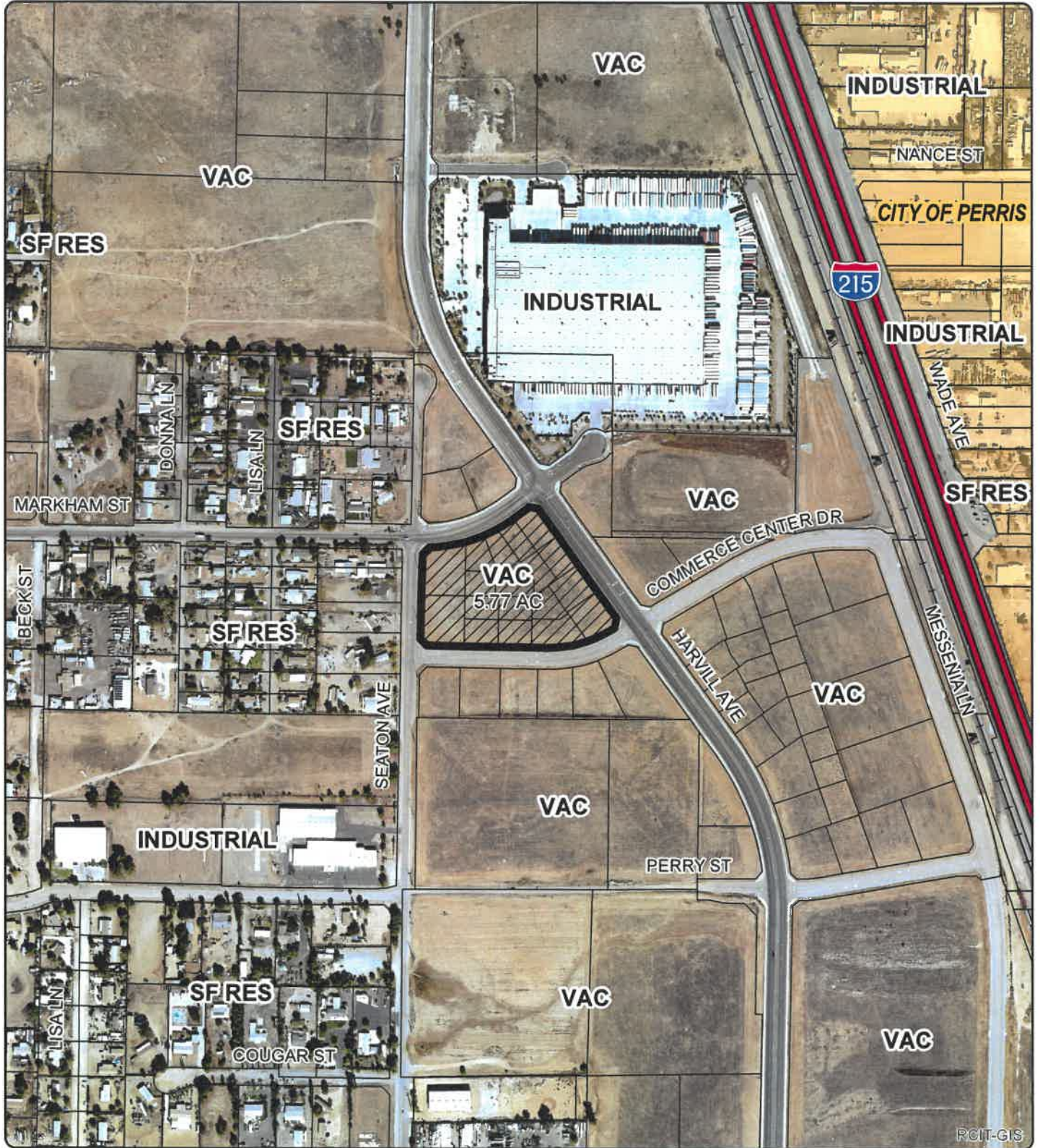
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190003

LAND USE

Supervisor: Jeffries
District 1

Date Drawn: 01/22/2020
Exhibit 1






Zoning Area: North Perris

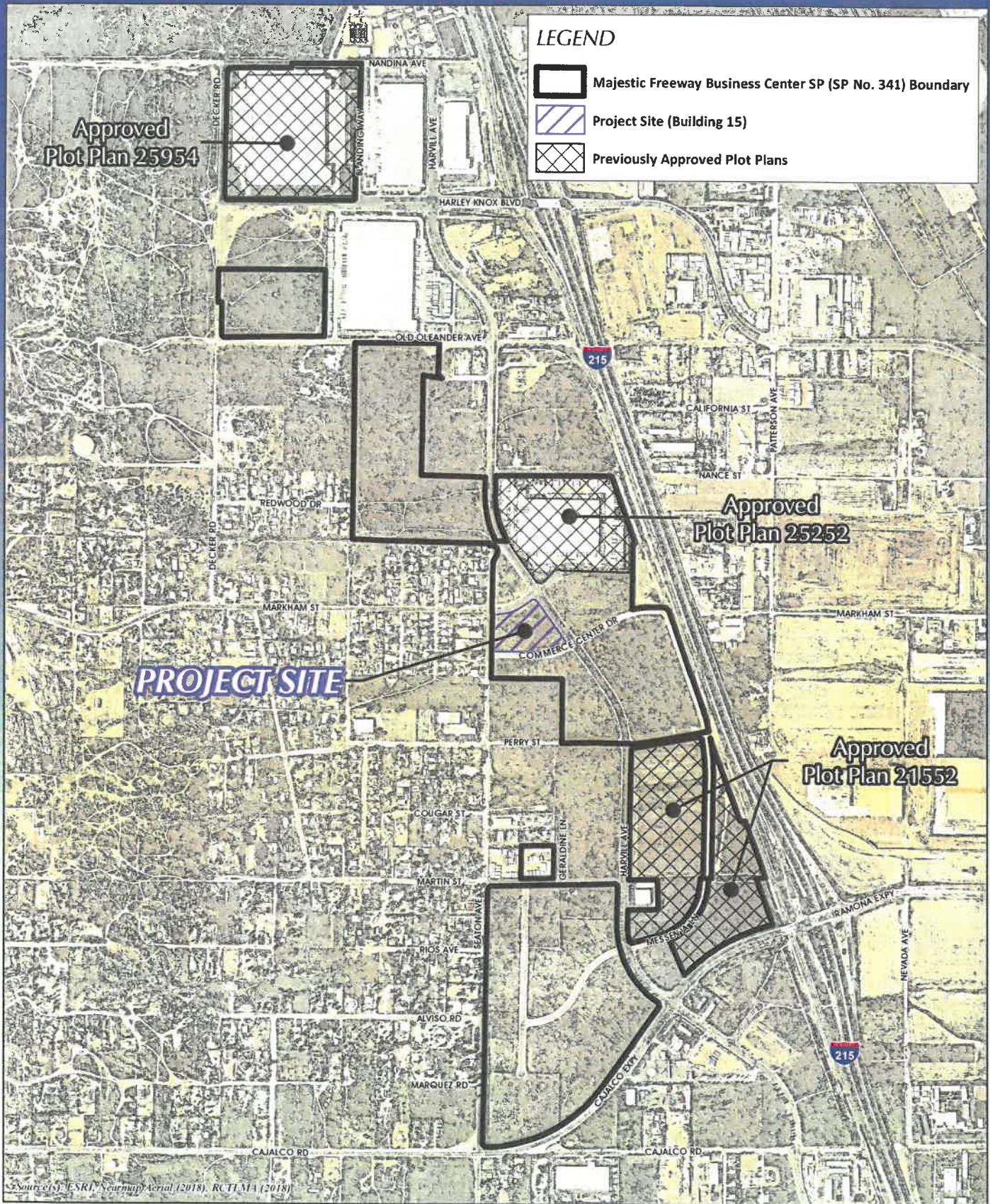
Author: Vinnie Nguyen



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 types 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.rcslma.org>

LEGEND

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



Source(s): ESRI, Nearmap Aerial (2018), RCT/MA (2018)

MAJESTIC FREEWAY BUSINESS CENTER - BUILDING 15

Date: December 2018



SPECIFIC PLAN LOCATION EXHIBIT

REV	DATE	REVISIONS

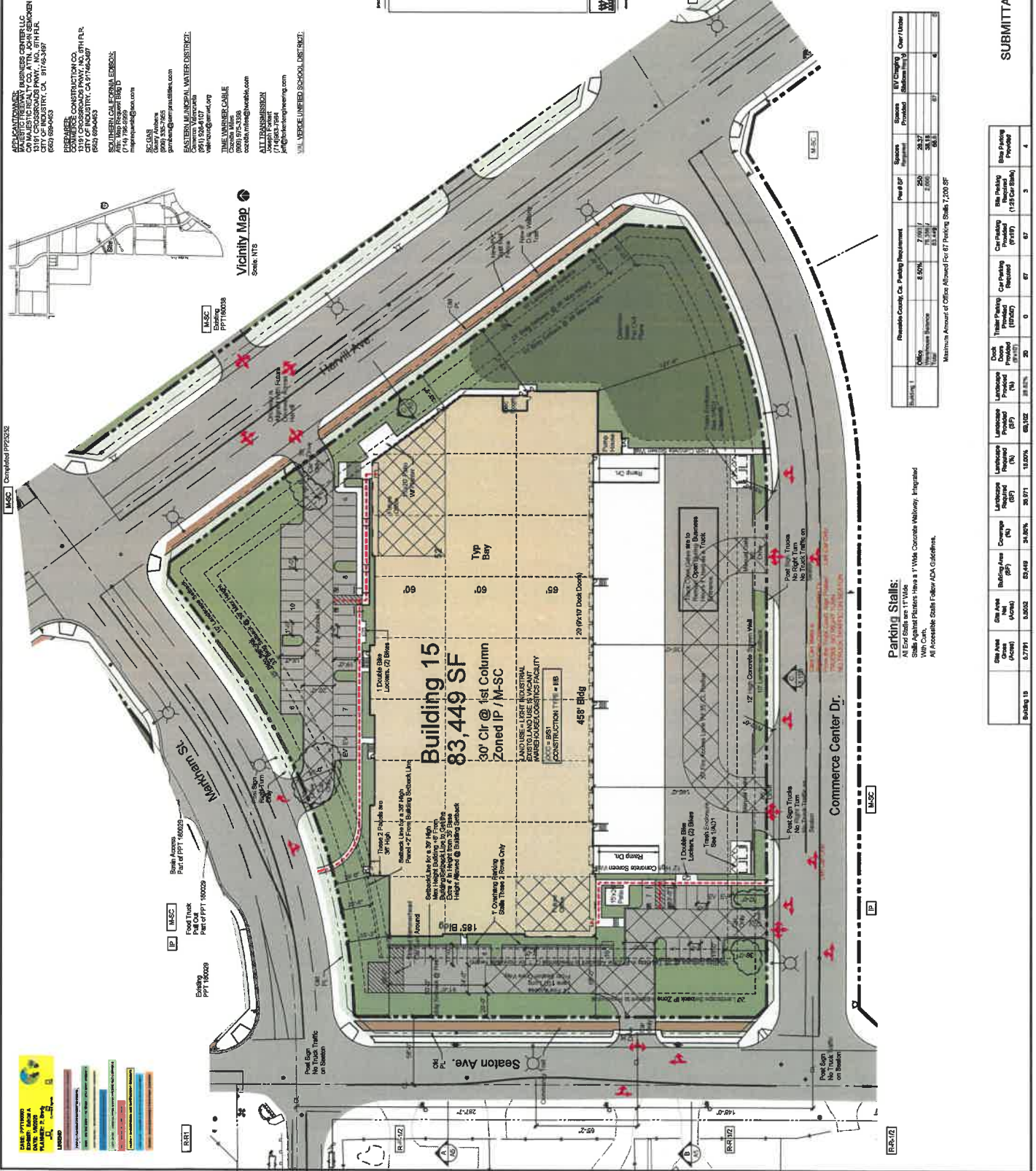
ZONING & LAND USE INFORMATION:
COUNTY OF RIVERSIDE GENERAL PLAN:
EXISTING ZONING IS "M-32", "IP", "I-1", "I-2"
EXISTING LAND USE IS LIGHT INDUSTRIAL
SPECIFIC PLAN SA/IEA/EPA/6

Assessor Parcel Maps:
314-260-081 THRU 089
314-260-095 THRU 093

Legal Description:
PARCELS AS-67 INCLUSIVE OF PARCEL MAP NO. 25701 AS RECORDED IN BK 180, PG 80 THRU 88 OF MAPS RECORDED IN RIVERSIDE COUNTY, CA, TRACT 156, SECT 21

THE PROJECT IS SITUATED WITHIN THE HIGHWAY 78 CORRIDOR MAP ACTUALLY WITHIN THE HIGHER STANDARDS OF THE IP ZONE

The Project is not Located Therein and Works on the Project Site, Located within PMS of County SP No. 341



Point Sign No Truck on Station

Point Sign No Truck on Station

185' Bldg

Building 15
83,449 SF
30' Clr @ 1st Column
Zoned IP / M-SC

LAND USE = LIGHT INDUSTRIAL
EXISTING LAND USE IS VACANT
EXISTING SUBSEQUENT FACILITY
CONSTRUCTION TYPE = IB

453' Bldg

Typ Bay

Double Bike Lockers (2) Bikes

Trash Enclosure See 1A01

Concrete Screen

Point Sign Trucks No Right Turn

Point Sign Trucks No Right Turn

Point Sign Trucks No Right Turn

Point Sign Trucks No Right Turn

Point Sign Trucks No Right Turn

Break Access Part of PPT 190003

Post Office Part of PPT 190003

Double Bike Lockers (2) Bikes

Trash Enclosure See 1A01

Concrete Screen

Point Sign Trucks No Right Turn

Point Sign Trucks No Right Turn

Point Sign Trucks No Right Turn

Point Sign Trucks No Right Turn

Point Sign Trucks No Right Turn

Point Sign Trucks No Right Turn

Point Sign Trucks No Right Turn

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Point Sign Trucks No Right Turn

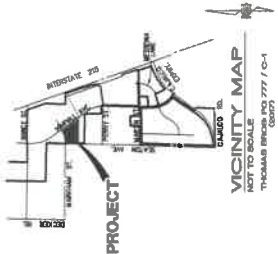
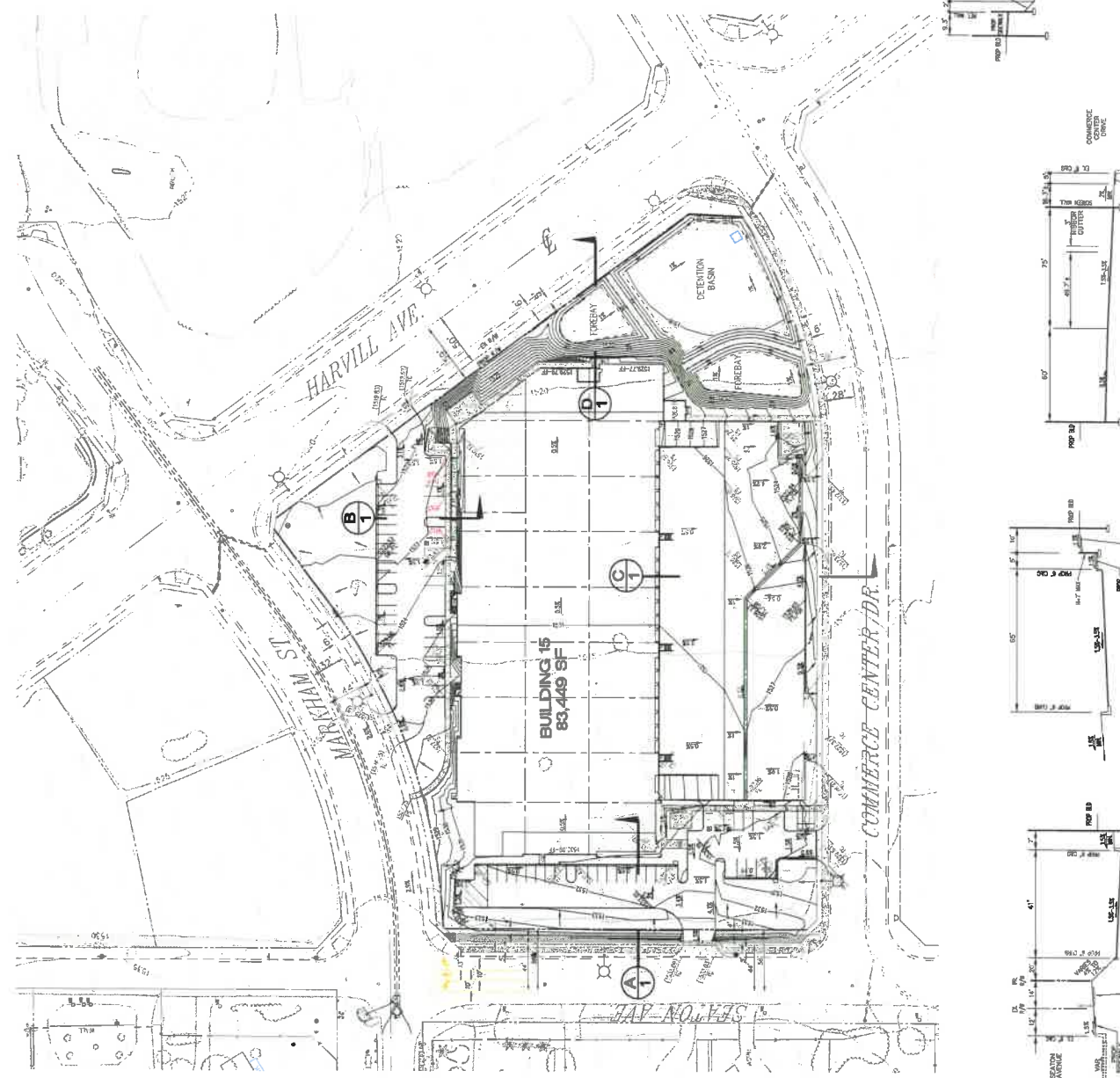
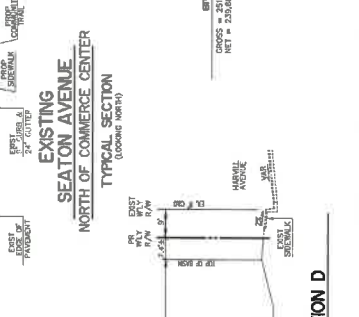
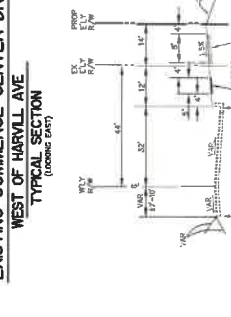
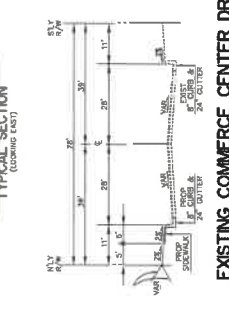
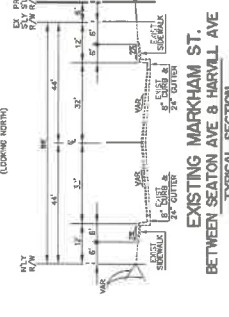
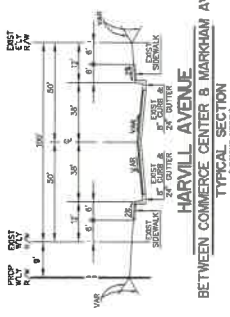
Point Sign Trucks No Right Turn

Point Sign Trucks No Right Turn

Parking Stalls:
At End Stalls are 11' Wide
Stalls Against Platens Have a 1" Wide Concrete Walkway, Integrated With Curb.
All Accessible Stalls Follow ADA Guidelines.

Category	Value
Space	28
Trailer Parking Provided (PT01)	0
Trailer Parking Received (PT02)	0
Car Parking Provided (PT03)	67
Car Parking Received (PT04)	67
Bike Parking Provided (PT05)	3
Bike Parking Received (PT06)	4

Category	Value
Landscaped (LND)	10.00%
Landscaped (LND)	20.71%
Landscaped (LND)	34.82%
Landscaped (LND)	50.44%
Landscaped (LND)	65.00%
Landscaped (LND)	80.00%
Landscaped (LND)	95.00%
Landscaped (LND)	100.00%



OVERALL SITE EARTHWORK QUANTITIES

DISPOSITION	CUT	FILL
ROAD	10,000	10,000
PAVEMENT	3,000	3,000
UTILITY	400	400
SEWER	1,000	1,000
STORM	1,000	1,000
TOTAL	15,400	15,400

OVERALL STRENGTH QUANTITIES

DISPOSITION	QUANTITY
CONCRETE	1,000 LF
ASPHALT	1,000 SF
PAVEMENT	1,000 SF
SEWER	1,000 LF
STORM	1,000 LF
STREETS	1,000 LF
TOTAL	6,000 SF

HARVILL AVE IMPROVEMENT QUANTITIES

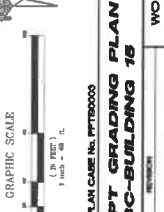
DISPOSITION	QUANTITY
CONCRETE	1,000 LF
ASPHALT	1,000 SF
PAVEMENT	1,000 SF
SEWER	1,000 LF
STORM	1,000 LF
STREETS	1,000 LF
TOTAL	6,000 SF

SEATON AVENUE IMPROVEMENT QUANTITIES

DISPOSITION	QUANTITY
CONCRETE	1,000 LF
ASPHALT	1,000 SF
PAVEMENT	1,000 SF
SEWER	1,000 LF
STORM	1,000 LF
STREETS	1,000 LF
TOTAL	6,000 SF

MARKHAM ST IMPROVEMENT QUANTITIES

DISPOSITION	QUANTITY
CONCRETE	1,000 LF
ASPHALT	1,000 SF
PAVEMENT	1,000 SF
SEWER	1,000 LF
STORM	1,000 LF
STREETS	1,000 LF
TOTAL	6,000 SF



PROPOSED SETBACK
WALL HEIGHT
QUANTITIES = 400 SF

SITE AREA
GROSS = 25,000 sq. ft. (5.76 acres)
NET = 23,000 sq. ft. (5.31 acres)

PROJECT

CONCEPT GRADING PLAN
MFBC-BUILDING 15

PLAT CASE NO. 18-0005

LEGAL DESCRIPTION
PARCELS 22-544 AND 22-545 OF MAPS 1848 AND 1849 AS RECORDED IN BOOK 100, PAGE 50 (P. 50) AND IN BOOK 101, PAGE 100 (P. 100) OF THE PUBLIC RECORDS OF CLAY COUNTY, FLA.

PREPARED FOR:
COMMERCE CENTER CO. LP
15000 Commerce Center Dr., Suite 100
Jacksonville, FL 32218
Phone: 904.251.1111
Fax: 904.251.1112

PREPARED BY:
PKLA ENGINEERING, INC.
15000 Commerce Center Dr., Suite 100
Jacksonville, FL 32218
Phone: 904.251.1111
Fax: 904.251.1112

DATE: 05/12/2019

TOPOGRAPHY DATE: 7-8-18

ASSURANCE:
REGISTERED PROFESSIONAL ENGINEER
NO. 12400
314-270-0269 (PH) 023

DATE: 05/12/2019

SCALE:
DATE: 05/12/2019

SECTION A

SECTION B

SECTION C

SECTION D

DATE: 05/12/2019

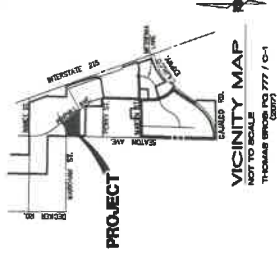
SCALE:
DATE: 05/12/2019

DATE: 05/12/2019

DATE: 05/12/2019

NOTE: THIS SITE IS NOT SUBJECT TO LUMINATION OR ANY OTHER CONSTRUCTION REQUIREMENTS UNLESS OTHERWISE SPECIFIED IN THIS PLAN. ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE SPECIFIED.

WO
100-95
sk. 1 of 2



GENERAL PRIVATE UTILITY QUANTITIES

DESCRIPTION	QUANTITY
12" STORM DRAIN	859 LF
24" STORM DRAIN	244 LF
6" SEWER	400 LF
6" PLASTIC WATER	1,290 LF
10" FIRE WATER MAIN	80 LF
8" FIRE WATER LATERAL	2 EA
10" DETECTOR CHECK VALVE	3 EA
CATCH BASIN	3 EA
CHANNEL DRAIN	3 EA
SEWER DRAIN INLET	2 EA
WELL MANHOLE	2 EA
STORM DRAIN OUTLET	1 EA

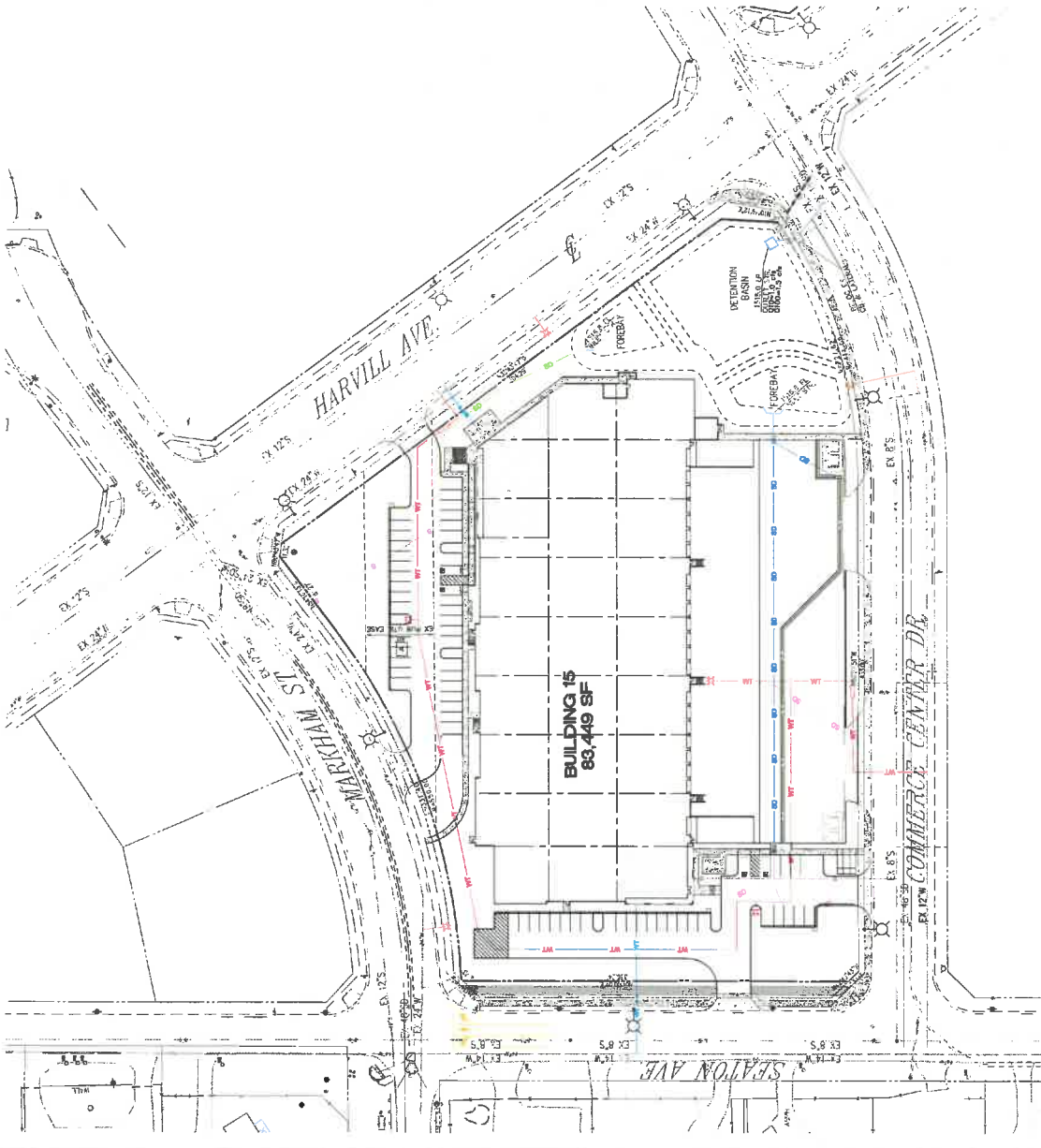
GENERAL PUBLIC UTILITY QUANTITIES

DESCRIPTION	QUANTITY
1/2" FIRE HYDRANT	3 EA
WATER METER	6 EA
BRPP	6 EA
6" FIRE WATER LATERAL	26 LF
8" FIRE WATER LATERAL	2 EA
STREET LIGHTS	5 EA
CATCH BASIN	5 EA
1/2" LATERAL	36 LF

RECORD EASEMENTS

EASEMENT FOR PIPES, DITCHES, ETC. IN FAVOR OF VAL VOICE MUTUAL WATER CO. OF TEXAS, INC. (M.W.C.) - NOT PLANTABLE

EASEMENT FOR PUBLIC UTILITIES IN FAVOR OF PUBLIC SERVICE FACILITIES (A.B. 26, 1993 / INST. NO. 28176)



NOTE: THIS PLAN SHOWS THE UTILITIES IN FAVOR OF THE ABOVE LISTED ENTITIES AND IS NOT A GUARANTEE OF THE LOCATION, DEPTH, OR CONDITION OF ANY UTILITIES. THE USER SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES BEFORE CONSTRUCTION. THIS PLAN IS NOT SUBJECT TO FLOOD INSURANCE.

CONCEPT UTILITY PLAN
MFBC-BUILDING 15

DATE: _____ BY: NETWORK

DATE: _____ BY: SOL

TOPOGRAHY DATE: 7-9-8

ASSESSOR'S PARCEL NUMBER: 314-260-002 (M.R.) 009
314-270-015 (M.R.) 025

PREPARED BY: PELA ENGINEERING, INC.
4100 BIRCH CREEK BLVD., SUITE 200
DALLAS, TEXAS 75244
PHONE: 972-443-8888
FAX: 972-443-8889
WWW.PELA.COM

LEGAL DESCRIPTION: PARCELS 47-044, INCLUDING 1/2 ACRES, MAP NO. 105 OF HARRIS COUNTY, TEXAS, AND 1/2 ACRES, MAP NO. 105 OF HARRIS COUNTY, TEXAS, RECORDS OF HARRIS COUNTY, TX.

COMPILED BY: CONCEPT CONSTRUCTION CO., L.P.
2277 E. WILSON AVENUE, SUITE 100
DALLAS, TEXAS 75228

DATE: 08/03/2018

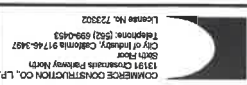
WO 100-96

SH. 2 OF 2

REVISIONS	DATE	BY	DATE

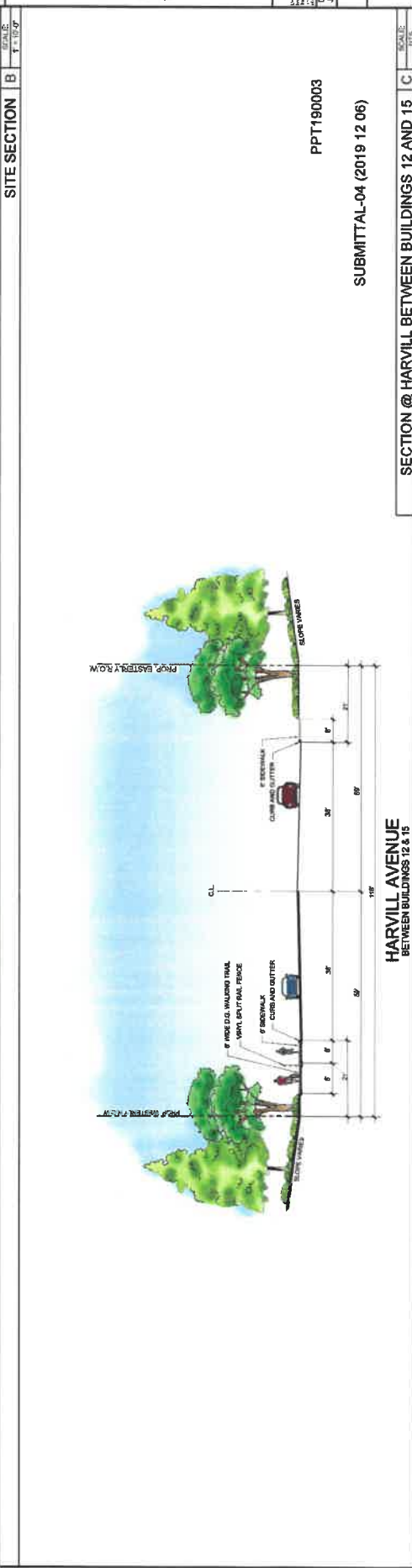
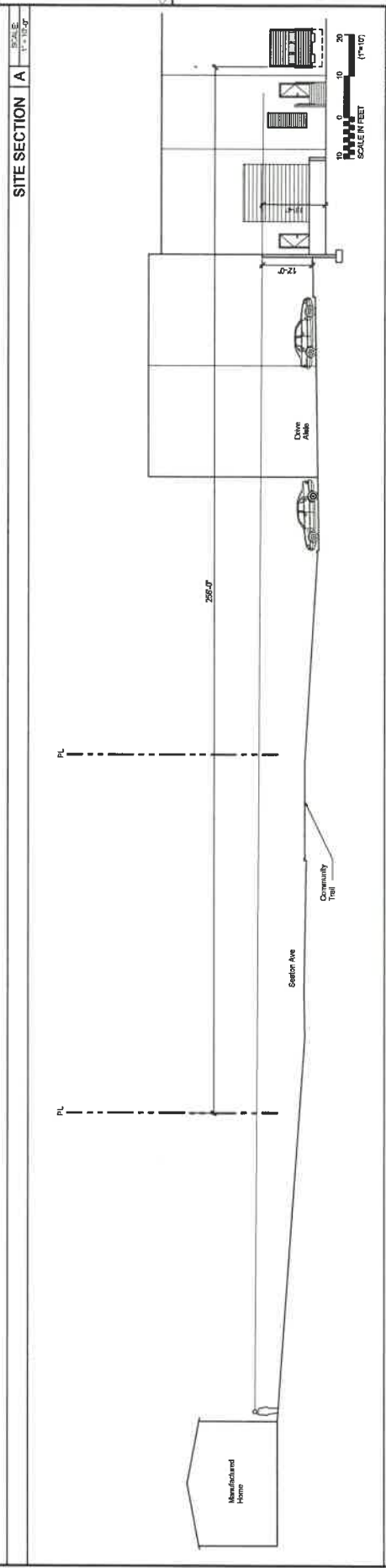
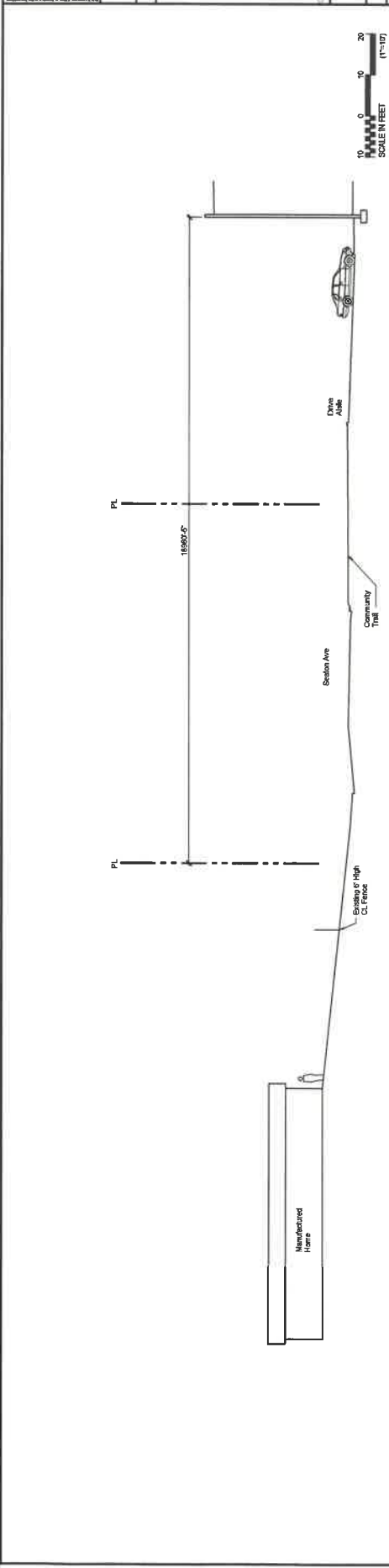
REVISIONS	DATE	BY	DATE

COMMERCE CONSTRUCTION CO. L.P.
 1313 CHATELAIN PARKWAY NORTH
 SUITE 100
 FORT WORTH, TEXAS 76104
 LICENSE NO. 723822



BUILDING 15
MAJESTIC FREEWAY BUSINESS CENTER
 IRVING, TX

PROJECT NO. PPT190003
 SUBMITTAL-04 (2019 12 06)
 DRAWN BY DATE: JN
 C.C. JOB NO. 6712
 SHEET NO. A5



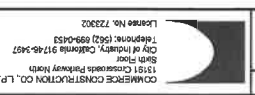
HARVILL AVENUE
 BETWEEN BUILDINGS 12 & 15

SECTION @ HARVILL BETWEEN BUILDINGS 12 AND 15 | C

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

NO.	DATE	BY	REVISIONS

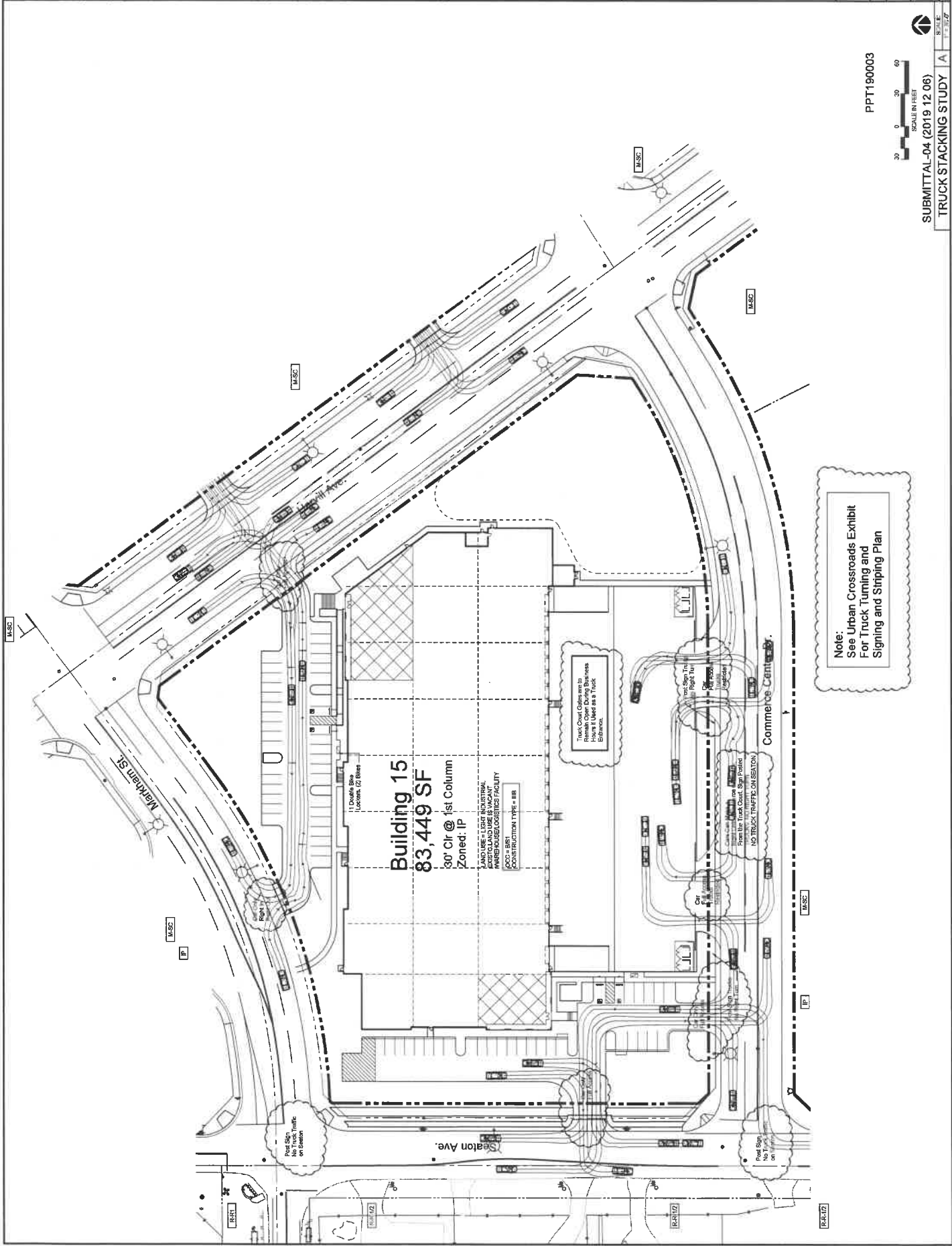
CO-MERCIAL CONSTRUCTION CO., L.P.
 1575 Crossroads Parkway North
 Suite 100
 City Industry, California 91746-3487
 Telephone: (626) 894-4433
 License No. 72302



TRUCK STACKING STUDY
BUILDING 15
 MAJESTIC FREEMAN BUSINESS CENTER
 IRVINE, CA

PROJECT NO. PPT1900003
 SHEET NO. 6712
 DATE: 12/06/19

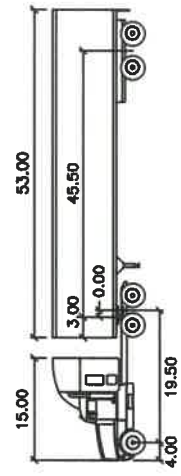
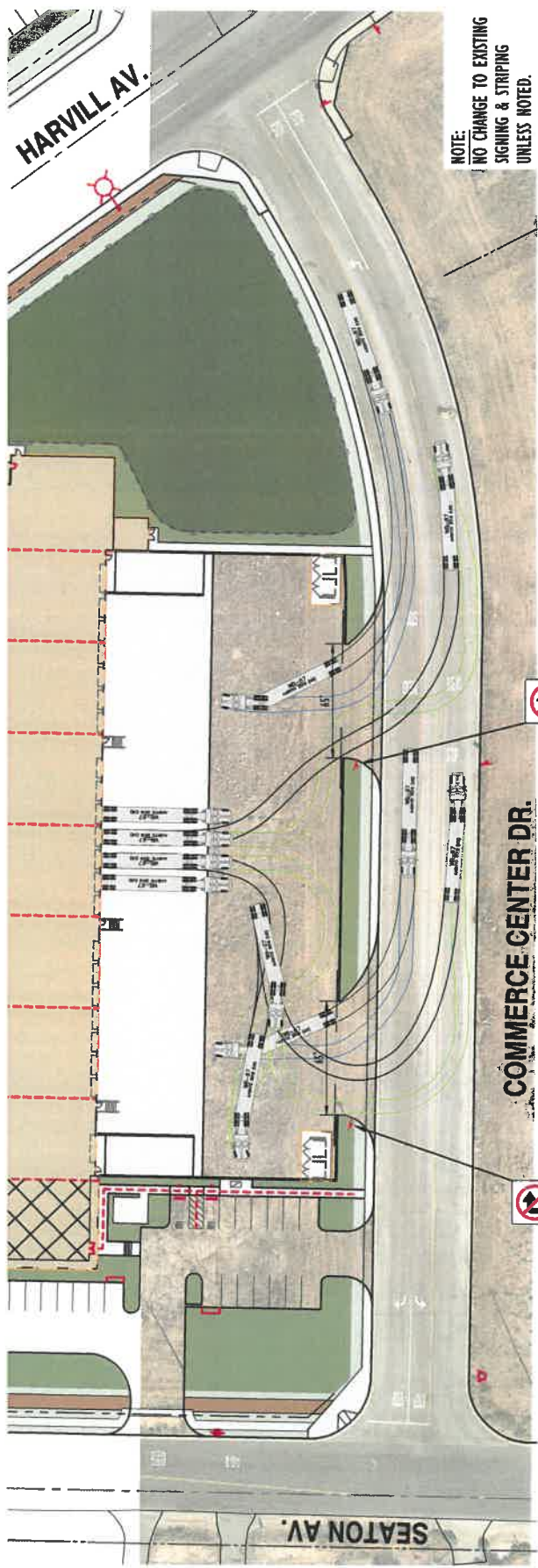
1.15A



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

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

EXHIBIT 1b: TRUCK ACCESS



feet	
Tractor Width	: 8.00
Tractor Track	: 8.50
Trailer Width	: 8.50
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

COMMERCIAL CONSTRUCTION CO., L.P.
 13181 Commercial Parkway North
 Suite 100
 Dallas, Texas 75244
 Phone: (972) 412-1100
 Fax: (972) 412-1101
 Website: www.commercialconstruction.com

COMMERCIAL CONSTRUCTION CO., L.P.
 13181 Commercial Parkway North
 Suite 100
 Dallas, Texas 75244
 Phone: (972) 412-1100
 Fax: (972) 412-1101
 Website: www.commercialconstruction.com

COMMERCIAL CONSTRUCTION CO., L.P.
 13181 Commercial Parkway North
 Suite 100
 Dallas, Texas 75244
 Phone: (972) 412-1100
 Fax: (972) 412-1101
 Website: www.commercialconstruction.com

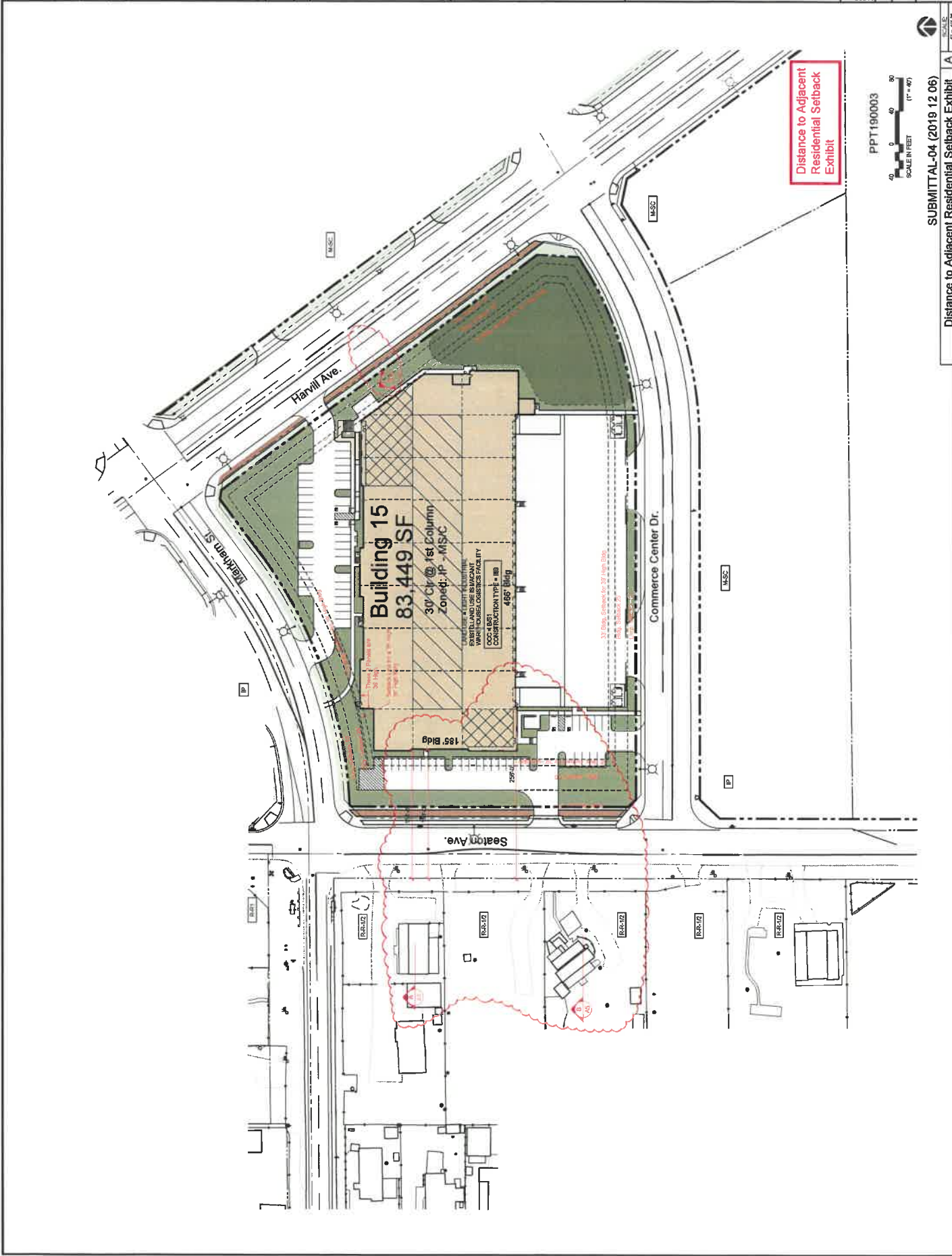
COMMERCIAL CONSTRUCTION CO., L.P.
 13181 Commercial Parkway North
 Suite 100
 Dallas, Texas 75244
 Phone: (972) 412-1100
 Fax: (972) 412-1101
 Website: www.commercialconstruction.com

COMMERCIAL CONSTRUCTION CO., L.P.
 13181 Commercial Parkway North
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 Suite 100
 Dallas, Texas 75244
 Phone: (972) 412-1100
 Fax: (972) 412-1101
 Website: www.commercialconstruction.com



PPT190003
 SCALE IN FEET
 1" = 40'
 0 20 40 60 80

SUBMITTAL-04 (2019 12 06)
 Distance to Adjacent Residential Setback Exhibit

SHEET NO. A4



SCALE

1" = 40'

DISTANCE TO ADJACENT RESIDENTIAL SETBACK EXHIBIT

SUBMITTAL-04 (2019 12 06)

SCALE

1" = 40'

DISTANCE TO ADJACENT RESIDENTIAL SETBACK EXHIBIT

SUBMITTAL-04 (2019 12 06)

SCALE

1" = 40'

DISTANCE TO ADJACENT RESIDENTIAL SETBACK EXHIBIT

SUBMITTAL-04 (2019 12 06)

SCALE

1" = 40'

DISTANCE TO ADJACENT RESIDENTIAL SETBACK EXHIBIT

SUBMITTAL-04 (2019 12 06)

SCALE

1" = 40'

DISTANCE TO ADJACENT RESIDENTIAL SETBACK EXHIBIT

SUBMITTAL-04 (2019 12 06)

SCALE

1" = 40'

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SUBMITTAL-04 (2019 12 06)

SCALE

1" = 40'

DISTANCE TO ADJACENT RESIDENTIAL SETBACK EXHIBIT

SUBMITTAL-04 (2019 12 06)

SCALE

1" = 40'

DISTANCE TO ADJACENT RESIDENTIAL SETBACK EXHIBIT

SUBMITTAL-04 (2019 12 06)

SCALE

1" = 40'

DISTANCE TO ADJACENT RESIDENTIAL SETBACK EXHIBIT

SUBMITTAL-04 (2019 12 06)

SCALE

1" = 40'

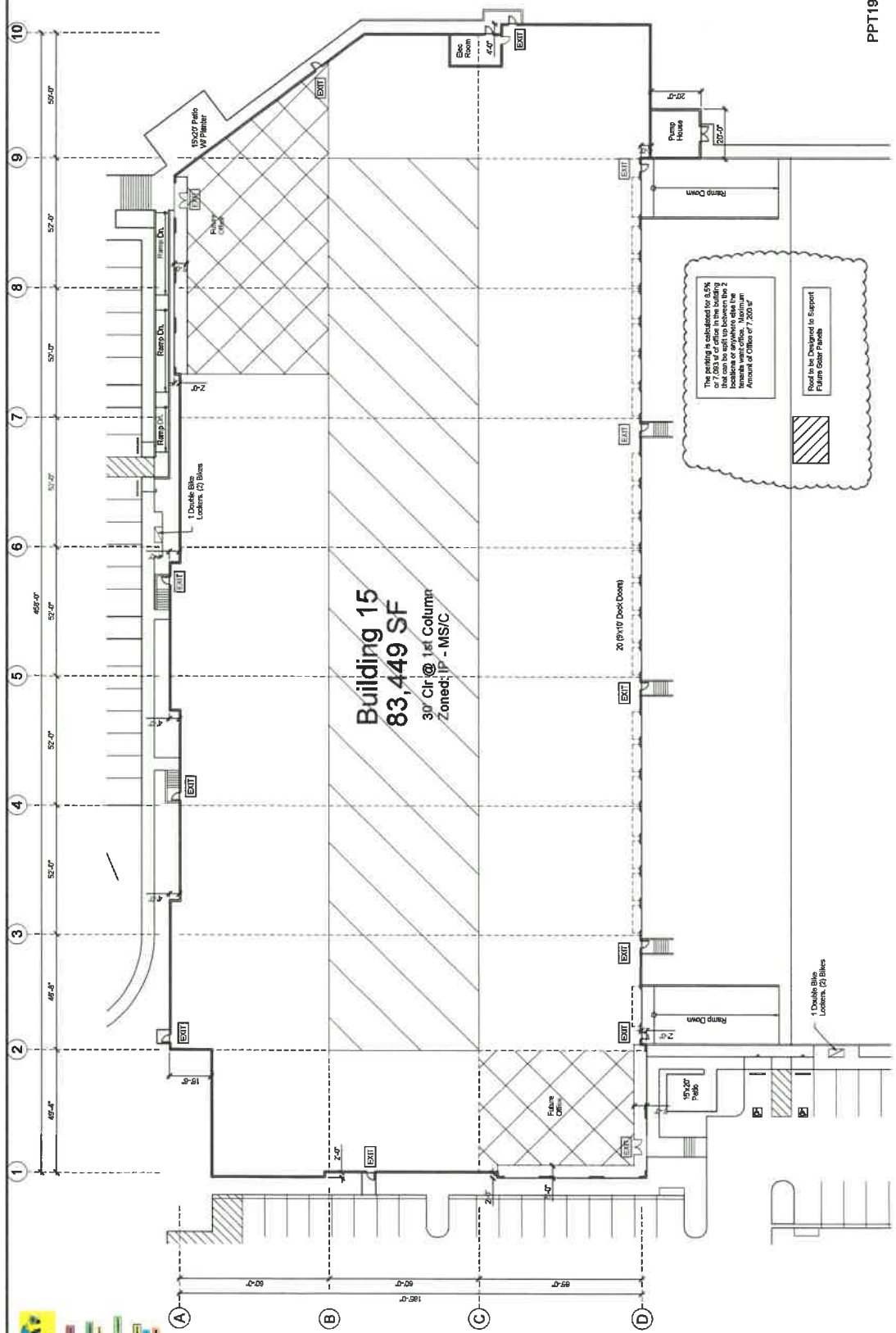
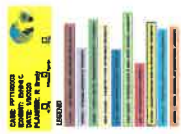
DISTANCE TO ADJACENT RESIDENTIAL SETBACK EXHIBIT

SUBMITTAL-04 (2019 12 06)

SCALE

1" = 40'

DISTANCE TO ADJACENT RESIDENTIAL SETBACK EXHIBIT



Maximum Amount of Office Allowed For (F) Parking Stalls: 7,200 SF

Building #	Office Program Balance	Balance	Permitted	Specs Provided	Over / Under
Building 1	8,600	7,200	2,400	28,37	4
Maximum Amount of Office Allowed For (F) Parking Stalls: 7,200 SF					

SCALE IN FEET
0 16 32

DATE: 2019.12.06
SUBMITTAL-04 (2019 12 06)

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

FLOOR PLAN
BUILDING 15
MAJESTIC FREEWAY BUSINESS CENTER
RIVERSIDE, CA

COMMERCE CONSTRUCTION CO., L.P.
15181 Chantrelles Parkway, Suite 100
Dallas, Texas 75244-3457
Phone: (972) 998-4053
License No. 723902

REVISIONS	BY	DATE	REVISIONS

BT	DATE

Drawn By: [Name]
Checked By: [Name]
Scale: [Scale]
Project No.: [Project No.]
Sheet No.: [Sheet No.]
Date: [Date]

000-008 INC. 8712
SHEET NO. 8712
A2.15

Provide Road Top, Sighting or All A.C. Utility Per County of Ingham Standards.



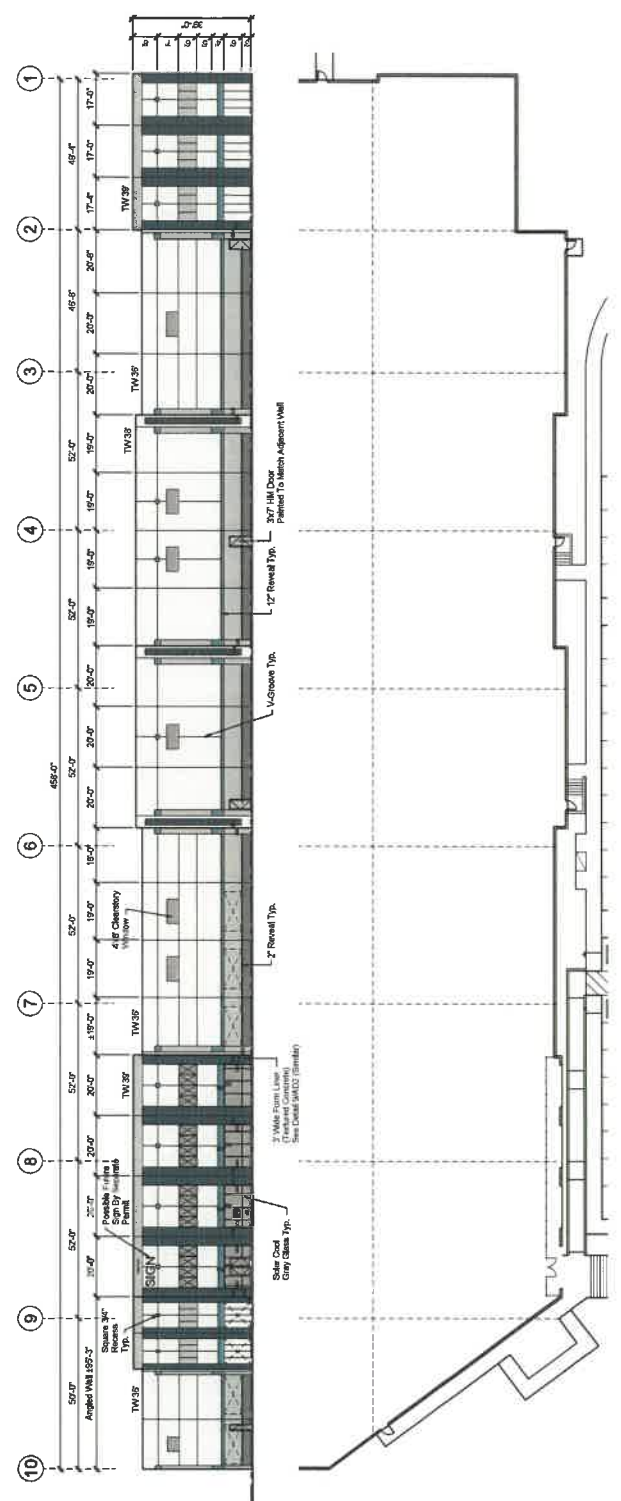
REVISIONS	BY	DATE	REVISIONS

COMMERCIAL CONSTRUCTION CO., L.P.
 1379 Renaissance Parkway North
 Suite 500
 City of Ingham, Michigan 49703
 License No. 223002

ELEVATIONS
BUILDING 15
MAJESTIC FREEWAY BUSINESS CENTER
 FARMERS CK
 SHERBORN, MI

DATE: 11/13/19
 DRAWN BY: JLN
 CHECKED BY: JLN
 PROJECT NO.: PPT1900003
 SHEET NO.: A3.15A

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



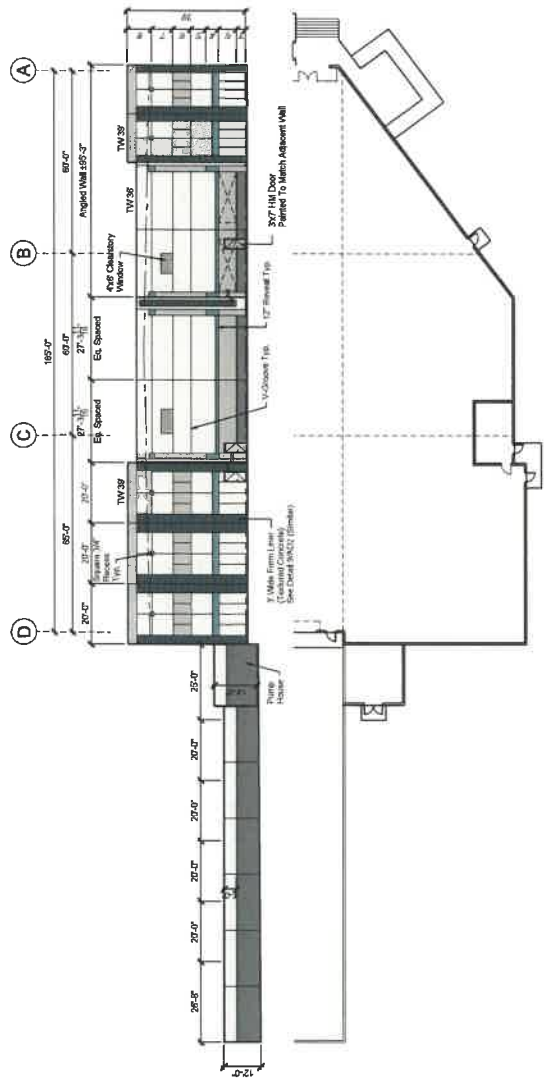
NORTH ELEVATION A

COLOR LEGEND

- SIENNA WILLIAMS BY7700S PURE WHITE
- SIENNA WILLIAMS BY7700S MONOCOLOR OLIVER
- SIENNA WILLIAMS BY7700S WALL STREET
- SIENNA WILLIAMS BY7815 LEGRASSE BLUE
- EA PINK
- SCOUR COOL GRAY

Building in 18 Up Concrete Panels

Total Maximum Height is 39' Above Finished Floor.



EAST ELEVATION B

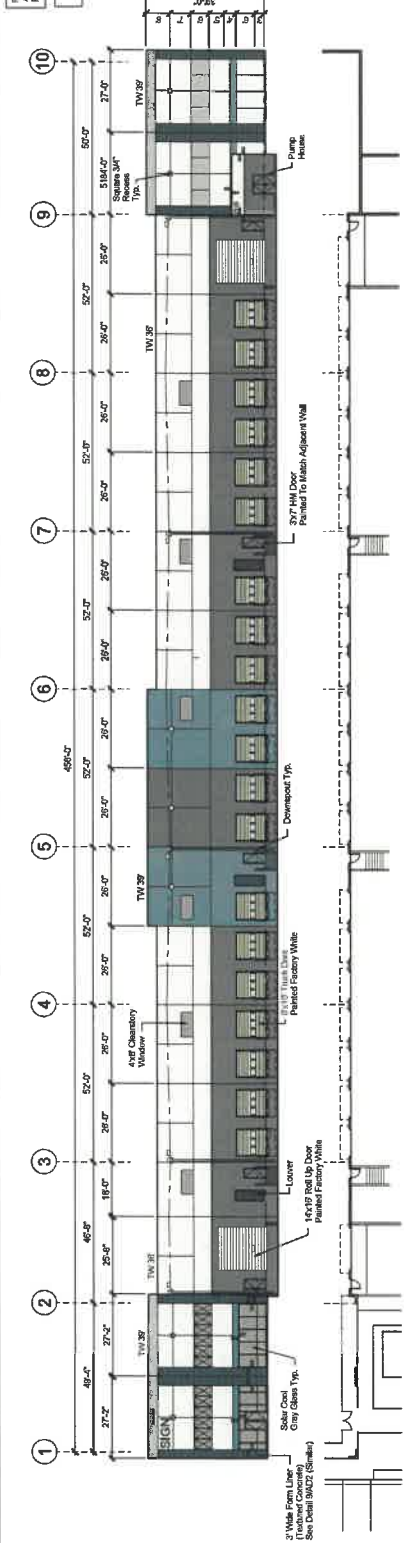
PPT1900003

SUBMITTAL-04 (2019 12 06)

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

DATE	BY	REVISIONS

1. For Screening of All A.C. Units, Refer to Riverwalk Standards.
 Total Maximum Height is 39' Above Finished Floor.



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

COLOR LEGEND

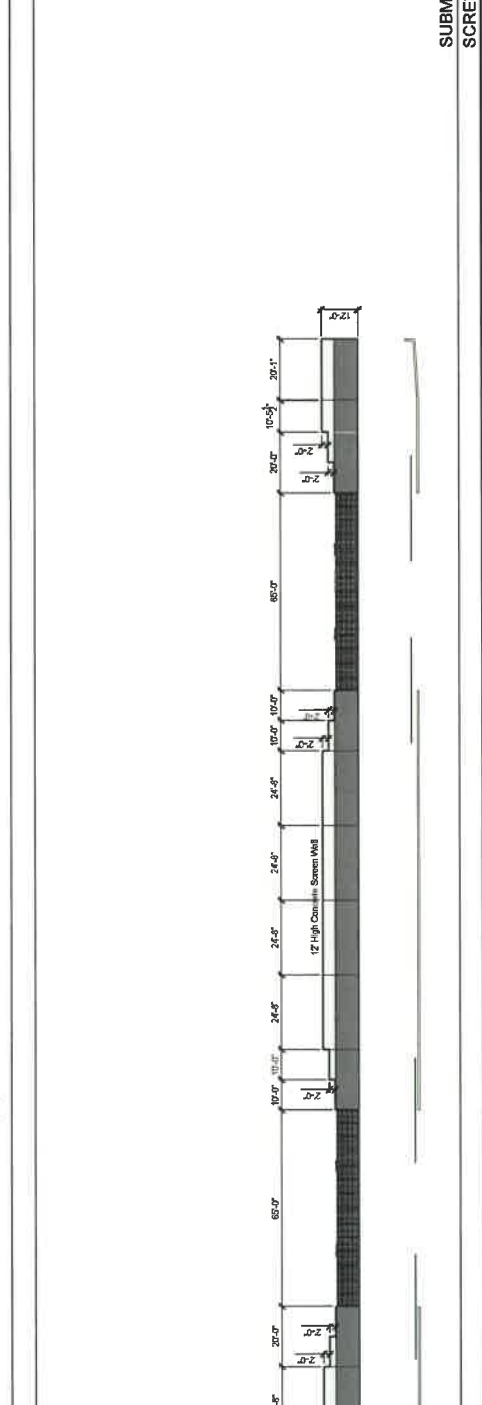
[Color Swatch]	WESTERN WILLIAMS SIV7200 PURE WHITE
[Color Swatch]	WESTERN WILLIAMS SIV7280 MONOPOL SILVER
[Color Swatch]	WESTERN WILLIAMS SIV7285 WALL STREET
[Color Swatch]	WESTERN WILLIAMS SIV6510 LEARNER BLUE
[Color Swatch]	ICI CORN SICAR COOL GRAY

Building is 1x Up Concrete Panels
 Total Maximum Height is 39' Above Finished Floor.

COMMERCE CONSTRUCTION CO., L.P.
 1319 Commercial Parkway North
 Suite Floor
 Irving, TX 75039-4303
 Phone: (972) 899-0403
 License No. 223202

ELEVATIONS
 MAJESTIC FREEWAY BUSINESS CENTER
 RIVERBIRK, TX
 BUILDING 15
 SHEET NO. **A3.15B**
 CCC JOB NO. 6712
 DRAWN BY DATE
 PPT190003

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



2' Wide Form Liner - See Detail RW22 (Similar)
 3x7' HM Door - Painted To Match Adjacent Wall
 4x8' Casement Window
 12' High Concrete Screen Wall
 Sider Cool Gray Green Typ.

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

MAJESTIC FREEMAN BUSINESS CENTER
 BUILDING 15
 MISCELLANEOUS DETAILS
 RIVERSIDE, CA
 Ltr# 15-0001
 2/23/2017
 2/23/2017
 2/23/2017

Designed for RCDMWR Specifications
 www.rcdmwr.com/specifications/standard/specifications

REVISIONS
 BY DATE
 REVISIONS
 BY DATE

SCALE: 1/8" = 1'-0"
TRASH ENCLOSURE PLAN 1

REVISIONS
 BY DATE
 REVISIONS
 BY DATE

SCALE: 1/8" = 1'-0"
TRASH ENCLOSURE ELEVATION 2

REVISIONS
 BY DATE
 REVISIONS
 BY DATE

SCALE: 1/8" = 1'-0"
TRASH ENCLOSURE ELEVATION 3

REVISIONS
 BY DATE
 REVISIONS
 BY DATE

SCALE: 3/8\"/>
POST TO FOOTING 5

REVISIONS
 BY DATE
 REVISIONS
 BY DATE

SCALE: 3/8\"/>
POST TO FOOTING 5

SCALE: 1/4\"/>
T.E. GATE DETAIL 6

SCALE: 1/4\"/>
T.E. WALL SECTION 7

SCALE: 1/4\"/>
T.E. WALL SECTION 7

SCALE: 1/4\"/>
T.E. WALL SECTION 7

SCALE: 1/4\"/>
WALL SECTION 8

SCALE: 1/4\"/>
CONC. FORM LINER 9

SCALE: 1/4\"/>
CONC. FORM LINER 9

SCALE: 1/4\"/>
CONC. FORM LINER 9

SCALE: 1/4\"/>
CONC. FORM LINER 9

SCALE: 1/4\"/>
TE SIDE ELEVATION 11



BUILDING 15

MAJESTIC FREEWAY BUSINESS CENTER RIVERSIDE, CA

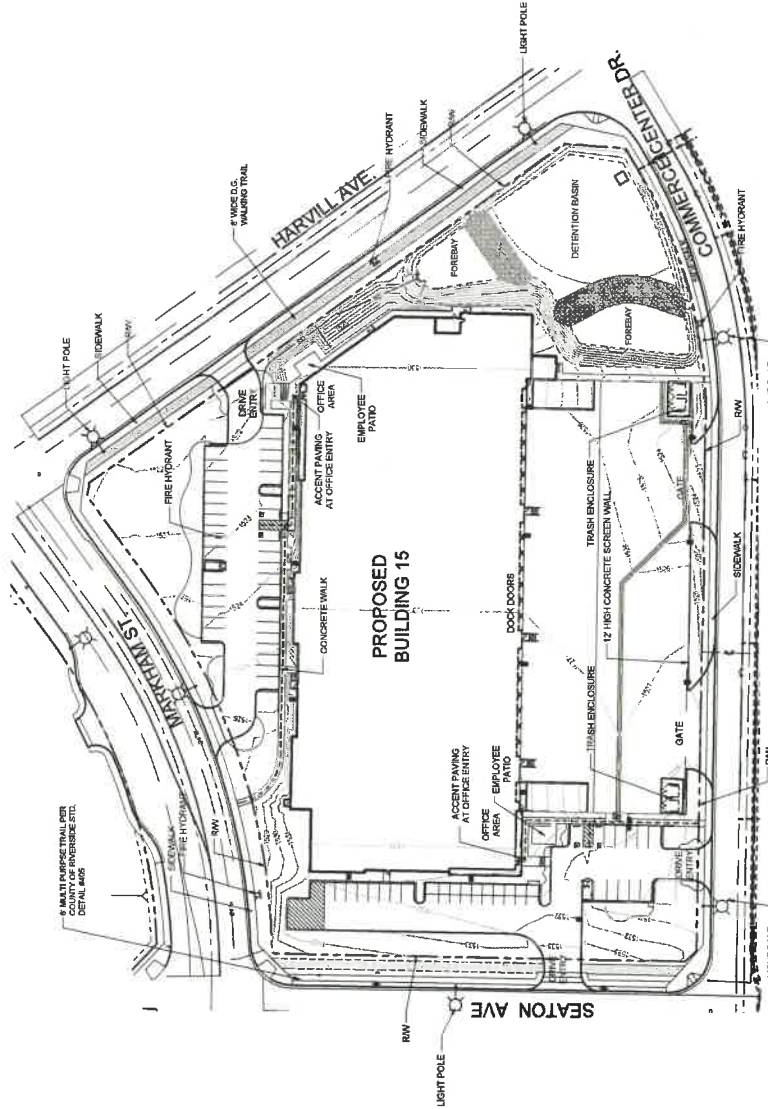
LANDSCAPE PLANS COUNTY OF RIVERSIDE

GENERAL NOTES

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



KEY MAP
NOT TO SCALE

VICINITY MAP
NOT TO SCALE
THOMAS BROS. MAPS
PAGE 777, C-1

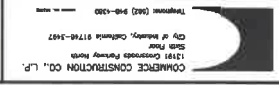
STATEMENT OF COMPLIANCE

I, the undersigned, hereby certify that the Landscape Construction Document Package that complies with the requirements of Ordinance No. 878-2, Ordinance 8-18, including attached parking and utility plans, and the Landscape Concept Plan, comply with the requirements of the approved Landscape Concept Plan. I warrant that the information herein is true and correct to the best of my knowledge and belief, and that I am not providing any false or misleading information. I understand that this information may be subject to change based on the approved architectural plans.

[Signature]
Date: _____

Steve E. Pracht-Landscape Architect

MAINTENANCE NOTE:
CONTINUED LANDSCAPE MAINTENANCE FOR ON-SITE AND OFF-SITE WITHIN RIGHT-OF-WAY TO BE PROVIDED BY MAJESTIC DEVELOPMENT LLC



THIS PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE. THE CLIENT ACCEPTS THE RISK OF INADEQUATE DESIGN AND THE ARCHITECT ASSUMES NO LIABILITY FOR ANY DAMAGE TO PERSONS OR PROPERTY ARISING FROM THE USE OF THIS PLAN.

CONCEPT PLANT SCHEDULE

SYMBOL	PLANT NAME	SIZE	SPACING
(Symbol)	Redwood	12" DBH	15' x 15'
(Symbol)	Acacia	12" DBH	15' x 15'
(Symbol)	Acacia	18" DBH	15' x 15'
(Symbol)	Acacia	24" DBH	15' x 15'
(Symbol)	Acacia	30" DBH	15' x 15'
(Symbol)	Acacia	36" DBH	15' x 15'
(Symbol)	Acacia	42" DBH	15' x 15'
(Symbol)	Acacia	48" DBH	15' x 15'
(Symbol)	Acacia	54" DBH	15' x 15'
(Symbol)	Acacia	60" DBH	15' x 15'
(Symbol)	Acacia	66" DBH	15' x 15'
(Symbol)	Acacia	72" DBH	15' x 15'
(Symbol)	Acacia	78" DBH	15' x 15'
(Symbol)	Acacia	84" DBH	15' x 15'
(Symbol)	Acacia	90" DBH	15' x 15'
(Symbol)	Acacia	96" DBH	15' x 15'
(Symbol)	Acacia	102" DBH	15' x 15'
(Symbol)	Acacia	108" DBH	15' x 15'
(Symbol)	Acacia	114" DBH	15' x 15'
(Symbol)	Acacia	120" DBH	15' x 15'
(Symbol)	Acacia	126" DBH	15' x 15'
(Symbol)	Acacia	132" DBH	15' x 15'
(Symbol)	Acacia	138" DBH	15' x 15'
(Symbol)	Acacia	144" DBH	15' x 15'
(Symbol)	Acacia	150" DBH	15' x 15'
(Symbol)	Acacia	156" DBH	15' x 15'
(Symbol)	Acacia	162" DBH	15' x 15'
(Symbol)	Acacia	168" DBH	15' x 15'
(Symbol)	Acacia	174" DBH	15' x 15'
(Symbol)	Acacia	180" DBH	15' x 15'

STATEMENT OF COMPLIANCE

The following information is provided to demonstrate compliance with the requirements of Ordinance No. 889, as amended, and to assist in the preparation of the final landscape plan.

MAINTENANCE NOTE:
 ALL PLANT MATERIAL MUST BE PROTECTED BY A CURB 6" HIGH AND PROTECTED FROM VERTICAL ENCROACHMENT OR OVERHANG.

IRRIGATION CONCEPT STATEMENT
 IRRIGATION SHALL BE A COMBINATION OF SPRINKLERS AND SPRAY BRIGATION SYSTEMS SEPARATED BY HYDROZONES. SPRINKLERS WILL BE SET BACK 2' AWAY FROM NONPERMEABLE PAVING IN ORDER TO PREVENT OVER SPRAY AND RUN OFF. SPRAY BRIGATION SYSTEMS WILL BE USED IN ACCORDANCE WITH MS-1801 RIVERSIDE COUNTY ORDINANCE NO. 889-3.

STATEMENT OF COMPLIANCE
 THE LANDSCAPE AND BRIGATION PLANS CONFORM TO RIVERSIDE COUNTY ORDINANCE NO. 889-3.

PROPOSED BUILDING 15

The site plan illustrates the proposed building 15, a large rectangular structure with multiple entrances and exits. It is situated between Harvill Ave to the north and Seaton Ave to the south. To the west of the building is a parking lot with numerous parking spaces, some marked with circular symbols. A prominent feature is a large 'DETECTION BASIN' located to the east of the building, surrounded by a concrete wall. The plan also shows various utility lines, including fire hydrant, storm drain, and sewer lines, along with a 'CONCRETE CENTER DR.' and 'CONCRETE SIDEWALK'. The site is bounded by Harvill Ave to the north, Seaton Ave to the south, and an unnamed street to the east. The plan includes numerous annotations for utilities, setbacks, and construction details.

NOTES

- ALL TREES WITHIN 10' OF HARDSCAPE SHALL BE IN A SHALLOW LINEAR TRENCH (W/RAIP AROUND NOT ALLOWED) ROOT BARRIER 24" HIGH LINEAR ROOT BARRIER SHALL BE CENTERED ON TREE AND EXTEND 5' IN BOTH DIRECTIONS FOR A TOTAL OF 10'
- NOTE CONTRACTOR TO INSTALL CONCRETE MOWCURES TO DEFINE THE FOLLOWING AREAS: BETWEEN GRAVEL AND PLANTING AREAS.
- NOTE QUANTITIES AND AREA CALCULATIONS SHOWN IN LEGEND ARE FOR REFERENCE ONLY. CONTRACTOR RESPONSIBLE FOR ALL QUANTITY TAKE-OFFS AND AREA CALCULATIONS FOR DETERMINING COST AND QUANTITY OF MATERIALS TO SITE.
- TREES SHALL BE STAKED WITH 33 STAKES AND 4 TREE TIES PER COUNTY STANDARD DETAILS. USE TRIPLE STAKING WITH 3" DIAMETER CHAINS IN HIGH WIND AREAS.
- TREES SHALL HAVE BREATHER TUBES PER COUNTY STANDARD DETAILS.
- PLANTER ISLANDS ADJACENT TO PARKING SPACES SHALL HAVE 12" WIDE CONCRETE WALKWAY STRIP INSTALLED ADJACENT TO AND INTEGRAL WITH OR DOVELED INTO THE 6" WIDE CURB.
- THE FOLLOWING ITEMS WILL BE INCORPORATED INTO THE FINAL IRRIGATION DESIGN PLANS & SPECIFICATIONS:
 1. LIGHT COMMERCIAL
 2. MASTER VALVE AND FLOW SENSOR (EXCEPT FOR PRIVATE RESIDENTIAL LOTS)
 3. RAIN SENSING DEVICE
 4. ANTI-DRAIN CHECK VALVES
 5. PRESSURE REGULATOR (IF NEEDED)
 6. HYDROZONES WILL BE PROPERLY DESIGNATED
 7. NO OVERHEAD IRRIGATION WITHIN 24" OF NONPERMEABLE SURFACES. (NO RESTRICTIONS ON OVERHEAD IRRIGATION WITHIN 24" OF NONPERMEABLE SURFACES.)
 8. SUBS PIPES OR LOW VOLTAGE BRIGALS WILL BE USED FOR IRRIGATION STAFFED AREAS, ON AREAS LESS THAN 10 FEET IN WIDTH.

CONCEPT PLANT SCHEDULE

PLANTING MATERIALS: ALL PLANTS SHALL BE FULLY ESTABLISHED AND HEALTHY AT THE TIME OF DELIVERY TO THE SITE. ALL PLANTS SHALL BE PROTECTED BY A CURB 6" HIGH AND PROTECTED FROM VERTICAL ENCROACHMENT OR OVERHANG.

MAINTENANCE NOTE:
 ALL PLANT MATERIAL MUST BE PROTECTED BY A CURB 6" HIGH AND PROTECTED FROM VERTICAL ENCROACHMENT OR OVERHANG.

IRRIGATION CONCEPT STATEMENT
 IRRIGATION SHALL BE A COMBINATION OF SPRINKLERS AND SPRAY BRIGATION SYSTEMS SEPARATED BY HYDROZONES. SPRINKLERS WILL BE SET BACK 2' AWAY FROM NONPERMEABLE PAVING IN ORDER TO PREVENT OVER SPRAY AND RUN OFF. SPRAY BRIGATION SYSTEMS WILL BE USED IN ACCORDANCE WITH MS-1801 RIVERSIDE COUNTY ORDINANCE NO. 889-3.

STATEMENT OF COMPLIANCE
 THE LANDSCAPE AND BRIGATION PLANS CONFORM TO RIVERSIDE COUNTY ORDINANCE NO. 889-3.

LANDSCAPE AREA TOTALS:

BUILDING 15	LANDSCAPE AREA (SF)	LANDSCAPE AREA (SF)	PROVIDED (SF)	PROVIDED (SF)
5.77%	15.07	15.07	15.07	15.07
68.10	168.26	168.26	168.26	168.26

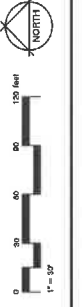
SCALE:
 1" = 30'

DATE: 10/11/19

ARCHITECT: Brett C. Finchon-Landscape Architect

COMMERCE CONSTRUCTION CO., L.P.
 1313 Commerce Parkway West
 Irvine, California 92614-2427
 Telephone: (949) 445-1390

PRELIMINARY LANDSCAPE PLAN
 BUILDING 15
 MAJESTIC FREEWAY BUSINESS CENTER
 RIVERSIDE, CA
 BRK 1001715
 SHEET NO. L-2
 2 of 2



PROJECT: SHADE PLAN
 SHEET NO.: L-3
 DRAWN BY: J. J. JENSEN
 DATE: 01/15/15
 COUNTY OF RIVERSIDE, CA
 PROJECT: BUILDING 15
 PROJECT: MAJESTIC FREEWAY BUSINESS CENTER

CHAMBERLAIN CONSTRUCTION CO., L.P.
 13185 CHAMBERLAIN DRIVE, SUITE 100
 CITY OF HUNTER, CALIFORNIA 91745-3187
 PHONE: (951) 948-1300
 FAX: (951) 948-1300

ENVIRON
 ENVIRONMENTAL ARCHITECTURE
 2005 WEST BROADWAY, SUITE 100
 COSTA MESA, CALIFORNIA 92626
 PHONE: (714) 440-1111
 FAX: (714) 440-1112

REVISIONS

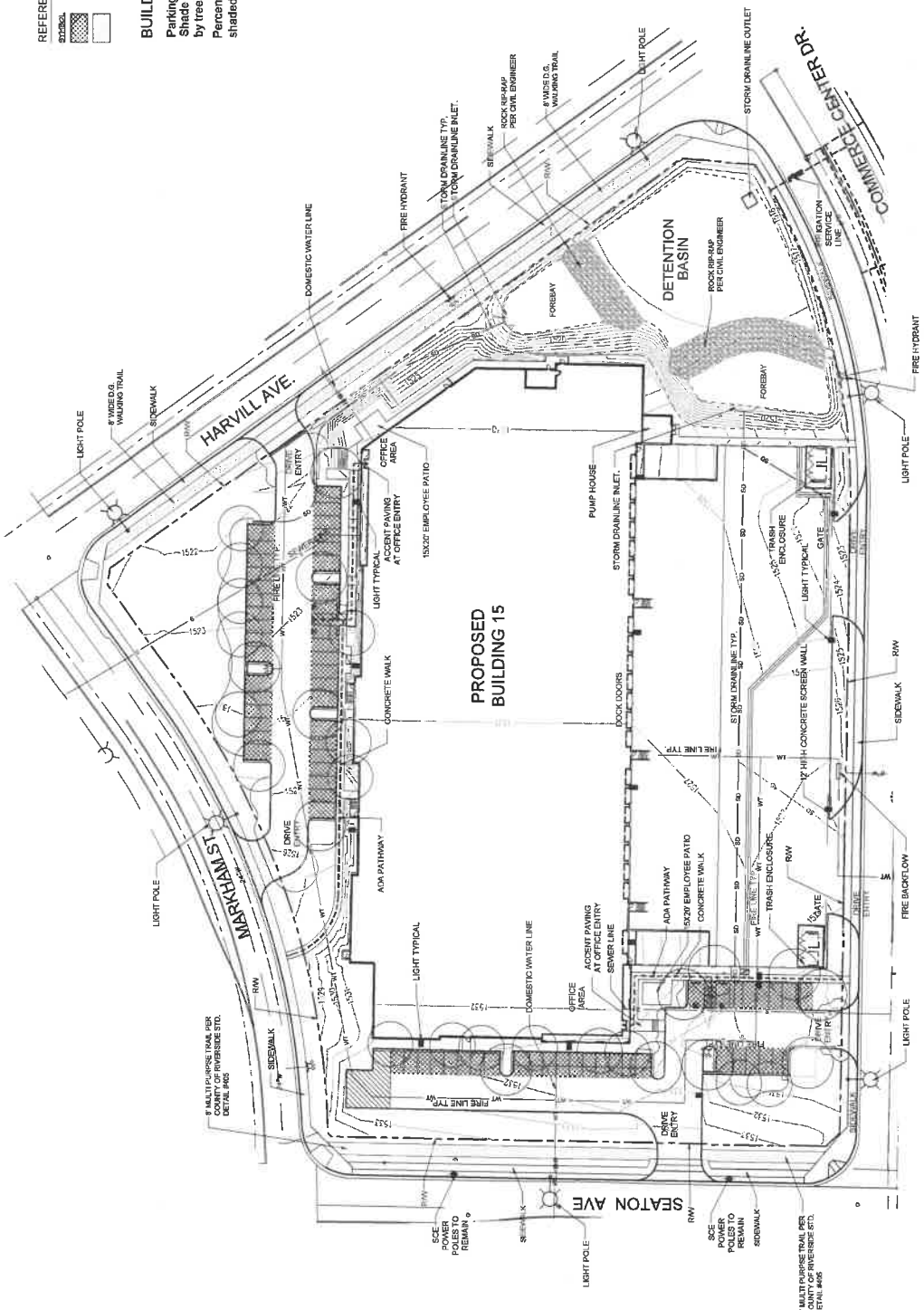
NO.	DATE	DESCRIPTION

REFERENCE NOTES SCHEDULE - BUILDING 15

SYMBOL	DESCRIPTION	SCALE
	CEILING	1/4" = 1'-0"
	PARKING LOT AREA	1/4" = 1'-0"
	TREE SHADE	1/4" = 1'-0"

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%





PROJECT: BUILDING 15
 PROJECT ADDRESS: 15207 HARVILL AVENUE, SUITE 100, FREEMAN, CA 94558
 SHEET NO. L-4
 OF 5 SHEETS

DATE: 10/11/19
 DRAWN BY: JRS
 CHECKED BY: JRS
 PROJECT NO.: 19-00077
 COUNTY: CONTRA COSTA

COMMERCE CONSTRUCTION CO., L.P.
 15791 CHATELAIN DRIVE, SUITE 100
 DUBLIN, CALIFORNIA 94568
 (925) 845-4320
 FAX: (925) 845-4320

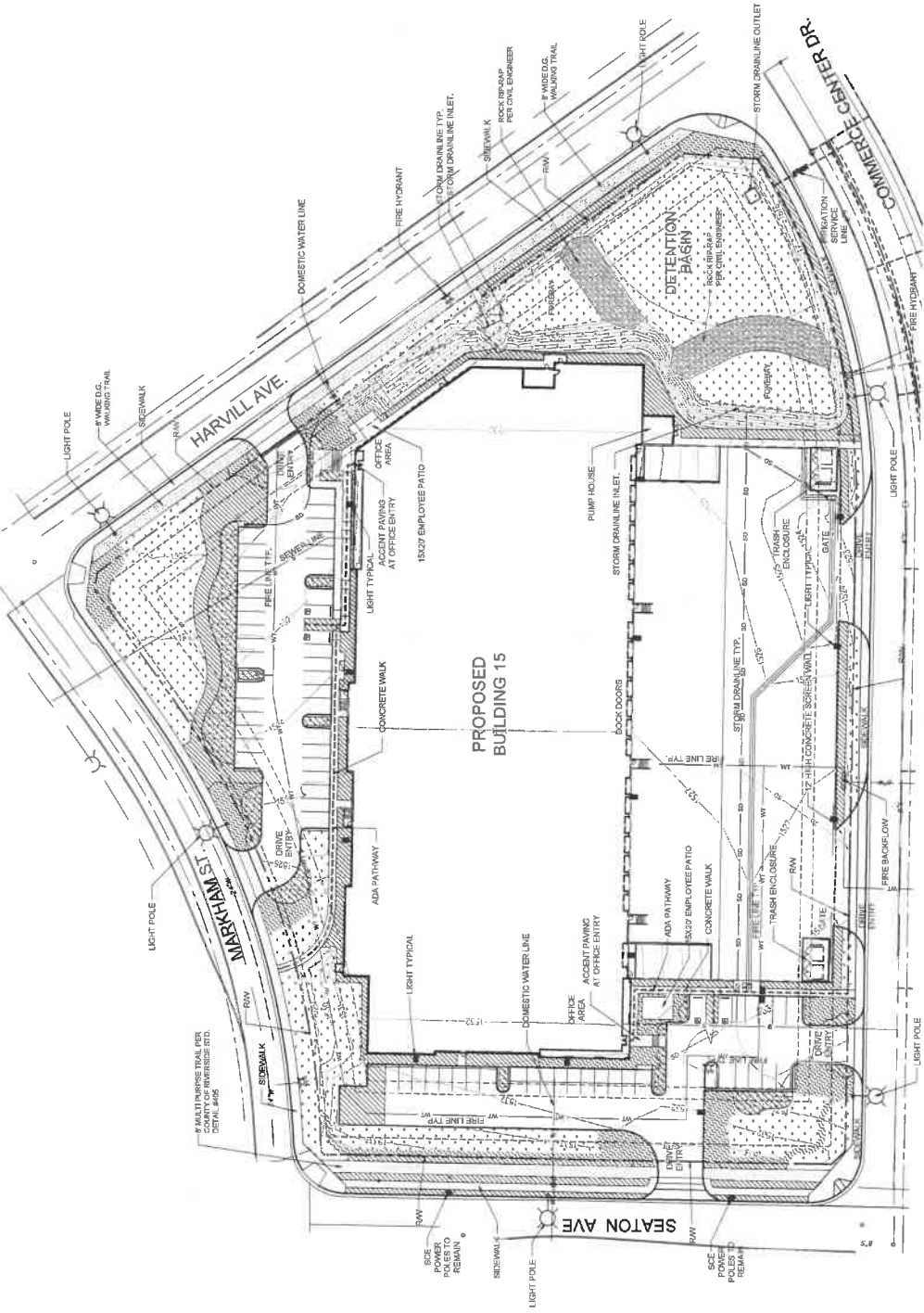
REASON FOR REVISION:
 1. REVISION TO HYDROZONE MAP & WATER USE CALC.
 2. REVISION TO HYDROZONE MAP & WATER USE CALC.
 3. REVISION TO HYDROZONE MAP & WATER USE CALC.
 4. REVISION TO HYDROZONE MAP & WATER USE CALC.
 5. REVISION TO HYDROZONE MAP & WATER USE CALC.

Hydrozone Calculations for Building 15

Hydrozone	Description	Area (sq ft)	Flow Rate (gpm)	Flow Rate (MGD)
Hydrozone 1	DRIVE RESERVATION - DRIVE & GROUND COVER LOW WATER USE	1,500	1.5	0.0002
Hydrozone 2	DRIVE RESERVATION - DRIVE & GROUND COVER HIGH WATER USE	1,500	3.0	0.0004
Hydrozone 3	OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE	1,500	1.5	0.0002
Hydrozone 4	OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE	1,500	3.0	0.0004
Hydrozone 5	OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE	1,500	1.5	0.0002
Hydrozone 6	OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE	1,500	3.0	0.0004
Hydrozone 7	OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE	1,500	1.5	0.0002
Hydrozone 8	OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE	1,500	3.0	0.0004
Hydrozone 9	OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE	1,500	1.5	0.0002
Hydrozone 10	OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE	1,500	3.0	0.0004
Hydrozone 11	OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE	1,500	1.5	0.0002
Hydrozone 12	OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE	1,500	3.0	0.0004
Hydrozone 13	OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE	1,500	1.5	0.0002
Hydrozone 14	OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE	1,500	3.0	0.0004
Hydrozone 15	OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE	1,500	1.5	0.0002
Hydrozone 16	OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE	1,500	3.0	0.0004
Hydrozone 17	OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE	1,500	1.5	0.0002
Hydrozone 18	OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE	1,500	3.0	0.0004
Hydrozone 19	OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE	1,500	1.5	0.0002
Hydrozone 20	OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE	1,500	3.0	0.0004

REFERENCE NOTES SCHEDULE-BUILDING 15

CONSTRUCTION:
 HYDROZONE 1 - DRIVE RESERVATION - DRIVE & GROUND COVER LOW WATER USE
 HYDROZONE 2 - DRIVE RESERVATION - DRIVE & GROUND COVER HIGH WATER USE
 HYDROZONE 3 - OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE
 HYDROZONE 4 - OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE
 HYDROZONE 5 - OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE
 HYDROZONE 6 - OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE
 HYDROZONE 7 - OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE
 HYDROZONE 8 - OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE
 HYDROZONE 9 - OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE
 HYDROZONE 10 - OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE
 HYDROZONE 11 - OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE
 HYDROZONE 12 - OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE
 HYDROZONE 13 - OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE
 HYDROZONE 14 - OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE
 HYDROZONE 15 - OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE
 HYDROZONE 16 - OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE
 HYDROZONE 17 - OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE
 HYDROZONE 18 - OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE
 HYDROZONE 19 - OVERHEAD RESERVATION - DRIVE & GROUND COVER LOW WATER USE
 HYDROZONE 20 - OVERHEAD RESERVATION - DRIVE & GROUND COVER HIGH WATER USE



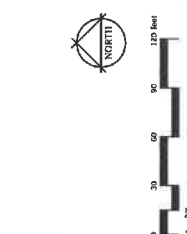
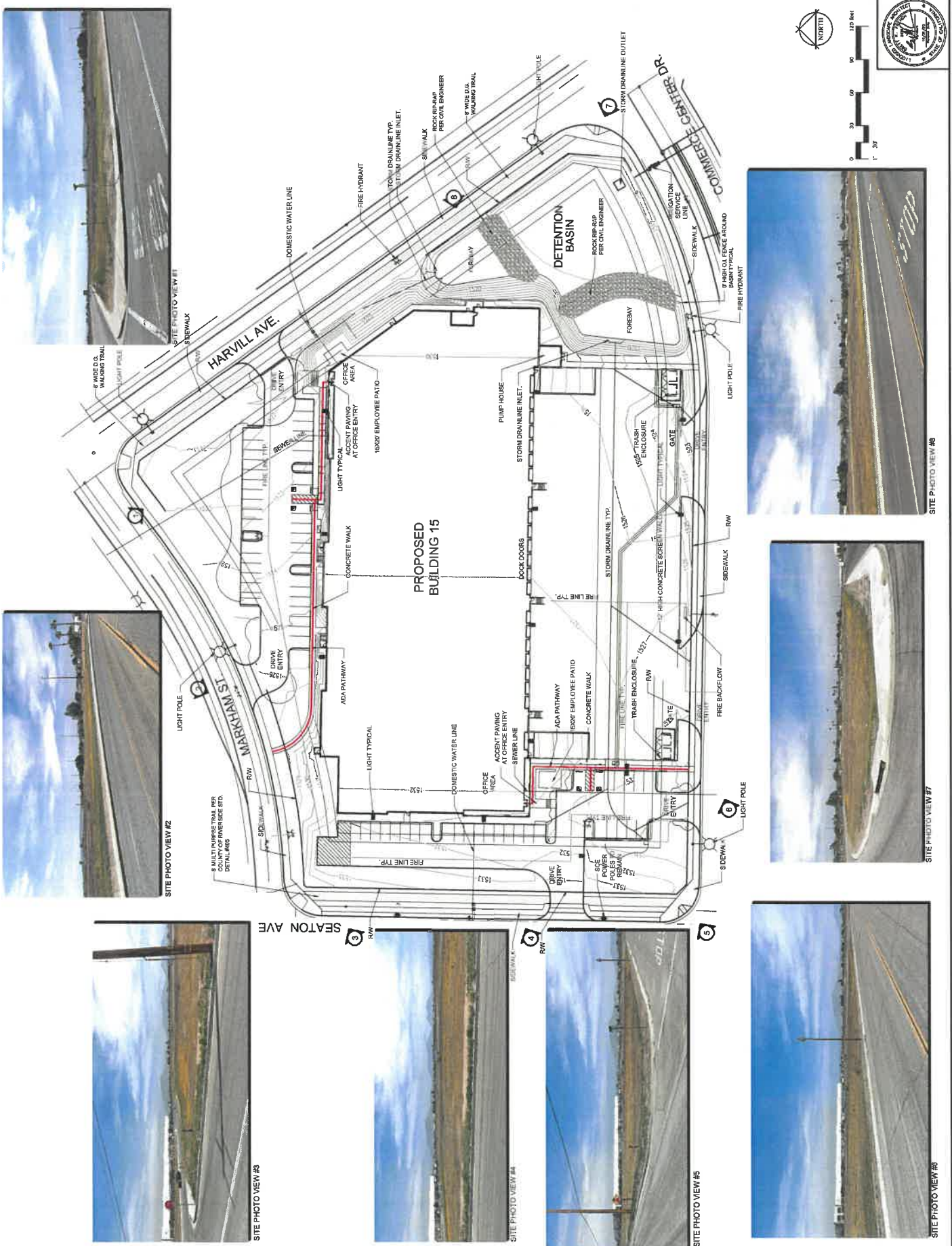
REVISIONS:

NO.	DATE	DESCRIPTION
1	10/11/19	ISSUE FOR PERMIT
2	10/11/19	REVISION TO HYDROZONE MAP & WATER USE CALC.
3	10/11/19	REVISION TO HYDROZONE MAP & WATER USE CALC.
4	10/11/19	REVISION TO HYDROZONE MAP & WATER USE CALC.
5	10/11/19	REVISION TO HYDROZONE MAP & WATER USE CALC.

COMCORP CONSTRUCTION CO., L.P.
 13181 Greenwood Parkway North
 Suite 200
 City of Industry, California 91748-1487
 Telephone (909) 944-1000

FLYNTONS
 11111 E. 15th Avenue
 Suite 100
 Aurora, Colorado 80012
 Telephone (303) 344-1000

The Plans, Specifications and Contract Documents shall be read in their entirety and construed as a single contract. In the event of a conflict between the drawings and the specifications, the specifications shall govern. The contractor shall be responsible for obtaining all necessary permits and for complying with all applicable laws, codes and regulations. The contractor shall be responsible for the accuracy of all information provided on these drawings. The contractor shall be responsible for the coordination of all trades and for the completion of the project in accordance with the contract documents.



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 26, 2020

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<u>Appendix</u>	<u>Document Title</u>
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

Acronym	Definition
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
CNDDB	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

Acronym	Definition
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.

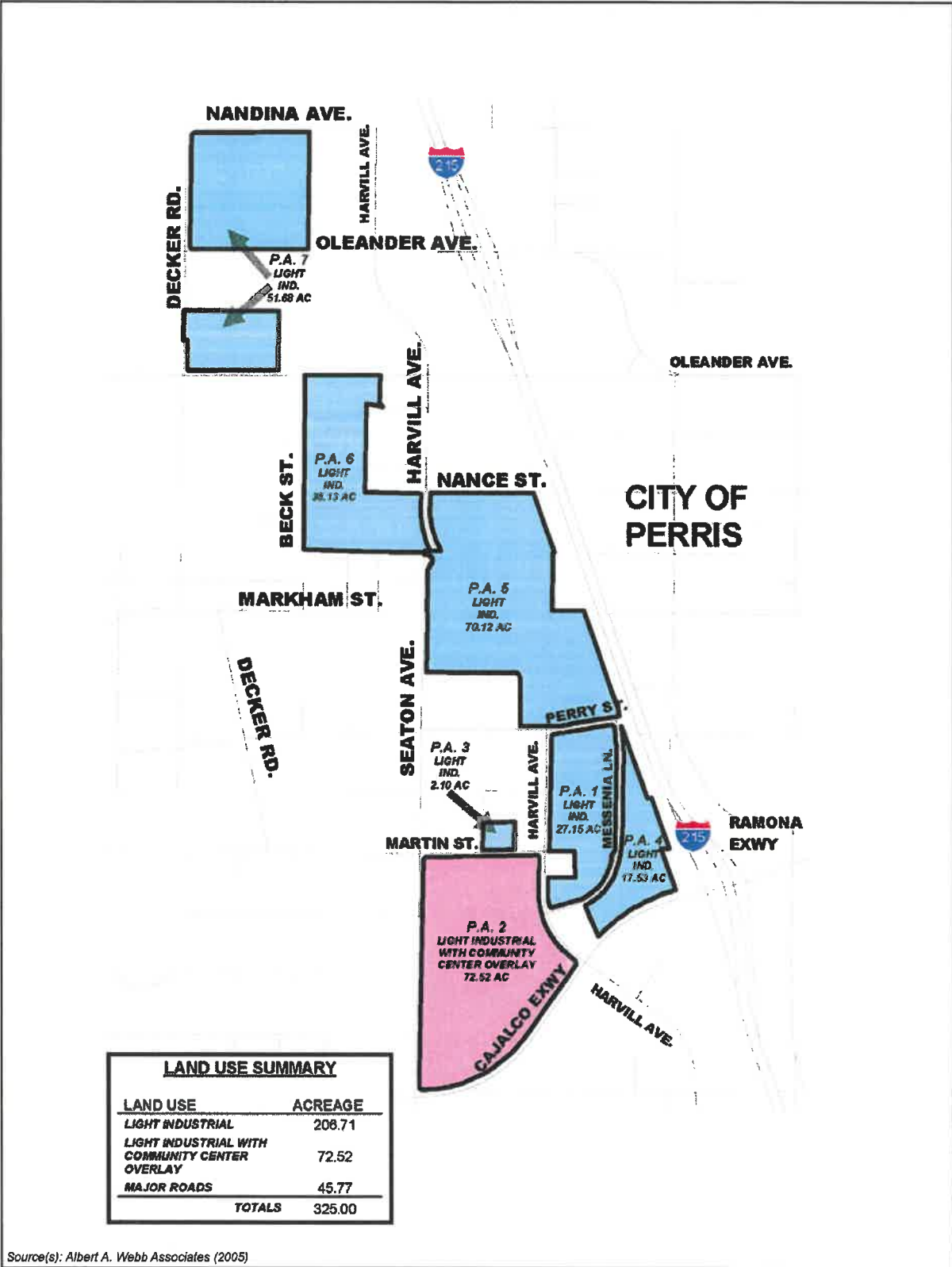


FIGURE 1-1



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

Plot Plan No. 190003 (Building 15)

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.

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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.

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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

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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.

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- 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;

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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

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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

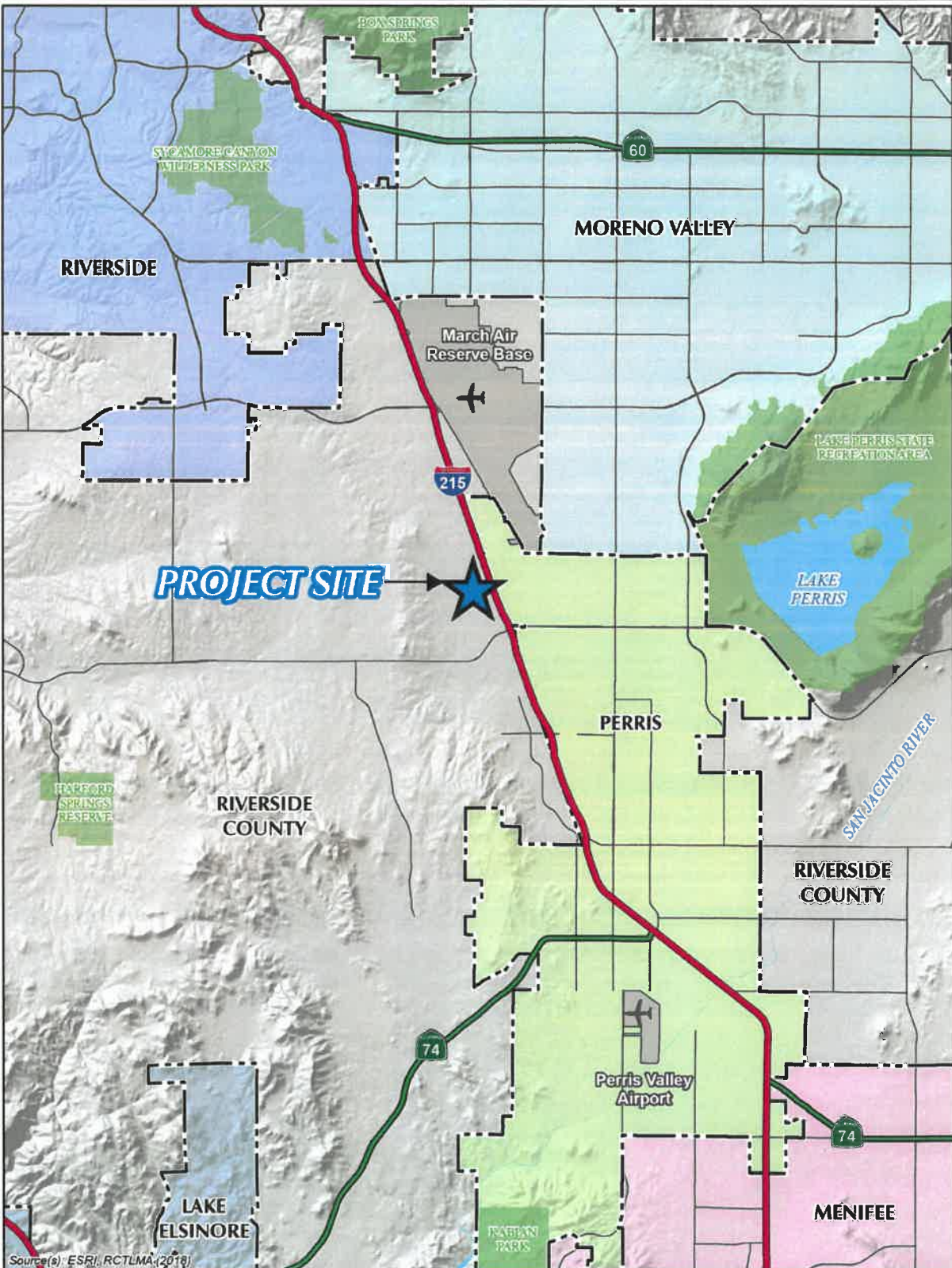
As shown on Figure 2-3, *Aerial Photograph*, under existing conditions the 5.78-acre site has been fully disturbed as part of grading activities that occurred in the early 1990s as part of "Oakwood Business Park" (CFD 88-8). A majority of the property consists of disturbed vegetation that is routinely 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)

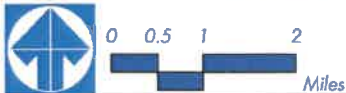
As shown on Figure 2-6, *Existing Zoning Designations*, the Riverside County Zoning Code (Ordinance No. 348) assigns two separate zoning designations on the property. The western approximately 160 feet of the site is zoned for "I-P (Industrial Park)" land uses, which allows for planned industrial areas 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)



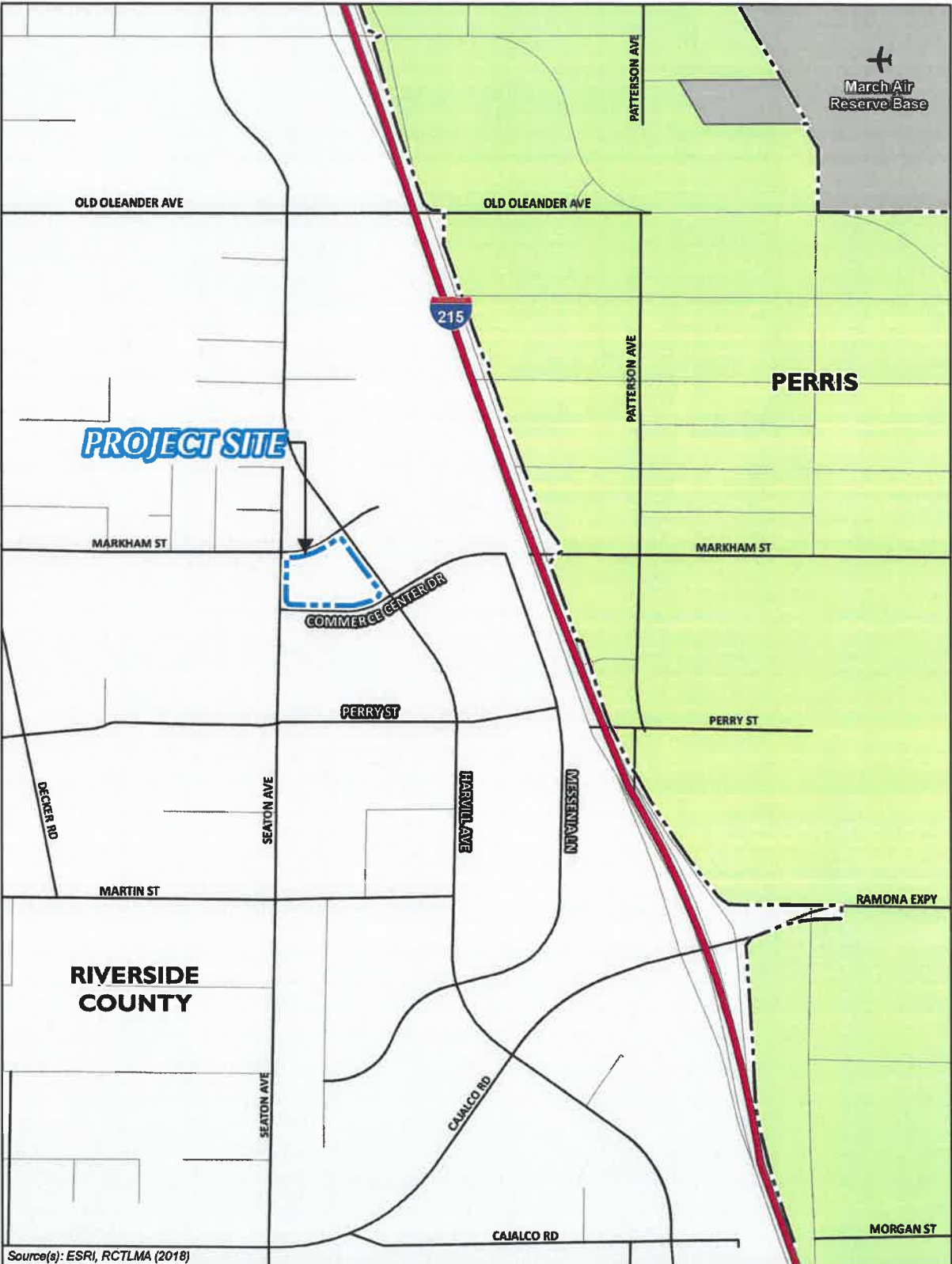
Source(s): ESRI, RCTLMA (2018)

FIGURE 2-1



REGIONAL LOCATION MAP

Plot Plan No. 190003 (Building 15)



Source(s): ESRI, RCTLMA (2018)



FIGURE 2-2

VICINITY MAP

Plot Plan No. 190003 (Building 15)



Source(s): ESRI, Nearmap Aerial (2018); RCLMA (2018)



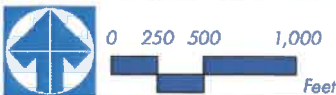
FIGURE 2-3

AERIAL PHOTOGRAPH

Plot Plan No. 190003 (Building 15)



FIGURE 2-4



USGS TOPOGRPAHICAL MAP

Plot Plan No. 190003 (Building 15)

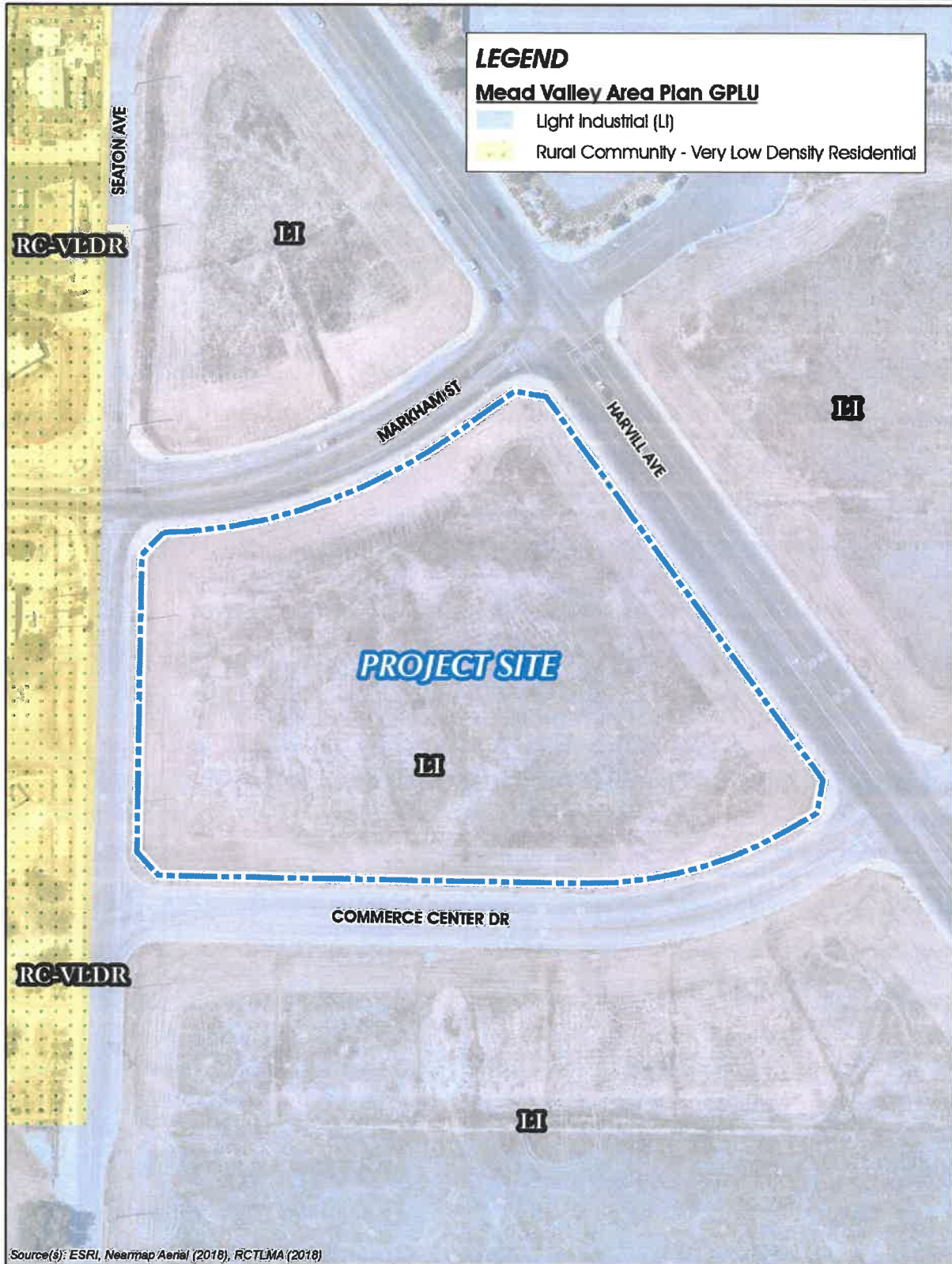
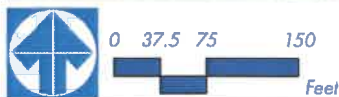


FIGURE 2-5



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)

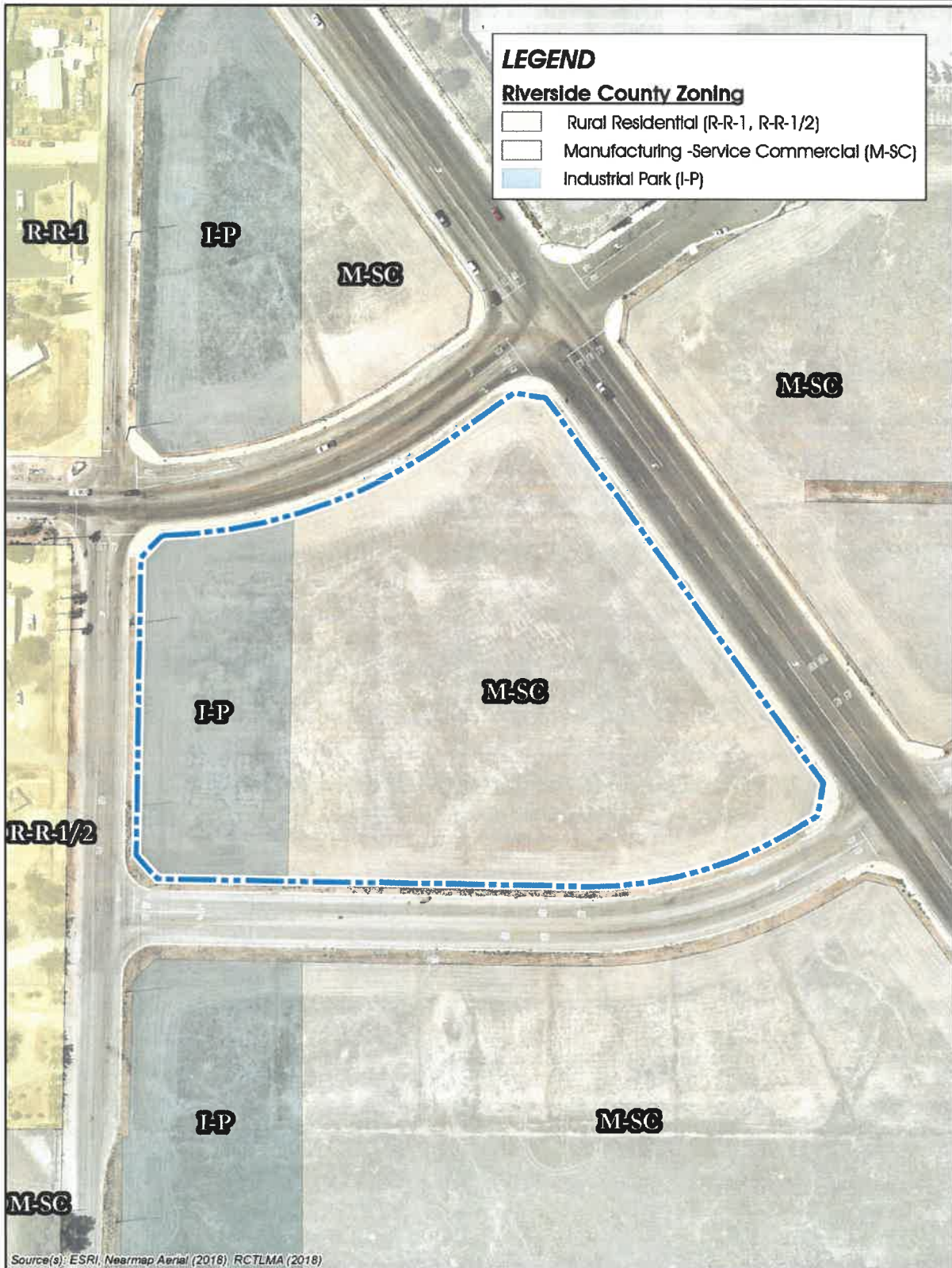


FIGURE 2-6

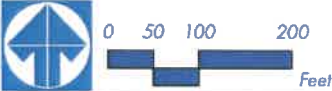


EXISTING ZONING DESIGNATIONS

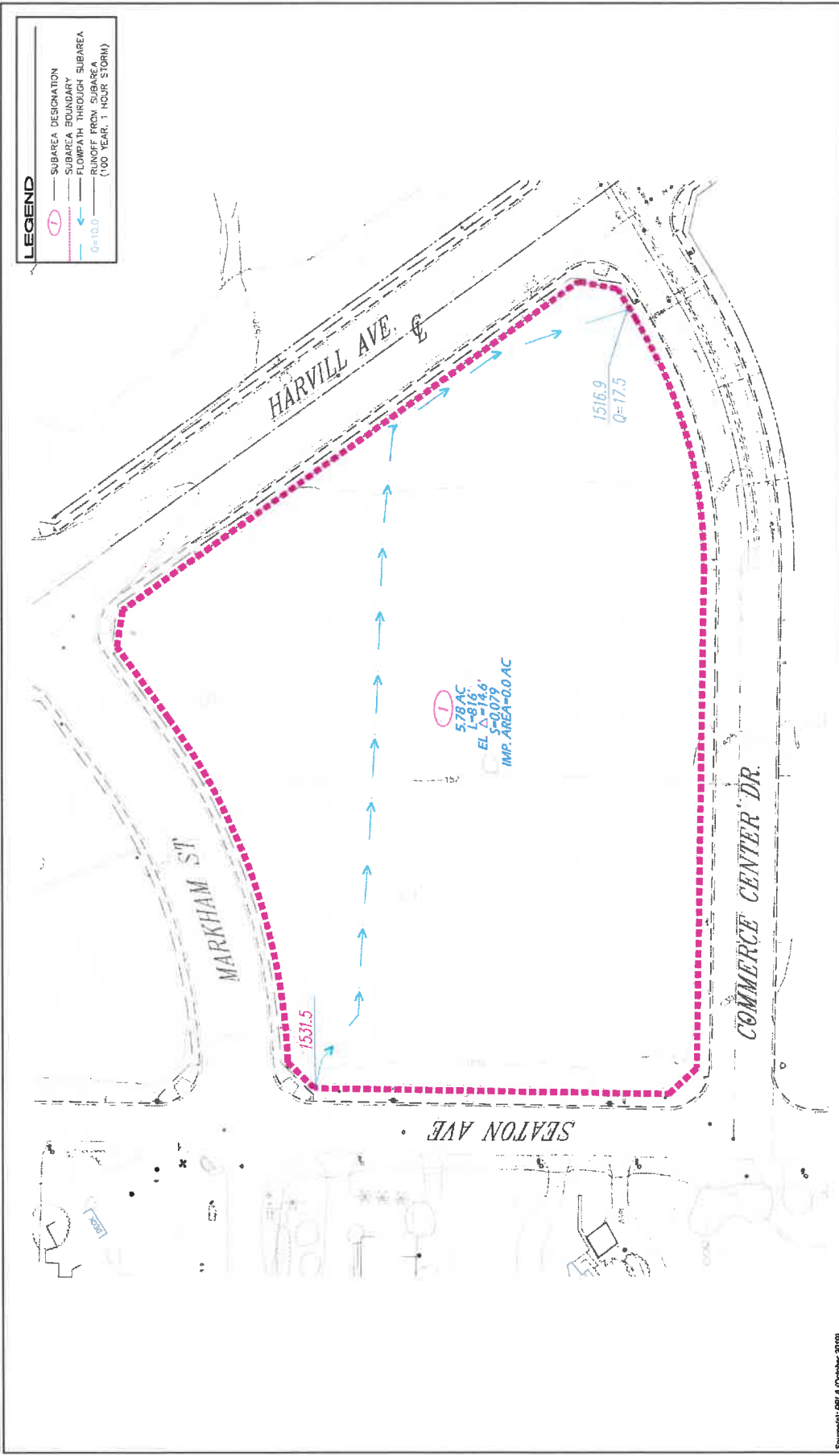


Source(s): ESRI, Nearmap Aerial (2018); RCTLMA (2018)

FIGURE 2-7



SURROUNDING LAND USES AND DEVELOPMENT



Source(s): FRLA (October 2019)



T&B Planning, Inc.

FIGURE 2-8

EXISTING CONDITIONS HYDROLOGY

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(s): Chen Lian (08-19-2019)



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.

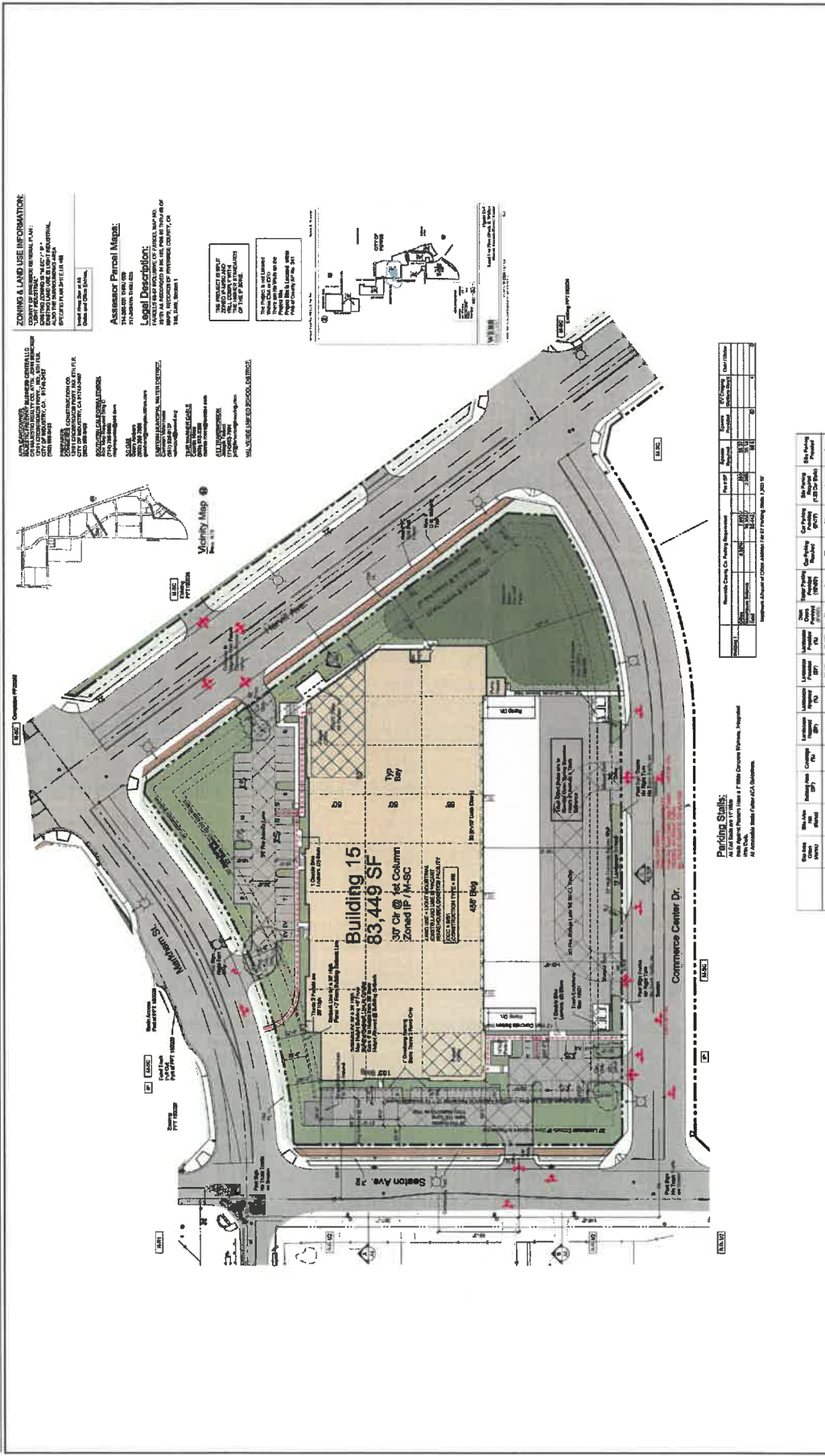


FIGURE 3-1
 PLOT PLAN NO. 19003 SITE PLAN
 Page 3-2

Source(s): Commerce Construction Company (12-05-2016)
 T&B Planning, Inc.

Plot Plan No. 190003 (Building 15)

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.

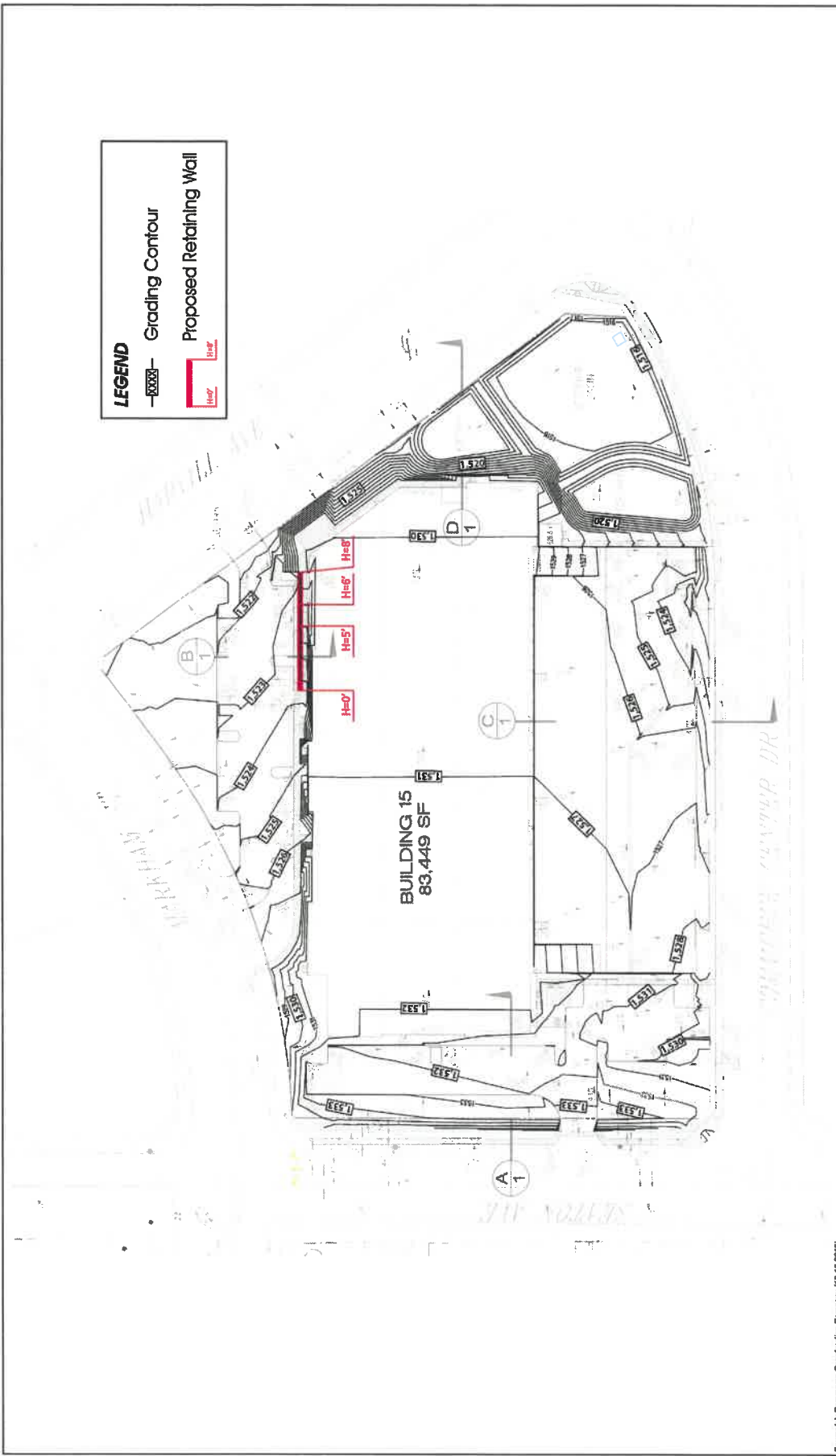


FIGURE 3-2

CONCEPTUAL GRADING PLAN

Source(s): Commerce Construction Company (12.12.2018)



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.

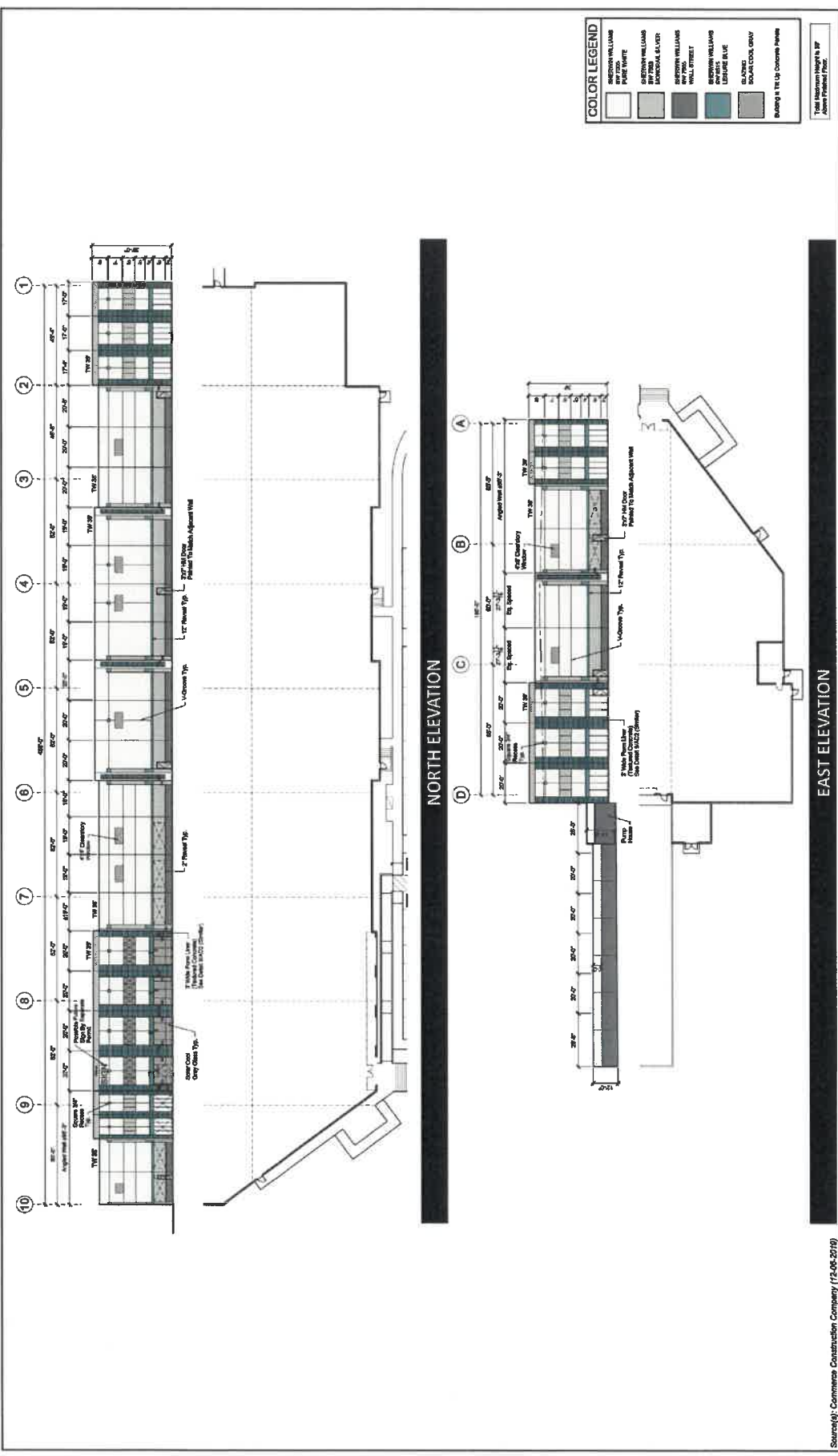


FIGURE 3-3

BUILDING 15 NORTH AND EAST ELEVATIONS

Plot Plan No. 190003 (Building 15)

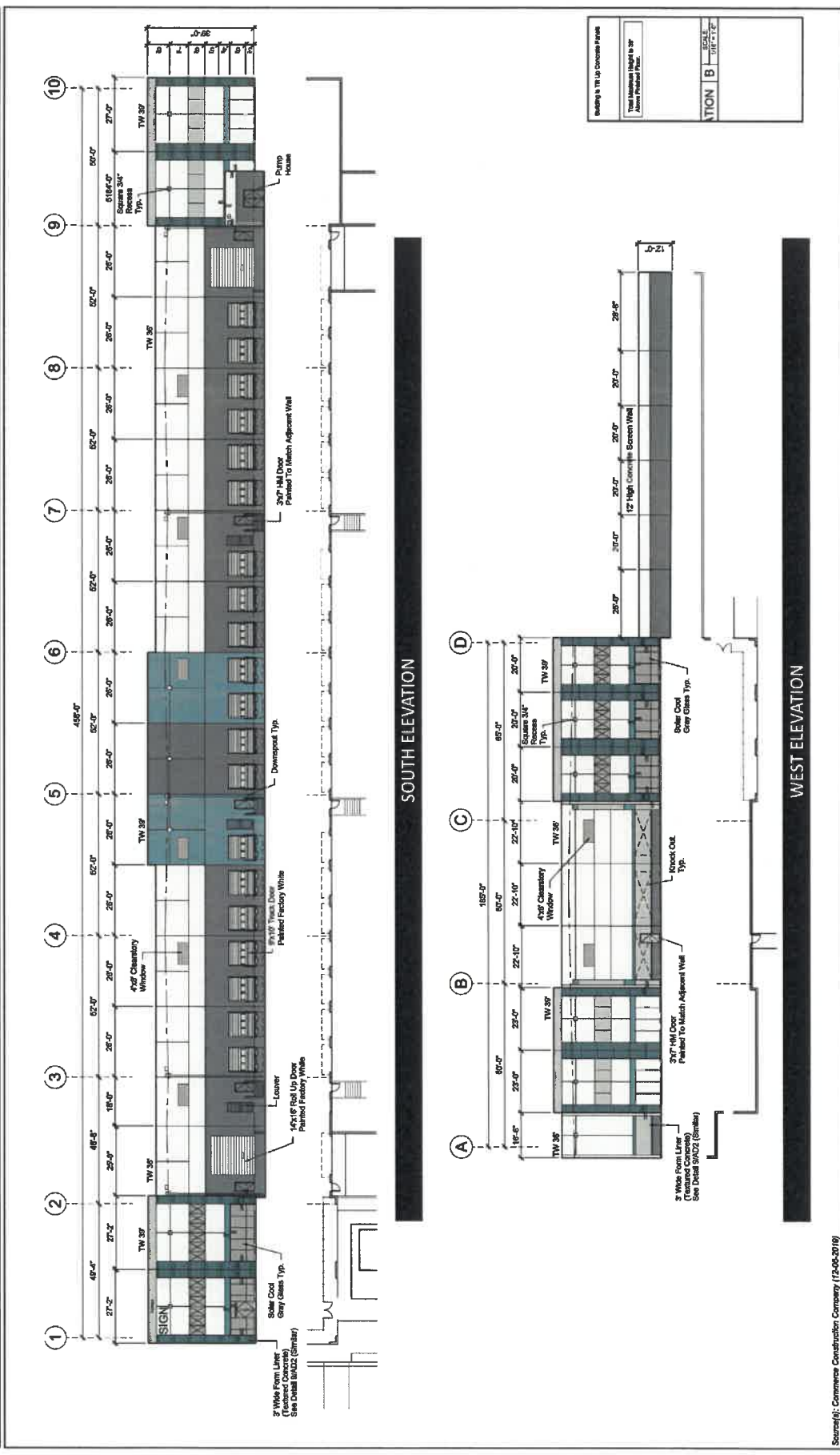


FIGURE 3-4

BUILDING 15 SOUTH AND WEST ELEVATIONS



FIGURE 3-5
 PRELIMINARY LANDSCAPE PLAN
 Page 3-8

Source: 88, Envisions Inc. (7-12-2019)

78&8 Planning, Inc.

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.

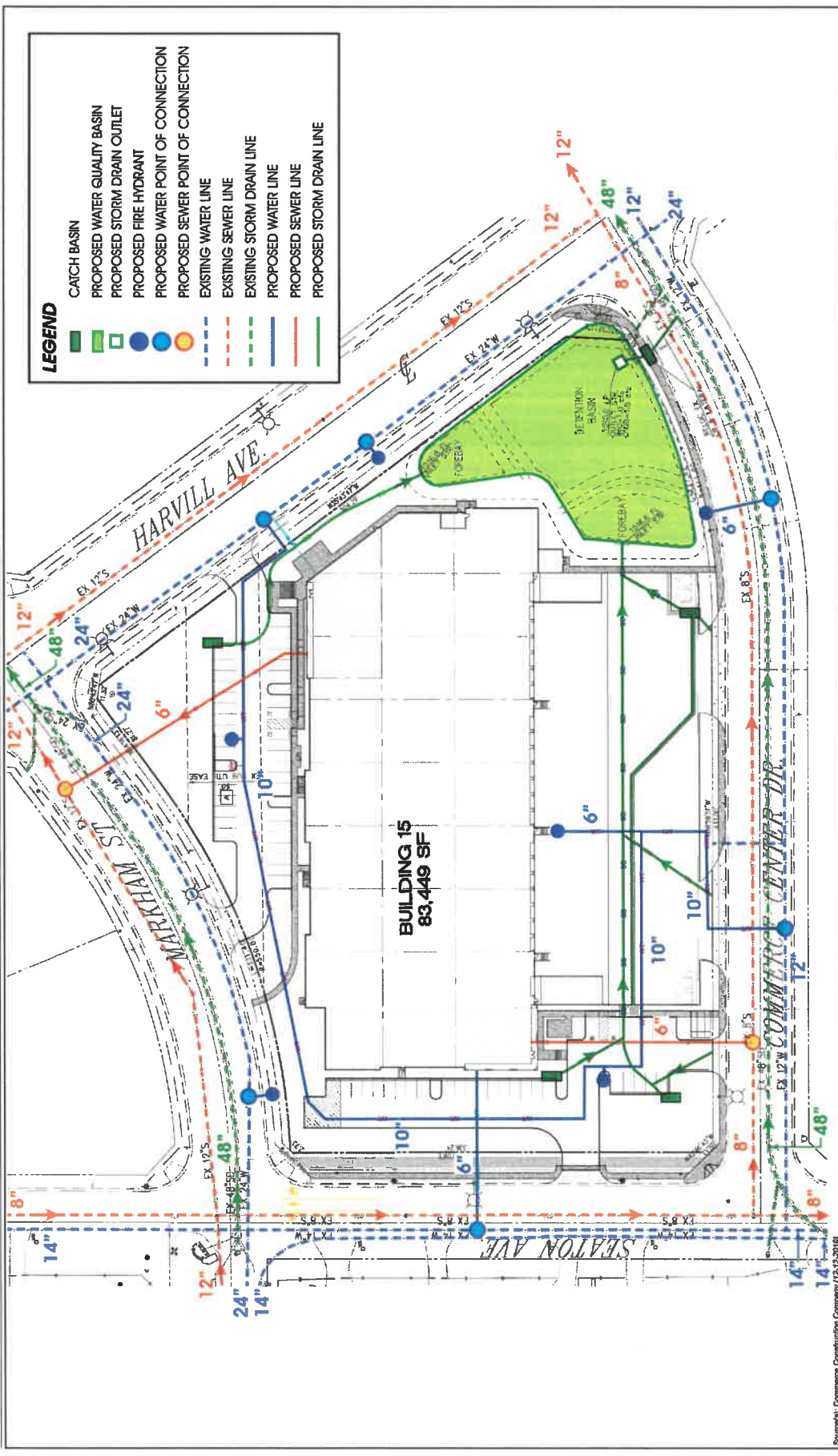
Sewer Service

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.

Plot Plan No. 190003 (Building 15)



LEGEND

	CATCH BASIN
	PROPOSED FIRE HYDRANT
	PROPOSED WATER LINE
	PROPOSED SEWER LINE
	PROPOSED STORM DRAIN LINE
	EXISTING WATER LINE
	EXISTING SEWER LINE
	EXISTING STORM DRAIN LINE
	PROPOSED WATER POINT OF CONNECTION
	PROPOSED SEWER POINT OF CONNECTION
	PROPOSED STORM DRAIN POINT OF CONNECTION

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

Plot Plan No. 190003 (Building 15)

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

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- 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 Significance |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | |
| <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

March 26, 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"/>

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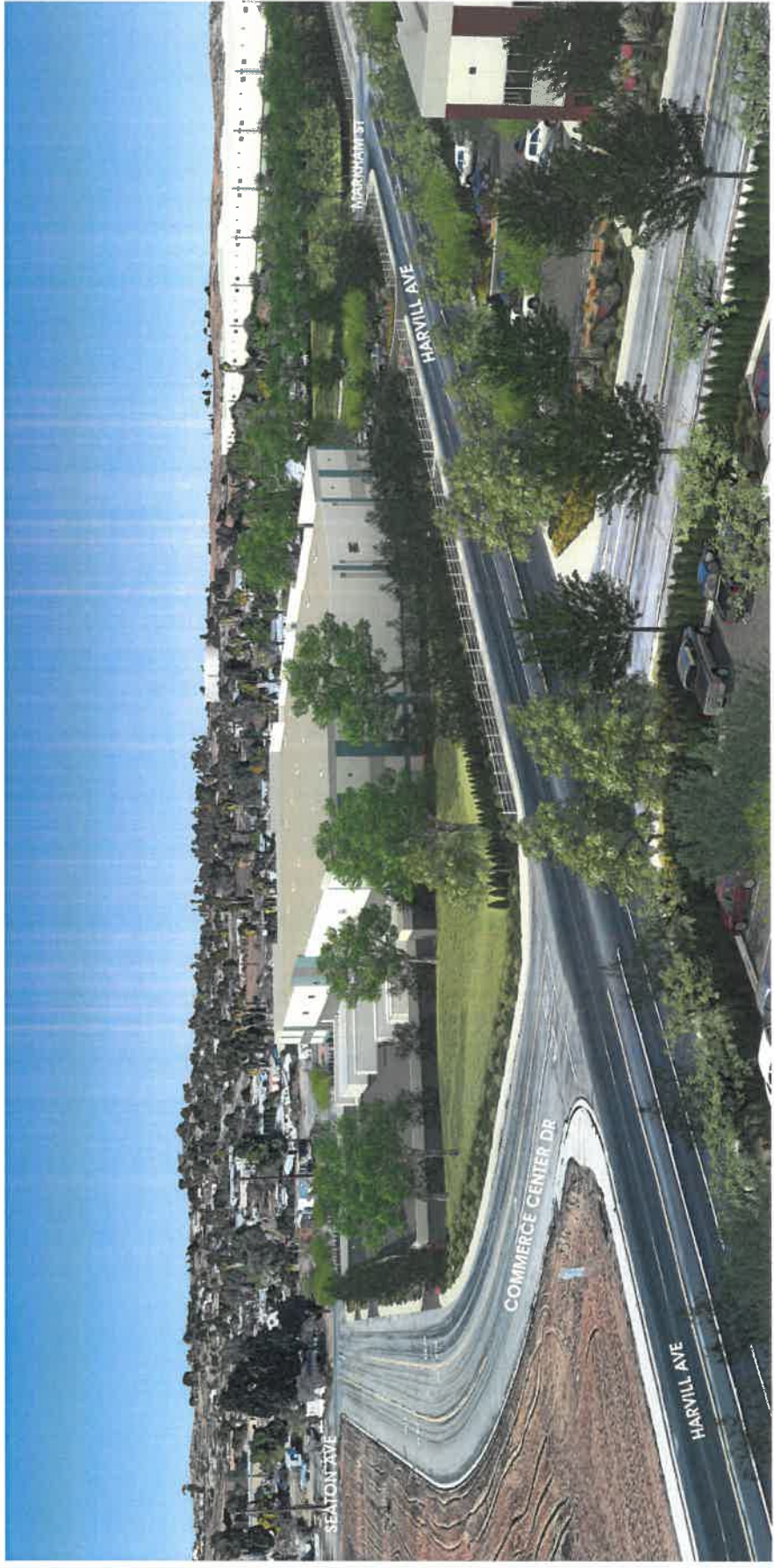
would the project conflict with applicable zoning and other regulations governing scenic quality?

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



788 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

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)

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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

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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

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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 ($4.6 \text{ ppm} \times 4 = 18.4 \text{ ppm}$) 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).

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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						Modeled Emission Rates (g/second)
	Trucks Per Day	VMT ^a (miles/day)	Truck Emission Rate ^b (grams/mile)	Truck Emission Rate ^b (grams/15-minute-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	4.068E-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)

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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-

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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.

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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

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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 1 has been modified to allow for on- or off-site equipment maintenance. In addition, Mitigation Measure MM Air 2 has been modified in order to ensure that the requirement is enforceable by Riverside County. Mitigation Measure MM Air 3 also has been updated to reflect current SCAQMD requirements for idling. Additionally, 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. Mitigation Measure MM Air 6 has been revised to clarify that the electrical hookups are required only for transport refrigeration units (TRUs). Although not legally required by CEQA, Mitigation Measure MM Air 10 has been added to further reduce construction-related emissions of VOCs and NO_x. Additionally, and although not legally required by CEQA, Mitigation Measures MM Air 11 through MM Air 13 have been added to further reduce the Project's operational emissions of VOCs, NO_x, and PM₁₀. Furthermore, although the Project's DPM impacts would be less than significant, Mitigation Measure MM Air 10 has been added to

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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~~, 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 that accommodate TRUs in order to allow TRUs with electric standby capabilities to use them.

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

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

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

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

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

b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB 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, and to facilitate the possible future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed. 1) At Shell

building permit, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the on-site location where the charging facilities would be located where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks. 2) At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel and charging units shall be installed, and the electrical wiring connections shall be made from the electrical panel to the charging units. If the tenant is not served by electric trucks, this requirement shall not apply.

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

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

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	<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>
listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?				
c. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Wildlife Service?	<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

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Area (NEPSSA), Critical 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 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 MSCHP describes the process to protect species associated with riparian/riverine areas and vernal pools. The MSHCP requires focused surveys for sensitive riparian bird species when suitable habitat would be affected and surveys for sensitive fairy shrimp species when vernal pools or other suitable habitat would be affected. The 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

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Preservation (DBESP) is not required, and the proposed Project would be consistent with MSHCP Volume I, Section 6.1.2 (GLA, 2020, p. 47).

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.

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- b) **Would the proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?**
- c) **Would the proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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

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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 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 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)

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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 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.

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

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

No Substantial Change from Previous Analysis: Conditions in the Project area are similar to the conditions that existed at the time EIR No. 466 was certified in 2005, but since 2005 more development has occurred in the surrounding area, thereby indicating that wildlife movement through the area is more constrained than it was when EIR No. 466 was certified. As previously shown on Figure 2-3, 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 (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 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 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	<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>
in California Code of Regulations, Section 15064.5?				

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

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

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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 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

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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 shall be halted or diverted. The Project Applicant shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the Project Applicant, the Project until a qualified Archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss can evaluate the nature and significance of the finds. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural 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"/>

- 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).

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).

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.).

Plot Plan No. 190003 (Building 15)

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 to 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.

Plot Plan No. 190003 (Building 15)

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, 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 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 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 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 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

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

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.

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

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.

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,

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-2034-0E) 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.
- 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"/>

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- 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

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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.

Plot Plan No. 190003 (Building 15)***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

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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)

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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.

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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

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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)

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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.

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"/>

- 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

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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

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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)

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FIGURE 5-2



Not to Scale

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)					
	Site Preparation	Grading	Building Construction	Archltectural Coating	Paving	Highest Activity Noise Levels ²
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

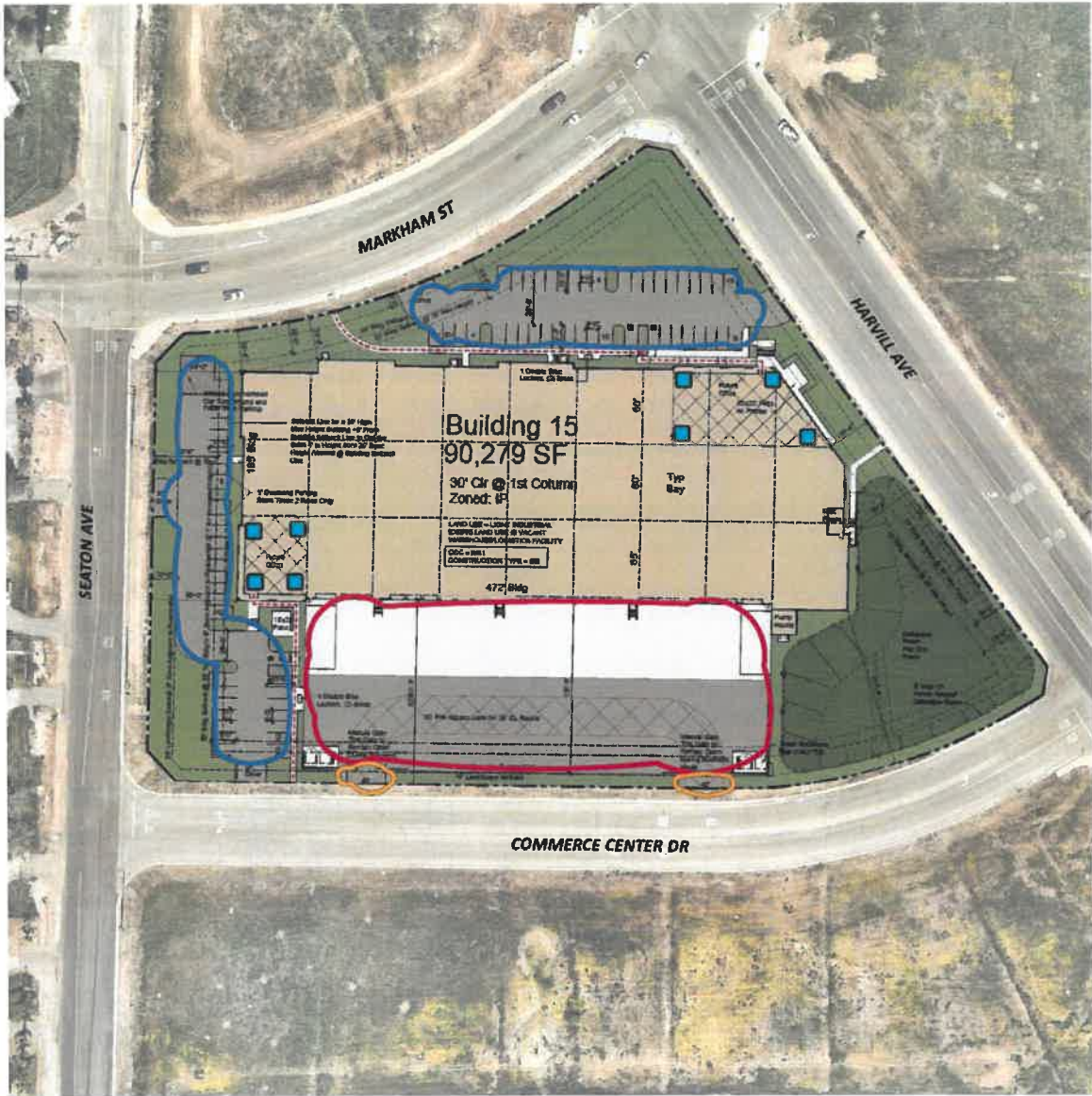
The Project Applicant proposes Plot Plan No. 190003, which would entail development of the 5.78-acre Project site with up to 90,279 s.f. of warehouse uses. Implementation of Plot Plan No. 190003 would result in the buildout of a portion of MFBCSP Planning Area 5. The land uses proposed by the Project 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).

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LEGEND:

- Roof-Top Air Conditioning Unit
- Entry Gate & Truck Movement Activity
- Parking Lot Vehicle Movements
- Distribution/Warehouse Activity

Source(s): Urban Crossroads (03-03-2020)

FIGURE 5-3



Not to Scale

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 Leq)		
					@ 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

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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

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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)

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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.

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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

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.

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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</u> services?</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*.

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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>
<p>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?</p>	<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>
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 services</u> ?	<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

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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

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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

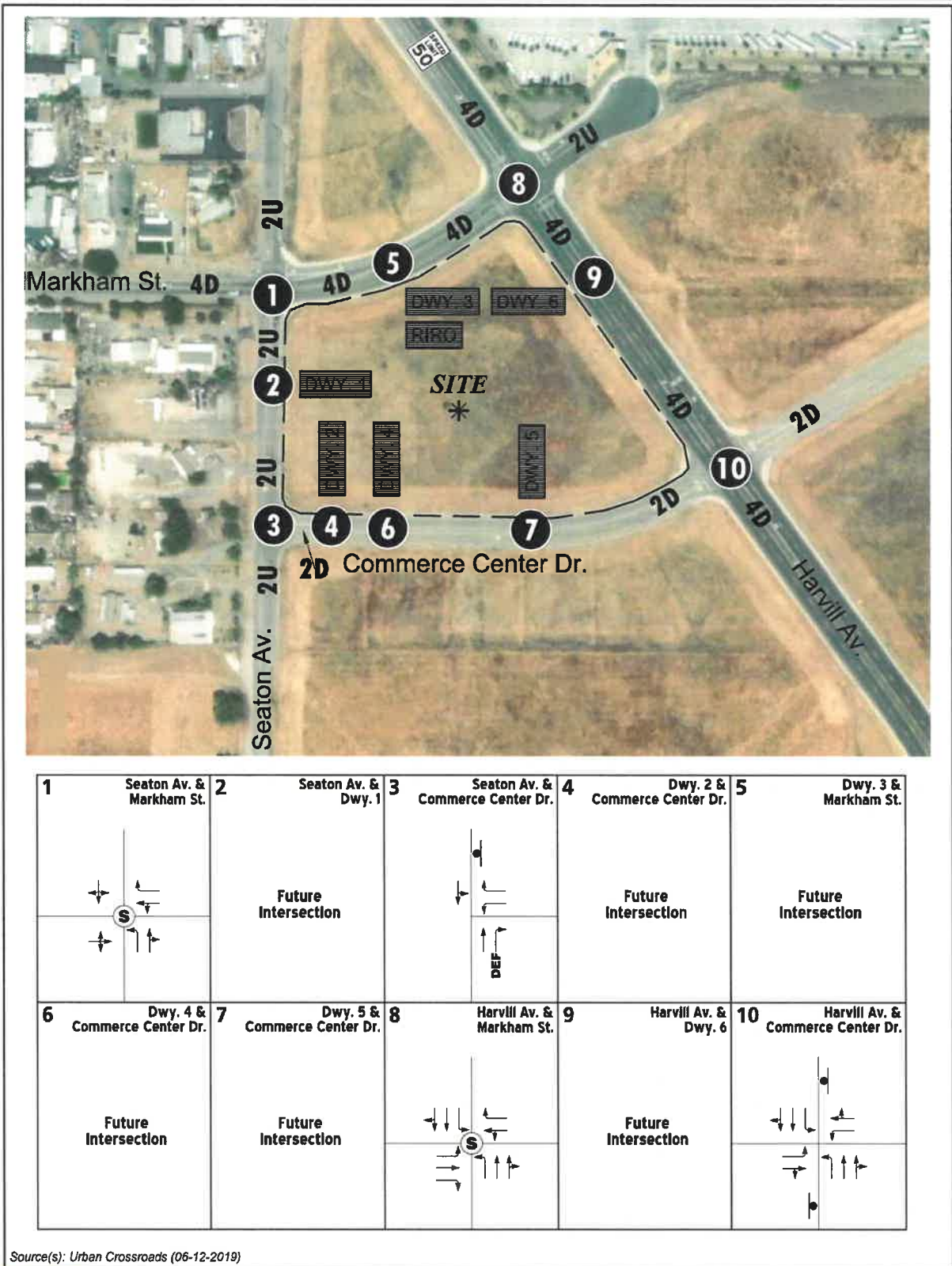
The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in October 2018, while schools were in session. Consistent with standard engineering practice, these traffic counts were conducted either on Tuesday, Wednesday, or 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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Source(s): Urban Crossroads (06-12-2019)

FIGURE 5-4

EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



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)

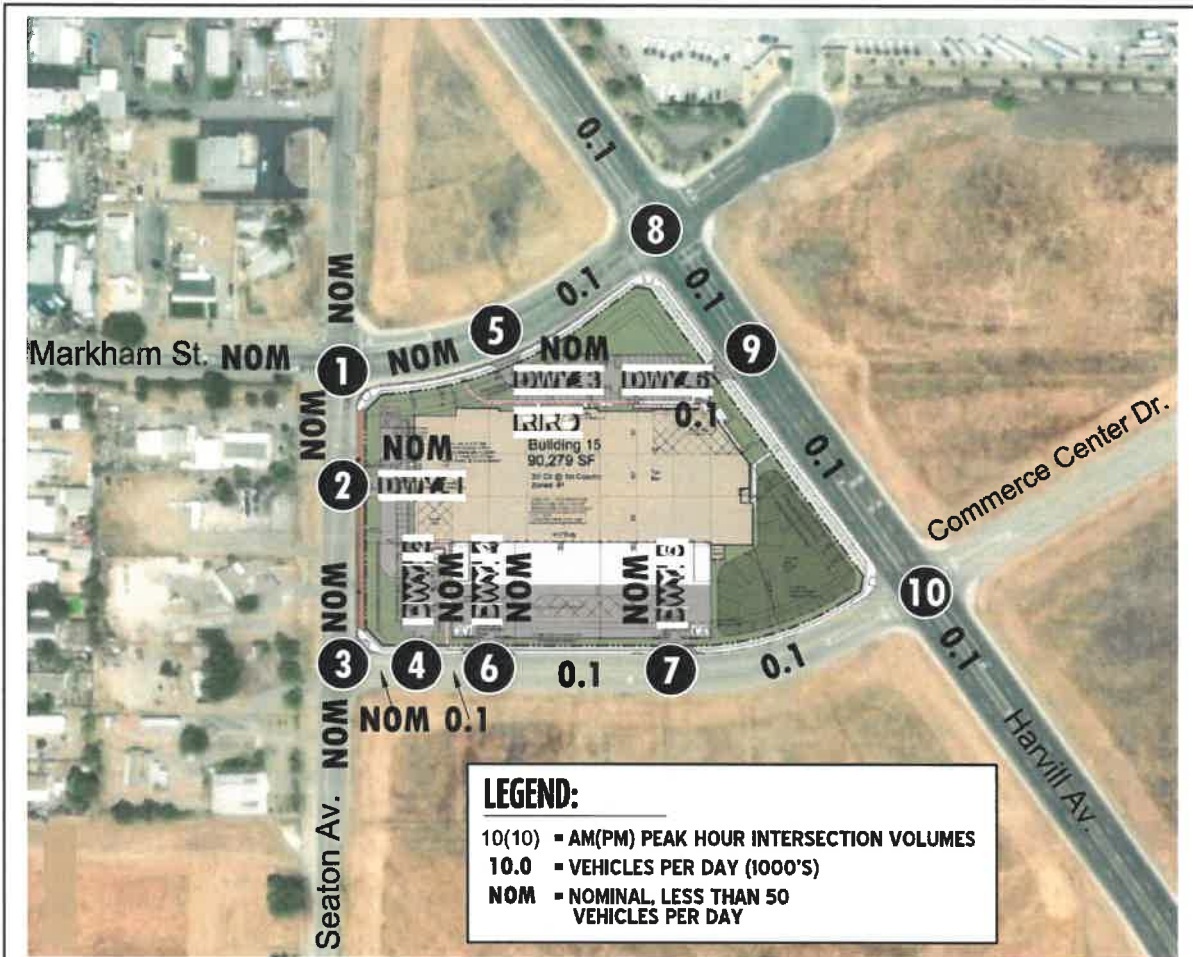
Background Traffic

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)

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1	2	3	4	5
<p>Seaton Av. & Markham St.</p>	<p>Seaton Av. & Dwy. 1</p>	<p>Seaton Av. & Commerce Center Dr.</p>	<p>Dwy. 2 & Commerce Center Dr.</p>	<p>Dwy. 3 & Markham St.</p>
6	7	8	9	10
<p>Dwy. 4 & Commerce Center Dr.</p>	<p>Dwy. 5 & Commerce Center Dr.</p>	<p>Harvill Av. & Markham St.</p>	<p>Harvill Av. & Dwy. 6</p>	<p>Harvill Av. & Commerce Center Dr.</p>

Source(s): Urban Crossroads (06-12-2019)

FIGURE 5-5



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.
		Fast-Food with Drive Thru	3.252	TSF	
RC6	PP26173	High-Cube Warehouse	423.665	TSF	SWC OF HARVILL AVE. & RIDER ST.
RC7	Val Verde Logistics Center	High-Cube Warehouse	280.308	TSF	NWC OF HARVILLA AVE. & OLD CAJALCO RD.
RC8	Majestic Freeway Business Center - Building 5	Warehousing	40.000	TSF	NEC OF HARVILL AVE. & MESSENA LN.
RC9	Majestic Freeway Business Center - Building 6	Warehousing	72.000	TSF	NORTH OF MESSENA 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 MESSENA 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.
		High-Cube Warehouse	1195.740	TSF	
RC17	Majestic Freeway Business Center - Building 19	Warehousing	364.560	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC18	Majestic Freeway Business Center - Building 20	Warehousing	425.830	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC19	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)

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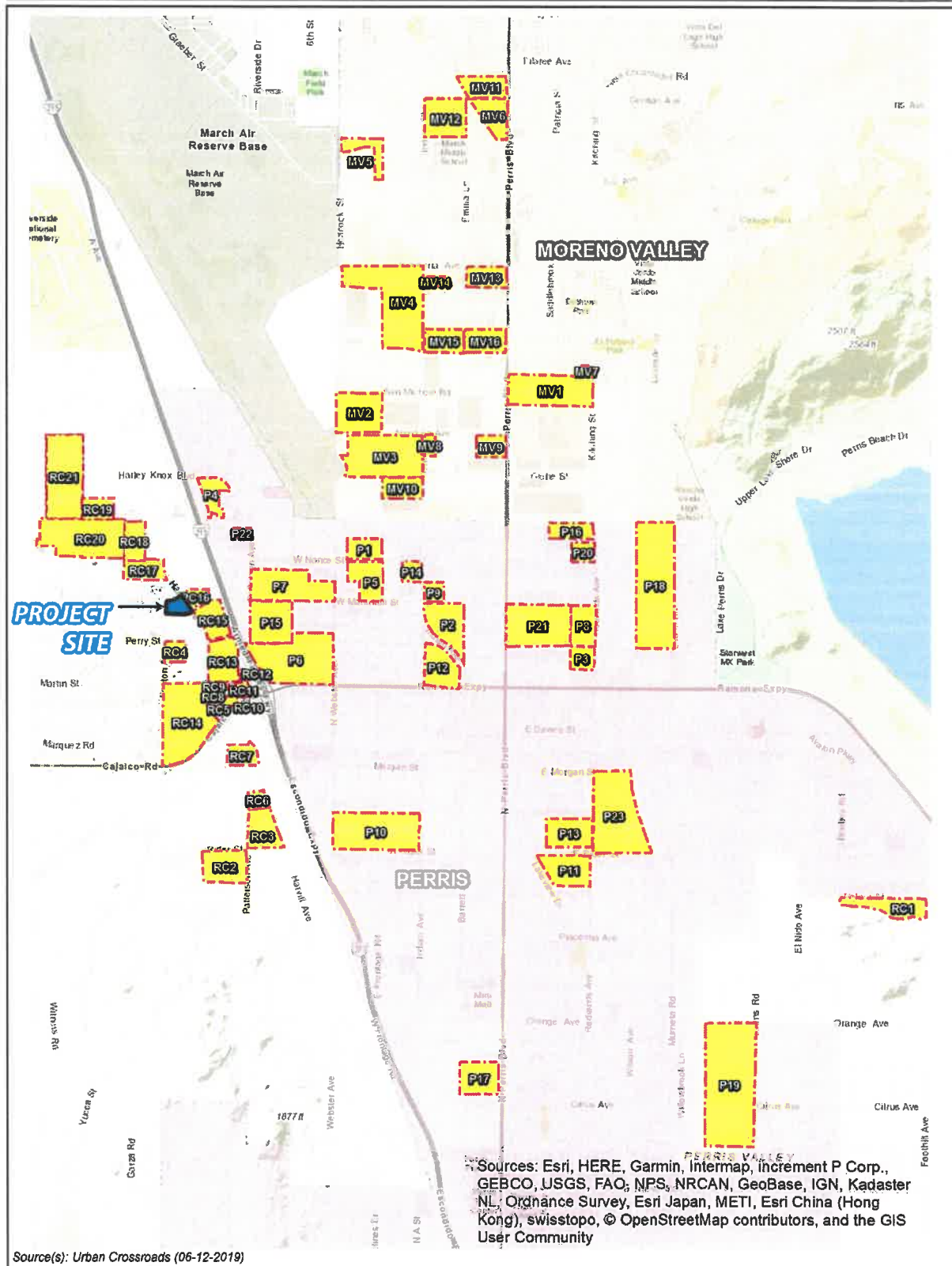


FIGURE 5-6



CUMULATIVE DEVELOPMENT LOCATION MAP

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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	CSS	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.	CSS	Future Intersection				7.3	8.6	A	A
5	Driveway 3 & Markham St.	CSS	Future Intersection				9.7	10.0	A	B
6	Driveway 4 & Commerce Center Dr.	CSS	Future Intersection				9.1	8.9	A	A
7	Driveway 5 & Commerce Center Dr.	CSS	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	CSS	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	CSS	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.	CSS	Future Intersection				7.3	8.6	A	A
5	Driveway 3 & Markham St.	CSS	Future Intersection				9.8	10.1	A	B
6	Driveway 4 & Commerce Center Dr.	CSS	Future Intersection				9.1	8.9	A	A
7	Driveway 5 & Commerce Center Dr.	CSS	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	CSS	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 (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 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)

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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

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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"/>

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:

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- 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,**

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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 ($6,215,000 \text{ s.f.} \div 12,163,258.8 \text{ s.f.} [279.23 \text{ acres}] = 0.51$). 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 ($90,279 \text{ s.f.} \div 251,776.8 \text{ s.f.} [5.78 \text{ acres}] = 0.36$). 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

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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 ($6,215,000 \text{ s.f.} \div 12,163,258.8 \text{ s.f. [279.23 acres]} = 0.51$). The Project Applicant proposes to develop the site with a total of 1,244,670 s.f. of light industrial uses on a 5.78-acre site, resulting in an overall FAR of 0.36 ($90,279 \text{ s.f.} \div 251,776.8 \text{ s.f. [5.78 acres]} = 0.36$). 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.

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

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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,

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~~ 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

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.

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- 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>
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)?	<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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7.0 Mitigation Monitoring Program

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMIP)	PILOT 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.	Review and approval of monthly inspection reports of grading operations.	NOT APPLICABLE TO PP No. 190003	Applicable.	RR: The Project shall be designed to comply with Riverside County Ordinance Nos. 655 and 915.	Less than significant
5.1.2: Agriculture and Forest Resources	Impacts to agriculture and forest resources were determined by the IS/NOP for EIR No. 466 to be less than significant.	The Project would not result in any direct or indirect impacts to agricultural or forest resources.	No mitigation is required.	Review and approval of monthly inspection reports of grading operations.	NOT APPLICABLE TO PP No. 190003	Applicable.	Not applicable.	Less than significant
5.1.3: Air Quality (Construction-Related Emissions)	The project will exceed the SCAQMD recommended daily thresholds for VOC and 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 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 and effluents, 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: Lethal, durable, weather-proof signs shall be placed at all passenger vehicle parking areas prohibiting prohibited 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	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. 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 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
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 _x .	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 rates, 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 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>and off-site.</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 crossing stating that heavy-duty trucks shall not use 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 that accommodate TRUs 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 72" 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>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>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>Planning Department.</p> <p>Planning Department.</p>	<p>Applicable.</p> <p>Applicable.</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> <p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</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>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><u>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.</u></p> <p><u>b.) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB compliant.</u></p> <p><u>c.) Construction contractors shall notify their workers about Riverside County's Rideshare Program.</u></p> <p><u>d.) Construction activities shall be suspended during Stage 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 unimproved 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 (paint).</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, and to facilitate the possible future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed: 1) At Shell building and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power.</p>	<p>Although not specified by EIR No. 466, Mitigation Measure MM Air 11 shall be implemented prior to issuance of Shell and Tenant improvement 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>

Plot Plan No. 190003 (Building 15)

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 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>to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the on-site location where the charging facilities would be located where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks. 2) At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel and charging units shall be installed, and the electrical wiring connections shall be made from the electrical panel to the charging units. If the tenant is not served by electric trucks, this requirement shall not apply.</p> <p>MM Air 12: All owner users and future tenants shall participate in Riverside County's Rideshare Program. The purpose of this program is to encourage 2+ person occupancy vehicle trips and encourage other alternative modes of transportation. Carpooling opportunities and public transportation information shall be advertised to employees of the building tenant. Developer and all successors shall include the provisions of this obligation in all leases of the Project so that all tenants shall fulfill the terms and conditions of this County condition of approval.</p>	<p>Although not specified by EIR No. 466, Mitigation Measure MM Air 12 shall occur throughout the life of the proposed buildings.</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.	<u>MM Air 13: Developer and all successors shall include information in building sale and lease agreements that inform owner users and tenants about (1) the air quality benefits associated with water-based or low volatile organic compounds (VOC) cleaning products, and (2) the benefits of becoming SmartWay Shippers and SmartWay Carriers, which is federal EPA program that advances supply chain sustainability.</u> Implementing 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.	Although not specified by EIR No. 466, Mitigation Measure MM Air 13 shall occur as part of all future building sale and lease agreements.	Planning Department.	Applicable.	None.	Significant direct and cumulative impacts.
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	Consistent with the finding of EIR No. 466, the Project has the potential to result in impacts to nesting birds during construction.	<u>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) of potentially occurring native and migratory bird species.</u> If site-preparation activities are to	Construction Start.	Project construction manager(s).	Applicable.	None; Mitigation Measure MM Bio 1 (as revised) shall apply.	Less than Significant
NOT APPLICABLE TO PP No. 190003								
				Prior to issuance of	Planning			

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
	construction could result in a conflict with these regulations.		<p>occur during the nesting/breeding season (February 1 through July 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.</p>	grading permit.	Department.			
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	Because the Project site contains suitable habitat for the burrowing owl, a pre-construction burrowing owl survey is required by the	<p>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</p>	Prior to grading permit.	Planning Department.	Applicable.	None; Mitigation Measure MM Bio 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
	<p>grading and construction. Because it will be a number of months before construction begins and because construction is phased, owls could colonize a portion of the site in the intervening months or years and would then be adversely impacted by the proposed project construction.</p>	<p>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.</p>	<p>construction activities. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the requirements of the MSHCP. If active nests are located, they shall be avoided and outside of the breeding season the owls may be passively relocated. To adequately avoid active nests during the breeding season (February 1 through August 31), no grading or heavy equipment activity shall take place within 250 feet of an active nest.</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</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>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.</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 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 Architect, the County 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</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.

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			<p>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 historic 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.</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> <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>	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>				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.

**NOT APPLICABLE
TO PP No. 190003**

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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.	NOT APPLICABLE TO PP No. 190003			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 impacts due to geology and soils would be less than significant.	No mitigation is required.	NOT APPLICABLE TO PP No. 190003			None.	Less than significant.
5.1.8: Greenhouse Gas Emissions	The issue of Greenhouse Gas (GHG) emissions was not evaluated in EIR No. 466.	The Project Applicant would be required to demonstrate as part of future building permit applications that the Project will achieve a minimum of 100 points per the Riverside County Climate Action Plan (CAP).	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	Impacts due to hazards and hazardous materials were determined by the IS/NOP for EIR No. 466 to be less	The Project would not result in significant impacts due to the transportation, use, or storage of hazardous	No mitigation is required.	NOT APPLICABLE TO PP No. 190003			None.	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
hazards)	than significant (with exception of airports, as discussed below).	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.						
5.1.9: Hazards and Hazardous Materials (Airports)	Due to the project site's proximity to March Air Reserve Base, the project site is subject to potential noise impacts due to high single-event noise levels from airplanes flying over 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.	On January 10, 2019, the ALUC found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain conditions. 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.	MM Airport 1: All street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.	Review of electrical plan, prior to the issuance of building permits. Review of street improvement plans prior to issuance of building permits.	Department of Building and Safety Transportation Department	Applicable.	COA: Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. COA: The following uses/activities are 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 toward a landing at an airport; (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area; and (d) Any use which would generate electrical interference that may	Less than significant.

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							<p>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> <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</i></p>	

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							<p><i>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 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</p>	

Plot Plan No. 190003 (Building 15)

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							<p>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> <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</p>	

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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.	<p>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 area will warrant its own coverage under the Construction Permit, unless otherwise determined by the Santa Ana Regional Water</p>	Prior to the issuance of grading permits.	Department of Building and Safety	Applicable.	<p>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 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://www.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).</p>	Less than significant.

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5.1.10: Hydrology and Water Quality (Operational Water Quality)	Operational-related impacts to water quality would be potentially significant prior to mitigation.	With implementation of the Project's drainage plan as proposed, including the proposed detention/water quality basin, and with mandatory compliance with the Project's Water Quality Management Plan (WQMP), operational impacts to water quality would be less than significant.	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 MSA permit.	Draft WQMP to be submitted prior to approval of each implementing development application. Final WQMP to be submitted prior to issuance of grading permits.	Department of Building and Safety	Applicable.	PDF: A Project-specific WQMP was prepared for Plot Plan No. 190003. Additionally, Mitigation Measure MM Hydro 2 shall apply.	Less than significant.
5.1.10: Hydrology and Water Quality (Operational Water Quality)	Pollutants such as oil and grease, heavy metals, sediment, fertilizers and pesticides can be expected to be present in surface water runoff once project development occurs.	With implementation of the Project's drainage plan as proposed, including the proposed detention/water quality basin, and with mandatory compliance with the Project's Water Quality Management Plan (WQMP), operational impacts to water quality would be less than significant.	MM Hydro 3: To mitigate impacts related to water quality following development, individual project proponents will determine if coverage under the State's General Permit for Industrial Activities is necessary. This permit requires implementation of a SWPPP for certain types of industrial activities. The future building occupants of the structures proposed in this document may warrant coverage under the General Permit for Industrial Activities. Therefore, prior to issuance of the certificate of occupancy, building occupants shall determine whether or not coverage under the Industrial permit is warranted for their operations.	Prior to the issuance of grading permits. Prior to October 1 of each year following issuance of occupancy permits.	Department of Building and Safety. Regional Water Quality Control Board	Applicable.	None; Mitigation Measure MM Hydro 3 shall apply.	Less than significant.
5.1.10: Hydrology and Water Quality (Storm Drain Capacity)	Impacts due to increased runoff that has the potential to exceed the capacity of downstream drainage facilities would be potentially	Due to drainage infrastructure constructed as part of the "Oakwood Business Park" (CFD 88-8) and with implementation of	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	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 (RCFCWD), which demonstrates that Plot Plan No.	Less than significant.

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5.1.11: Land Use and Planning	<p>significant prior to mitigation.</p> <p>The IS/NOP prepared for EIR No. 466 determined that impacts to land use and planning would be less than significant.</p>	<p>the Project's proposed drainage plan, including the proposed detention/water quality basin, impacts would be less than significant.</p> <p>The Project would not result in any direct or indirect impacts to land use and planning.</p>	<p>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.</p> <p>No mitigation is required.</p>				<p>190003 would not exceed the capacity of existing or planned storm drains with installation of the proposed detention/water quality basin.</p> <p>Not applicable.</p>	
5.1.12: Mineral Resources	<p>The IS/NOP prepared for EIR No. 466 determined that impacts to mineral resources would be less than significant.</p>	<p>The Project would not result in any direct or indirect impacts to mineral resources.</p>	<p>No mitigation is required.</p>				<p>Not applicable.</p>	<p>No impact.</p>
5.1.13: Noise	<p>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</p> <p>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</p>	<p>Project traffic-related noise impacts would be less than significant with implementation of the proposed Project.</p> <p>Construction-related noise impacts were determined to be less than 65 dBA and thus were concluded to be less than significant.</p> <p>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</p>	<p>No mitigation measures are proposed to reduce or eliminate this impact and a Statement of Overriding Consideration would be required prior to project approval.</p> <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</p>	<p>NOT APPLICABLE TO PP No. 190003</p> <p>NOT APPLICABLE TO PP No. 190003</p> <p>NOT APPLICABLE TO PP No. 190003</p>			<p>Traffic-related noise impacts associated with Plot Plan No. 190003 would be less than significant requiring no mitigation.</p>	<p>Significant direct and cumulative effects</p>
				<p>During project construction.</p>	<p>Building and Safety Department.</p>	<p>Applicable.</p>	<p>None; Mitigation Measure MM Noise 1 shall apply.</p>	<p>Less than significant.</p>
				<p>During project construction.</p>	<p>Building and Safety Department.</p>	<p>Applicable.</p>	<p>None; Mitigation Measure MM Noise 2 shall apply.</p>	<p>Less than significant.</p>
				<p>During project construction.</p>	<p>Building and Safety Department.</p>	<p>Applicable.</p>	<p>None; Mitigation Measure MM Noise 3 shall apply.</p>	<p>Less than significant.</p>

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	<p>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.</p>	<p>proposed retaining walls, manufactured slopes, and the existing wall along the western Project boundary would be less than significant during both nighttime and daytime operations.</p>	<p>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.</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</p>	<p>construction. During project construction.</p>	<p>Safety Department. Building and Safety Department.</p>	<p>Applicable.</p>	<p>shall apply. None; Mitigation Measure MM Noise 4 shall apply.</p>	<p>significant. Less than significant.</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 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>NOT APPLICABLE TO PP 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-</p>	<p>Less than significant.</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-</p>	<p>NOT APPLICABLE TO PP 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-</p>	<p>Less than significant.</p>

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5.1.4: Paleontological Resources	Impacts to paleontological resources were determined by the IS/NOP for EIR No. 466 to be less than significant.	Due to past disturbances on site, any possible paleontological resources that may have existed on the Project site would have been removed or destroyed as part of past grading on site. Notwithstanding, the Project would be subject to the County's standard conditions of approval for projects located in areas with "High" paleontological sensitivity.	and unloading/loading shall occur within 200 feet of any residence from 10:00 p.m. to 7:00 a.m. 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>	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.	Less than significant.
								COA 060-Plannings-PAL: • 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. 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: <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

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							<p>qualified paleontological monitor to be employed for grading operations monitoring.</p> <p>4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.</p> <p>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.</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</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	No mitigation is required.			<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <p>NOT APPLICABLE TO PP No. 190003</p> </div>	<p>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.</p> <p>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.</p>	Less than significant

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5.1.16: Public Services	<p>The construction of the project could necessitate the provision of new, expanded, or physically-altered sheriff and fire services and the need for new fire facilities, which may have a significant impact on the environment, in order to maintain acceptable service ratios, 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</p>	<p>exceed regional or local population projections; and would not induce substantial population growth. Impacts to population and housing would be less than significant.</p> <p>Consistent with the findings of EIR No. 466, although the Project has the potential to result in impacts to fire protection services, police libraries, and health services, impacts would be less than significant with mandatory payment of DIF fees and \$8.18 fees.</p>	<p>No mitigation is required.</p>			<div style="border: 1px solid black; padding: 10px; width: 100%;"> <p>NOT APPLICABLE TO PP No. 190003</p> </div>	<p>RR: The Project Applicant shall pay appropriate fees pursuant to Riverside County Ordinance No. 659 prior to occupancy permits.</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>	<p>Less than significant</p>

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5.1.17: Recreation	<p>The project proponent will be required to pay fair share fees pursuant to Riverside County Ordinance No. 655.6 which mitigate the costs associated with the project's impact on public services (including fire and sheriff services) relative to the project's size and expected demand on said services. Payment of these fees will reduce the project's impact on public services to below the level of 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</p>	<p>No mitigation is required.</p>			<p style="text-align: center; border: 1px solid black; padding: 5px;">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 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
5.1.18: Transportation	The proposed project will cause Level of Service (LOS) thresholds on area roadways to be exceeded.	<p>substantial physical deterioration of the facility would occur or be accelerated, and impacts would be less than significant.</p> <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>The Project would result in cumulatively-considerable impacts to the following intersections under EAPC (2020) conditions:</p> <ul style="list-style-type: none"> Day St. & Markham St. (#1) 	<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>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>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>MM Trans 4: Construct partial width improvements of Old</p>	<p>Road improvement plans for each implementing project to be submitted prior to the issuance of that project's grading permits.</p> <p>Road improvements for each implementing project to be completed prior to the issuance of a certificate of occupancy for that project.</p>	<p>Transportation Department</p> <p>Transportation Department</p>	<p>Applicable.</p>	<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>	<p>Less than significant.</p>
			<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>NOT APPLICABLE TO PP No. 190003</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>	<p>Less than significant.</p>
			<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>NOT APPLICABLE TO PP No. 190003</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>	<p>Less than significant.</p>
			<p>MM Trans 4: Construct partial width improvements of Old</p>			<p>NOT APPLICABLE TO PP No. 190003</p>	<p>The Project site does not front along Old Oleander Avenue, which is located</p>	<p>Less than significant.</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
	<ul style="list-style-type: none"> Day St. & Cajalco Rd. (#2) Seaton Av. & Cajalco Exwy. (#4) Harvill Av. & Markham St. (#11) 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>Oleander Avenue at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.</p> <p>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.</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>	<p>Transportation Department</p>	<p>Applicable.</p>	<p>approximately 0.5 mile north of the Project site. Thus, Mitigation Measure MM Trans 4 is not applicable to the proposed Project.</p> <p>PDF: Markham Street already has been 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>	<p>Less than significant.</p>
			<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>NOT APPLICABLE TO PP No. 190003</p>			<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>Less than significant.</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>Transportation Department</p>	<p>Applicable.</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>	<p>Less than significant.</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
				Road improvements for each implementing development project to be completed prior to the issuance of a certificate of occupancy for that project.	Transportation Department			
			MM Trans 8: Construct partial width improvements of northerly side of Cajalco Expressway at its ultimate cross-section as an Expressway (184' right-of-way) fronting the project boundary line.	NOT APPLICABLE TO PP No. 190003			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.	Less than significant.
			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.	NOT APPLICABLE TO PP No. 190003			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.	Less than significant.
			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.	NOT APPLICABLE TO PP No. 190003			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 (Technical Appendix H) demonstrates that no traffic signals are warranted with buildout of the Project.	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
			<p>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.</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. 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.</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 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>Accordingly, Mitigation Measure MM Trans 10 is not applicable to the proposed Project.</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>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 MFBOSP Planning Area 2, while the Project occurs in a portion of MFBOSP Planning Area 5. Accordingly, Mitigation Measure MM Trans 12 is not applicable to the proposed Project.</p> <p>With exception of the traffic signal, the improvements required by Mitigation Measure MM Trans 13 have been completed. Additionally, the Project does</p>	<p>Less than significant.</p> <p>Less than significant.</p> <p>Less than significant.</p>
				<p>NOT APPLICABLE TO PP No. 190003</p>				
				<p>NOT APPLICABLE TO PP No. 190003</p>				
				<p>NOT APPLICABLE TO PP No. 190003</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>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.</p>	N/A	N/A	--	<p>not about 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, whereas the proposed Project is located in MFBCSP Planning Area 5. Accordingly, Mitigation Measure MM Trans 13 is not applicable to the proposed Project.</p>	N/A
	<p>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</p>	<p>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</p>	<p>No mitigation is required.</p>	N/A		<p>NOT APPLICABLE TO PP No. 190003</p>	<p>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:</p> <p>COA: The Project Applicant shall contribute Development Impact Fees (DIF) pursuant to Riverside County Ordinance No. 559.</p> <p>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.</p>	<p>Less than significant.</p>

Plot Plan No. 190003 (Building 15)

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PILOT 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
	be located, it cannot be determined at this time if the project proponent will be required to construct the bike trail.	accommodate a Community Trail along the Project's boundary with Seaton Avenue and would maintain existing sidewalks along roadways abutting the site. 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.						
5.1.19: Tribal Cultural Resources	EIR No. 466 did not specifically evaluate impacts to Tribal Cultural Resources, although impacts to Cultural Resources as disclosed by EIR No. 466 are addressed above.	Due to past disturbance on site, any tribal cultural resources that may have been present on the site have since been destroyed or removed from the site. Notwithstanding, there is a remote chance that historical or archaeological resources may be uncovered during Project grading activities.	N/A	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	No mitigation is required.	NOT APPLICABLE TO PP No. 190003			None.	Less than significant

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	<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>amount of building area on site and associated demand for water as compared to what was evaluated and disclosed by EIR No. 466. Moreover, mandatory compliance with applicable regulations adopted since 2005 would ensure that the Project's water consumption would be less than was evaluated in EIR No. 466. Furthermore, the Project is fully within the assumptions made by the UWNMP, 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>No mitigation is required.</p>					
	<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>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>			None.	Less than significant
	<p>Wastewater from the</p>	<p>According to information</p>	<p>No mitigation is required.</p>	<p>NOT APPLICABLE TO PP No. 190003</p>			None.	Less than

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>proposed project will not exceed the sewage capacity of Eastern Municipal Water District current sewer facilities considering other projected demands and commitments. When the project's 0.5525 mgd is added to existing demand, the total will be 8.2525 mgd of the plant's current capacity of 11 mgd (which will be expanded to 22 mgd at the end of 2010). Although the total amount of wastewater generated by the proposed project will be well within the capacity of the PVRWRF by the time that development of the proposed project is completed; there is the potential that prior to the expansion of the facility's capacity at the end of 2010 that EMWD will be required to reduce the wastewater diversions from elsewhere within the District to the PVRWRF. However, because EMWD's wastewater diversions are operational decisions, the amount that is diverted to the PVRWRF is variable. There is sufficient capacity in EMWD's other wastewater treatment facilities to accommodate any additional wastewater flows sent to them whenever diversions from other parts of the District to the PVRWRF</p>	<p>available from the EMWD, the PVRWRF has a current capacity of 22 million gallons per day (gpd), and receives typical daily flows of 13.8 million gpd. The ultimate planned capacity at the PVRWRF is 100 million gpd. At buildout the Project would generate approximately 1.23,250 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>						<p>significant</p>

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	<p>are reduced. Overall, EMWD has sufficient capacity to treat all wastewater generated by the proposed project, both during project phasing and after project build out. Therefore, no significant impact upon EMWD's ability to treat wastewater will occur.</p>							
	<p>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.</p>	<p>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.</p>	<p>MM Utilities 1: The applicant shall submit a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department of the Waste Management Department for implementing development. The plans are required to conform to the Waste Management Department's DWR's Design Guidelines for Recyclables Collection and Loading Areas.</p> <p>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.</p> <p>MM UTILITIES 2: In addition to solid waste dumpsters, the project development will include recycling containers for aluminum cans, glass, plastics, paper and cardboard.</p>	<p>Prior to the issuance of building permits.</p> <p>Prior to the issuance of certificate of occupancy.</p>	<p>Waste Management Department of Waste Resources.</p> <p>Waste Management Department of Waste Resources.</p>	<p>Applicable.</p> <p>Applicable.</p>	<p>None; Mitigation Measure MM Utilities 1 shall apply.</p> <p>None; Mitigation Measure MM Utilities 2 shall apply.</p>	<p>Less than significant.</p> <p>Less than significant.</p>

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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.	<p>MM Utilities 3: The project development will recycle construction and demolition (c&d) waste generated during construction activities.</p> <p>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.</p> <p>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.</p> <p>No mitigation is required.</p>	<p>Prior to the issuance of certificate of occupancy.</p> <p>Prior to the issuance of certificate of occupancy.</p> <p>Prior to the issuance of certificate of occupancy.</p>	<p>Waste Management Department of Waste Resources.</p> <p>Waste Management Department of Waste Resources.</p> <p>Waste Management Department of Waste Resources.</p>	<p>Applicable.</p> <p>Applicable.</p> <p>Applicable.</p>	<p>None; Mitigation Measure MM Utilities 3 shall apply.</p> <p>None; Mitigation Measure MM Utilities 4 shall apply.</p> <p>None; Mitigation Measure MM Utilities 5 shall apply.</p>	<p>Less than significant.</p> <p>Less than significant.</p> <p>Less than significant.</p>
<p>NOT APPLICABLE TO PP No. 190003</p>						None.	Less than significant.	



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Juan C. Perez
Agency Director



04/02/20, 8:58 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](mailto:mivenabl@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. 7 Expiration Date Use Case (cont.)

This approved permit shall be used within NINE (9) years from the approval date; otherwise, the permit shall be null and void.

The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

Planning. 8 Industrial Occupant Change

Prior to initial occupancy, upon tenant/occupant change, or upon change in industrial use, the permit holder shall provide a letter from the Planning Department to Building & Safety verifying no need for further environmental, hazardous materials or air quality review as a result of the change.

Planning. 9 Landscape Requirement

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

- 1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
- 2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;
- 3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
- 4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:

- 1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.
- 2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.
- 3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

Planning. 10 Logistics/Warehouse – General/Operational Measures

The following measures shall be complied with generally through design/permitting of the project and through continued operation of the project.

1. On-site speed bumps shall not be allowed. Truck loading bays and drive aisles shall be designed to minimize truck noise.

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

Planning. 10 **Logistics/Warehouse – General/Operational Measures (cont.)**

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.

13. On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.

Planning. 11 **MM Air 13 – Rideshare Program**

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.

Planning. 12 **MM Air 14 – Lease Agreements-VOC/SmartWay**

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.

Planning. 13 **MM Air 5 – Truck Direction**

Consistent with MM Air 5 and the requirements for posting of signs, the applicant or their successor-in-interest and any tenant shall be required to direct heavy-duty trucks to identified truck routes that avoid residential areas within vicinity of the Project site.

Planning. 14 **MM Air 7 – Lease Agreements-Clean Fuel**

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

Planning. 15 **No Outdoor Advertising**

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

Planning. 16 **No Resident Occupancy**

No permanent occupancy shall be permitted within the property approved under this plot plan as a principal place of residence. No person shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

Planning. 17 **Noise Monitoring Reports**

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 17 Noise Monitoring Reports (cont.)

The permit holder may be required to submit periodic noise monitoring reports as determined by the Department of Building and Safety as part of a code enforcement action. Upon written notice from the Department of Building and Safety requiring such a report, the permittee or the permittee's successor-in-interest shall prepare and submit an approved report within thirty (30) calendar days to the Department of Building and Safety, unless more time is allowed through written agreement by the Department of Building and Safety. The noise monitoring report shall be approved by the Office of Industrial Hygiene of the Health Service Agency (the permittee or the permittee's successor-in-interest shall be required to place on deposit sufficient funds to cover the costs of this approval prior to commencing the required report).

Planning. 18 Reclaimed Water

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

Planning. 19 Truck Charging Equipment

Upon the utilization of electrical trucks at the facility, electrical charging equipment for the trucks shall be installed and operational utilizing the prior electrical infrastructure installed and area noted for such equipment.

Planning-GEO

Planning-GEO. 1 GEO190011 ACCEPTED

County Geologic Report GEO No. 190011, submitted for the project PPT190003, was prepared by Kleinfelder, Inc, and is titled; "Report of Geotechnical Study, Majestic Freeway Business Center, Building No. 15, Northwest Corner of Harvill Avenue and Commerce Center Drive, Riverside County, California, Kleinfelder Project No. 20192021.001A" dated November 14, 2018.

"Report of Geotechnical Study, Majestic Freeway Business Center, Building No. 15, Northwest Corner of Harvill Avenue and Commerce Center Drive, Riverside County, California, Kleinfelder Project No. 20192021.001A," dated November 14, 2018 (Revised March 18, 2019).

These documents are herein incorporated into GEO190011.

GEO190011 concluded:

- 1. The site is not located within a State of California Earthquake Fault Zone, nor a County of Riverside Fault Hazard Zone.
- 2. Based on the age of the geologic units present at the site, lack of geomorphic evidence such as lineaments, off-set drainages or concentration of vegetation, and the distance to known active faults in the region, the risk of surface rupture at the site resulting from faulting is considered low.
- 3. The site is relatively flat and the risk of the site from landslides and other forms of mass wasting is considered very low.
- 4. Based on the properties of the soils underlying the site, there is a low potential for impact due to liquefaction from a seismic event.
- 5. Seismically-induced settlement is estimated to be less than 1-inch total and 1/2 inch differential

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 Mithcharge - 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).

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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

Planning-PAL

060 - Planning-PAL. 1 PRIMP (cont.) Not Satisfied

- 9. Procedures and protocol for collecting and processing of samples and specimens.
- 10. Fossil identification and curation procedures to be employed.
- 11. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.
- 12. All pertinent exhibits, maps and references.
- 13. Procedures for reporting of findings.
- 14. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.
- 15. All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (eg. PG), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Survey

060 - Survey. 1 RCTD - PRIOR TO ROAD CONSTRUCTION Not Satisfied

Prior to road construction, if survey monuments including centerline monuments, tie points, property corners and benchmarks found it shall be located and tied out and corner records filed with the County Surveyor pursuant to Section 8771 of the Business & Professions Code. Survey points destroyed during construction shall be reset, and a second corner record filed for those points prior to completion and acceptance of the improvements.

Transportation

060 - Transportation. 1 0060-Transportation-USE – FINAL WQMP REQUIRED Not Satisfied

The project is located in the Santa Ana watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at www.rcflood.org/npdes .

060 - Transportation. 2 RCTD - FILE L&LMD APPLICATION Not Satisfied

File an application with the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, for required annexation.

If you have any questions or for the processing fee amount, please call the L&LMD Section at (951) 955-6748.

Plan: PPT190003

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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)

Plan: PPT190003

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80. Prior To Building Permit Issuance

Fire

080 - Fire. 1 Prior to permit - Access (cont.) Not Satisfied

4. Fire lanes and fire apparatus access roads shall have an unobstructed width of not less than twenty-four (24) as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches. (CFC 503.2.1)

080 - Fire. 2 Prior to permit - Water Not Satisfied

1. The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet to a building. A fire hydrant shall be located within 50 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 1/2" x 2 1/2") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3.)

2. Prior to issuance of Certificate of Occupancy or Building Final, "Blue Reflective Markers" shall be installed to identify fire hydrant locations in accordance with County and Fire Department specifications. (CFC 509.1)

3. Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Office of the Fire Marshal for review.

The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Office of the Fire Marshal prior to beginning construction. They shall be maintained accessible.

4. Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3)

Flood

080 - Flood. 1 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. 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.

080 - Flood. 2 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

080 - Planning. 1 ALUC - Detention Basins Not Satisfied

The proposed detention basins on the site (including water quality management basins) shall be

Plan: PPT190003

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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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Parcel: 314260001

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. At shell building permit, warehouse/distribution facilities shall install electrical rooms to hold sufficiently sized electrical panels and shall install conduit to facilitate the potential future installation of electrical connections from the electrical room to dock doors and/or a separate designated location where diesel engine trucks and/or trailers would park and connect to the electrical system. At issuance of shell building permit, these conduits shall be provided at a rate of no less than 20% of the dock doors for the facility. At issuance of a building permit for Tenant Improvements, the electrical panel shall be required to be installed and electrical wiring connections shall be made to the locations, if any, where diesel trucks and/or trailers would park and connect to the electrical system.

2. At shell building permit, warehouse/distribution facilities shall install electrical rooms and/or designate exterior areas to hold sufficiently sized electrical panels, and shall install conduit to facilitate future electrical connections for the charging of electric-powered trucks at a designated location where the trucks would park and connect to the charging facilities to charge the batteries that power the motors of the electric-powered trucks. At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel, charging units, and electrical wiring connections shall be required to the designated locations where electric-powered trucks would park and connect to the electrical system to charge their batteries.

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.

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080 - Planning. 9 Logistics/Warehouse – Building Plan Notes (cont.) Not Satisfied

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.
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).

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080 - Planning. 11 MM Air 1, 2, 10 – Building 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.

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.

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

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080 - Planning. 15 Parcel Merger (cont.) 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.

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

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Planning-EPD

080 - Planning-EPD. 1 30-day Burrowing Owl Preconstruction Survey Prior to Building Not Satisfied
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.

080 - Planning-EPD. 2 MBTA Nesting Bird Survey Prior to Building - EPD Not Satisfied
Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st through August 31st). If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted.

Prior to issuance of a permit for building, or rough grading 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.

Survey

080 - Survey. 1 RCTD - RIGHT-OF-WAY DEDICATION Not Satisfied
Sufficient public street right-of-way along Harvill Avenue shall be conveyed for a public use to provide for a 59 foot half-width dedicated right-of-way per County Standard No. 93, and Standard No. 805, Ordinance 461.

Sufficient public street right-of-way along Seaton Avenue shall be conveyed for a public use to provide for a 58 foot half-width dedicated right-of-way per County Standard No. 94 and modified Standard No. 405, Ordinance 461.

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Transportation

080 - Transportation. 1 0080-Transportation-ESTABLISH WQMP MAINT ENTITY Not Satisfied

A maintenance plan and signed WQMP/BMP maintenance agreement shall be submitted to the Transportation Department shall be approved and recorded against the property. A maintenance organization will be established with a funding source for the permanent maintenance.

080 - Transportation. 2 0080-Transportation-IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

080 - Transportation. 3 Landscape Inspection Deposit Required Not Satisfied

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

Prior to building permit issuance, the developer/permit holder shall verify all plan check fees have been paid and deposit sufficient funds to cover the costs of the required landscape inspections associated with the approved landscape plans. The deposit required for landscape inspections shall be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 4 Landscape Plot Plan/Permit Required Not Satisfied

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24" x 36"), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

- 1) Landscape and irrigation working drawings "stamped" by a California certified/registered landscape architect;

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- 080 - Transportation. 4 Landscape Plot Plan/Permit Required (cont.) Not Satisfied
- 2) Weather-based controllers and necessary components to eliminate water waste;
 - 3) A copy of the "stamped" approved grading plans; and,
 - 4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

- 1) Identification of all common/open space areas;
- 2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC;
- 3) Shading plans for projects that include parking lots/areas;
- 4) The use of canopy trees (24" box or greater) within the parking areas;
- 5) Landscaping plans for slopes exceeding 3 feet in height;
- 6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or,
- 7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

- 080 - Transportation. 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

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080 - Transportation. 5 Landscape Project Specific Requirements (cont.) Not Satisfied

Plant List when making plant selections. Use of plant material with a "low" or "very low" water use designation is strongly encouraged.

- All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the useful plant life, and replaced with an equal or lessor water use plant.
- Project shall use County standard details for which the application is available in County Standard Detail Format.
- Monuments, boulders, and fan palms shall be located outside the County Maintained Road Right-of-Way (ROW).
- Restricted plant species noted in MSHCP documents shall not be used if MSHCP areas are adjacent to the project.
- Plant species shall meet ALUC requirements, if applicable.
- Hydroseeding is not permitted in stormwater BMP slope areas, container stock will be required on slopes.
- 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.

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080 - Transportation. 6 RCTD - ANNEXATION INTO L&LMD OR OTHER DISTRICT Not Satisfied
(2) Appropriate fees for annexation.

(3) Two (2) sets of street lighting plans approved by Transportation Department.

(4) Streetlight Authorization form from SCE or other electric provider.

080 - Transportation. 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.

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080 - Transportation. 10 RCTD-USE - TS/Design (cont.) Not Satisfied

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.

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.

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080 - Transportation. 11 RCTD-USE - TS/Geometrics (cont.) Not Satisfied

The intersection of Harvill 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 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

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Waste Resources

080 - Waste Resources. 2 Waste Recycling Plan (cont.) Not Satisfied
of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 PRECISE GRADE APPROVAL Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:

1. Requesting and obtaining approval of all required grading inspections.
2. Submitting a "Wet Signed" copy of the Grading Report from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for the sub-grade and base of all paved areas.
3. Submitting a "Wet Signed" copy of the Sub-grade (rough) Certification from a Registered Civil Engineer certifying that the sub-grade was completed in conformance with the approved grading plan.
4. Submitting a "Wet Signed" copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.

Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

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

Plan: PPT190003

Parcel: 314260001

90. Prior to Building Final Inspection

Planning

090 - Planning. 2 CAP Screening Table Measures (cont.) 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 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.

Plan: PPT190003

Parcel: 314260001

90. Prior to Building Final Inspection

Planning

090 - Planning. 5 Logistics/Warehouse – Signs (cont.) Not Satisfied

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 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

Plan: PPT190003

Parcel: 314260001

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 2 Landscape Inspection and Drought Compliance (cont.) Not Satisfied

Transportation Department landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check fees shall be paid.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

090 - Transportation. 3 RCTD - COMPLETE ANNEXATION INTO L&LMD OR OTHER 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.

Plan: PPT190003

Parcel: 314260001

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4 RCTD - EXISTING CURB AND GUTTER (cont.) Not Satisfied

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-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)

Plan: PPT190003

Parcel: 314260001

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 9 RCTD-USE - TS/Installation (cont.) Not Satisfied

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.

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.

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: **MAY 4, 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.

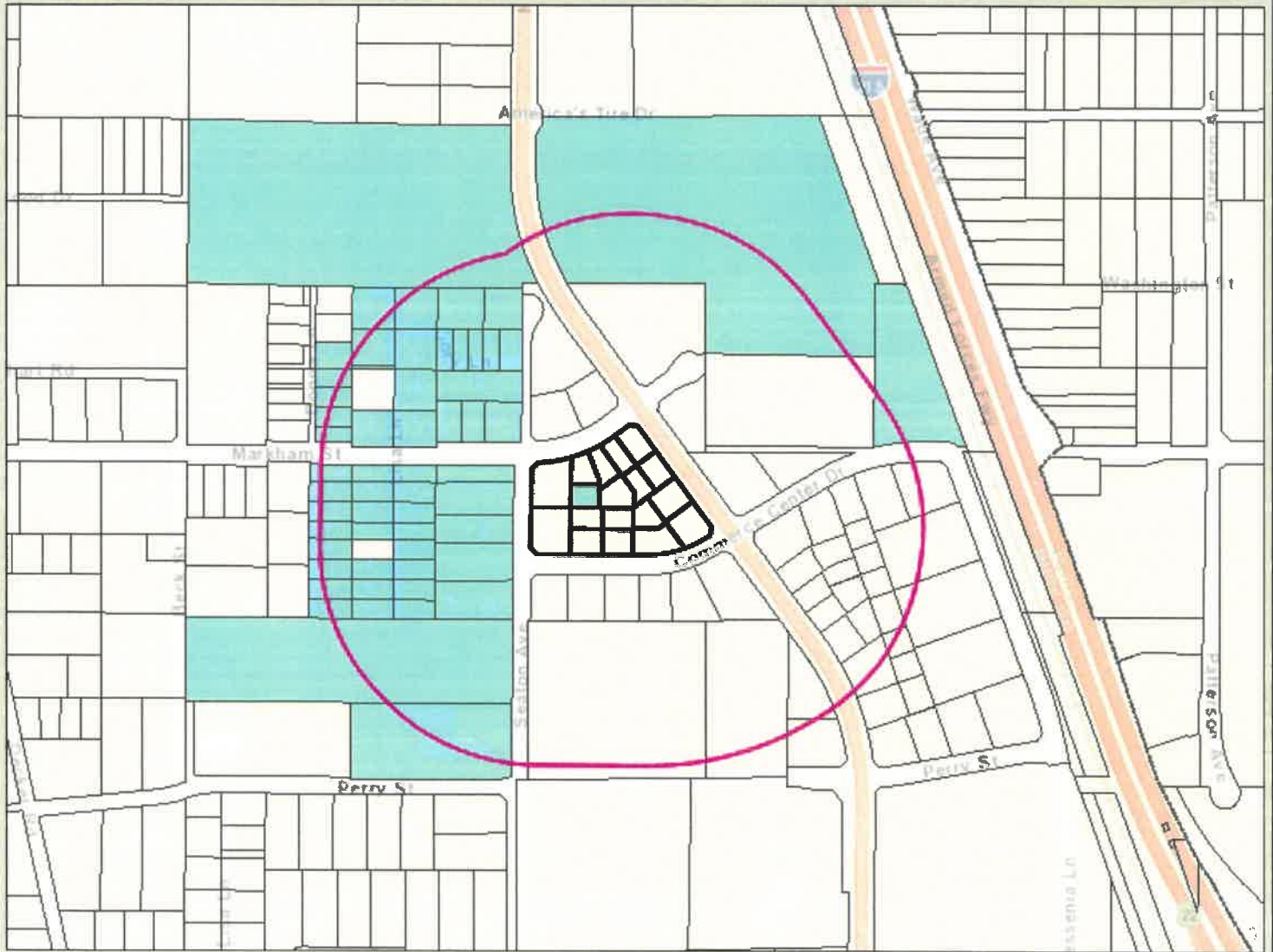
Any person wishing to comment on the proposed project may do so in writing between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. All comments received prior to the public hearing will be submitted to the Planning Director, and the Planning 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

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

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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:

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



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach
Assistant TLMA Director

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409

38686 El Cerrito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.

PPT190003

Project Title/Case Numbers

Russell Brady
County Contact Person

(951) 955-3025
Phone Number

N/A

State Clearinghouse Number (if submitted to the State Clearinghouse)

Majestic Freeway Business Center LLC
Project Applicant

13191 Crossroads Parkway, Sixth Floor, City of Industry, CA 91746
Address

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

This is to advise that the Riverside County Planning Director, as the lead agency, has approved the above-referenced project on _____, and has made the following determinations regarding that project:

1. The project WILL have a significant effect on the environment.
2. An Addendum to EIR No. 466 was prepared for the project pursuant to the provisions of the California Environmental Quality Act Section 15162.
3. Mitigation measures WERE made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS adopted for EIR No. 466.
5. A statement of Overriding Considerations WAS adopted for EIR No. 466
6. Findings were made pursuant to the provisions of CEQA.

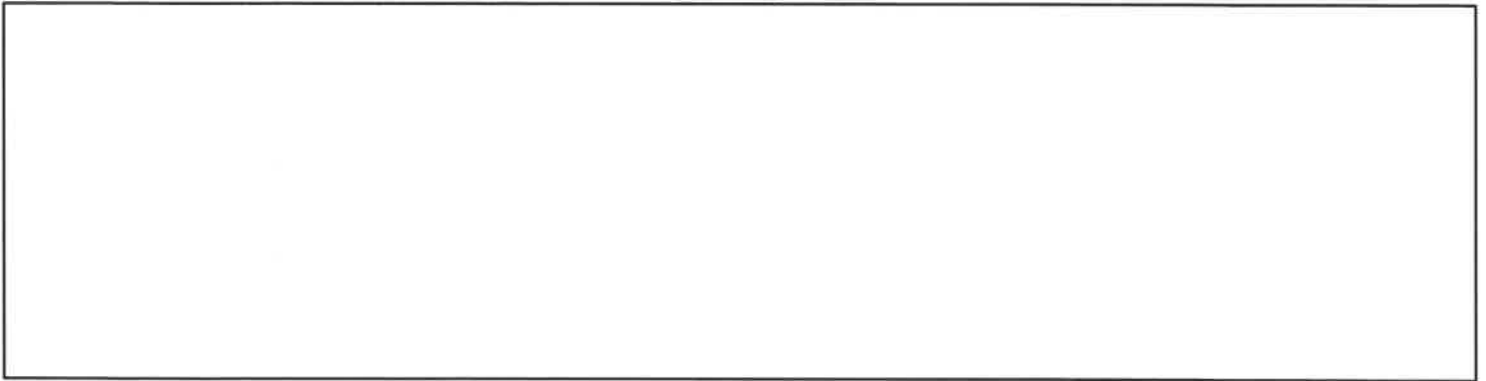
This is to certify that the earlier EIR, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

Signature

Russell Brady, Contract Planner
Title

Date

Date Received for Filing and Posting at OPR: _____



**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



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

Y:\AIRPORT CASE FILES\March\ZAP1353MA19\ZAP1353MA19.LTR.doc



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

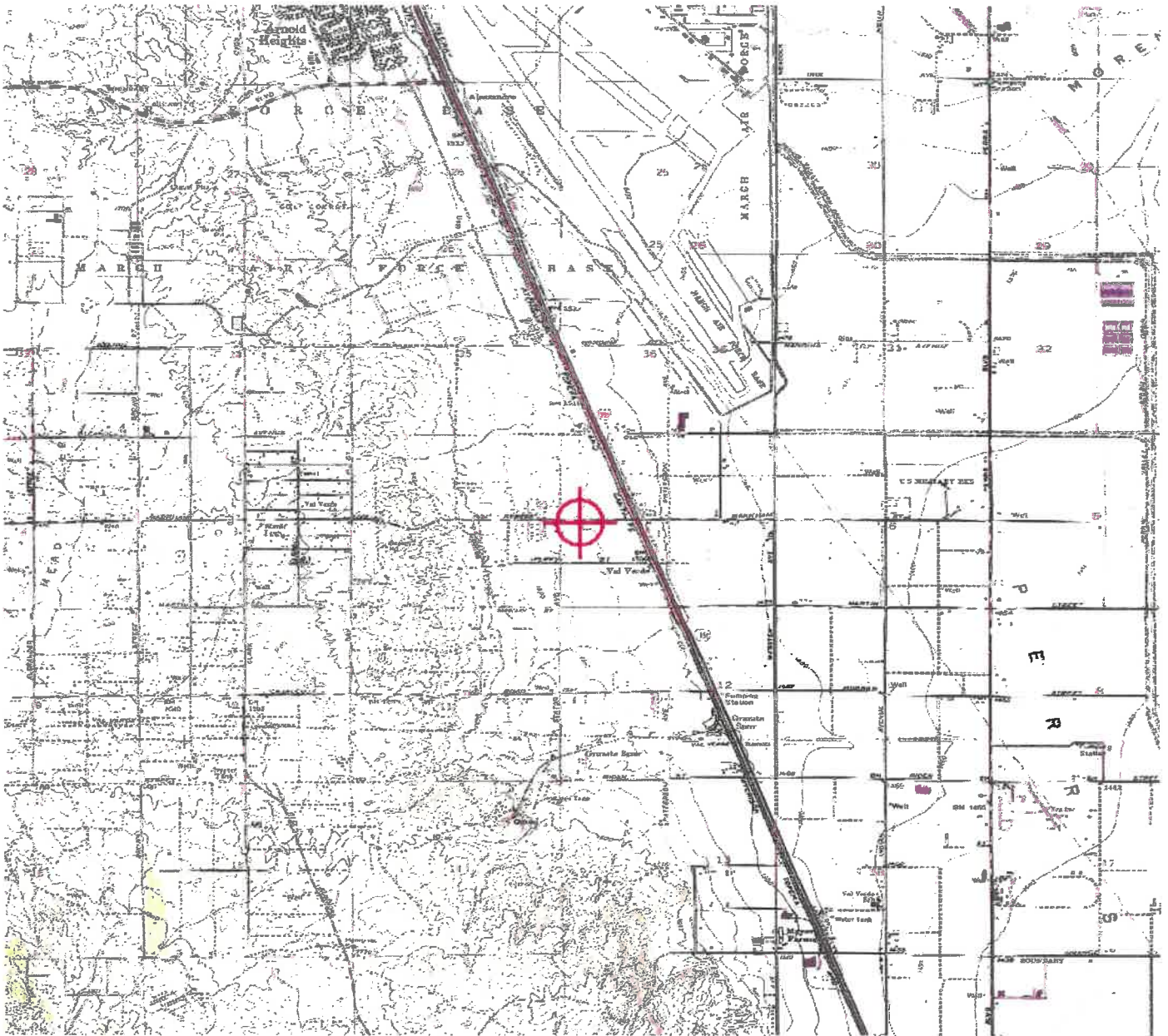
Karen McDonald
Specialist

(DNE)

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

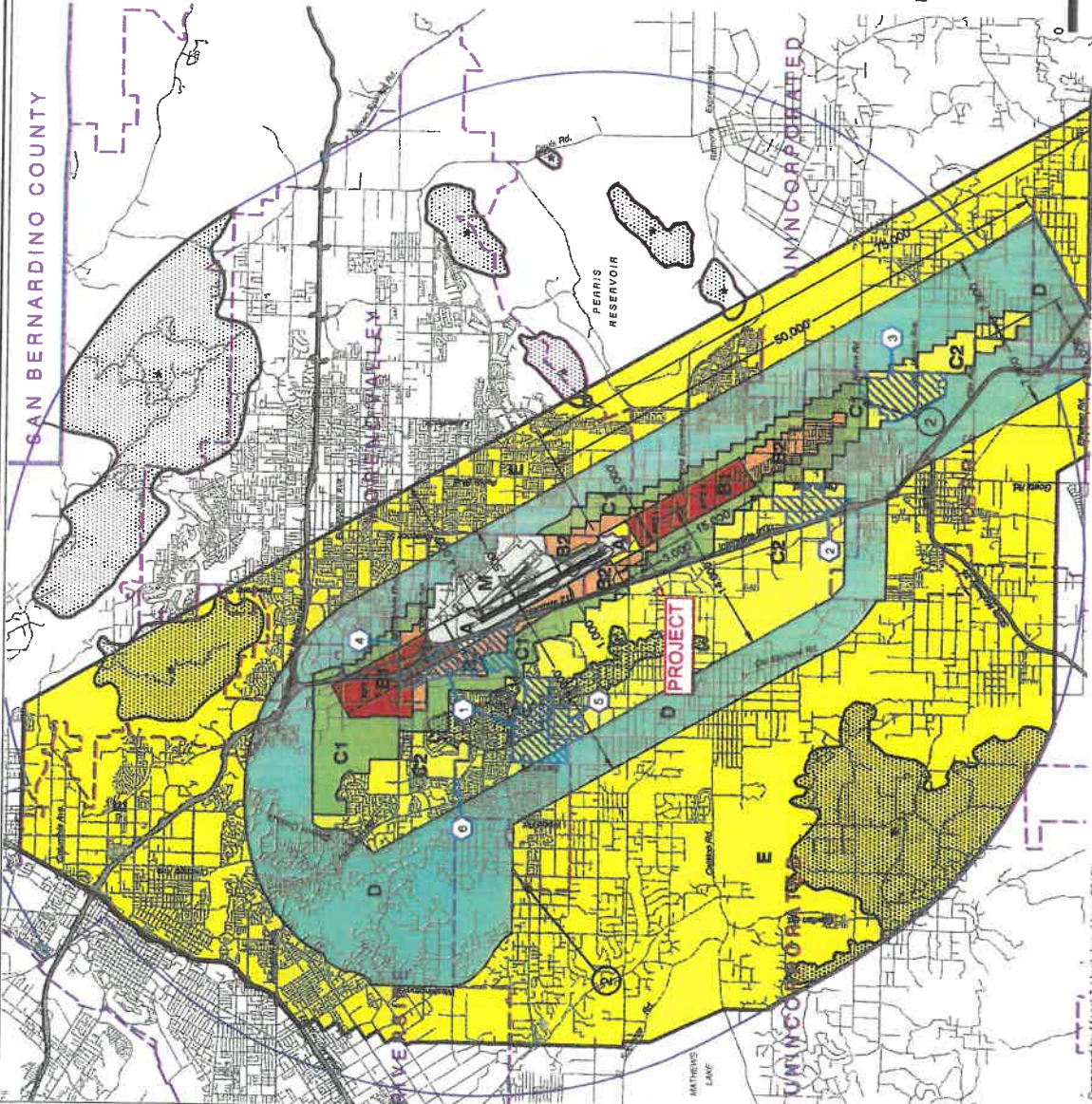
Compatibility Zones

- Airport Influence Area Boundary
- 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

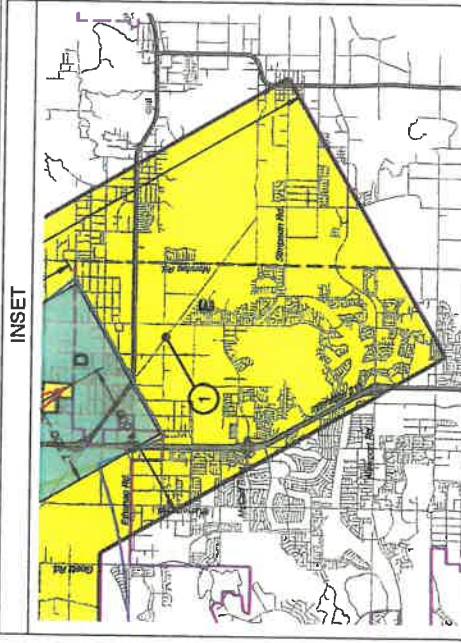
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

- 1 Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,335 feet MSL.
- 2 Point at which departing aircraft typically reach 3,000 feet above runway end.

- 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



INSET



Riverside County
 Airport Land Use Commission
 March Air Reserve Base / Inland Port Airport
 Land Use Compatibility Plan
 (Adopted November 13, 2014)

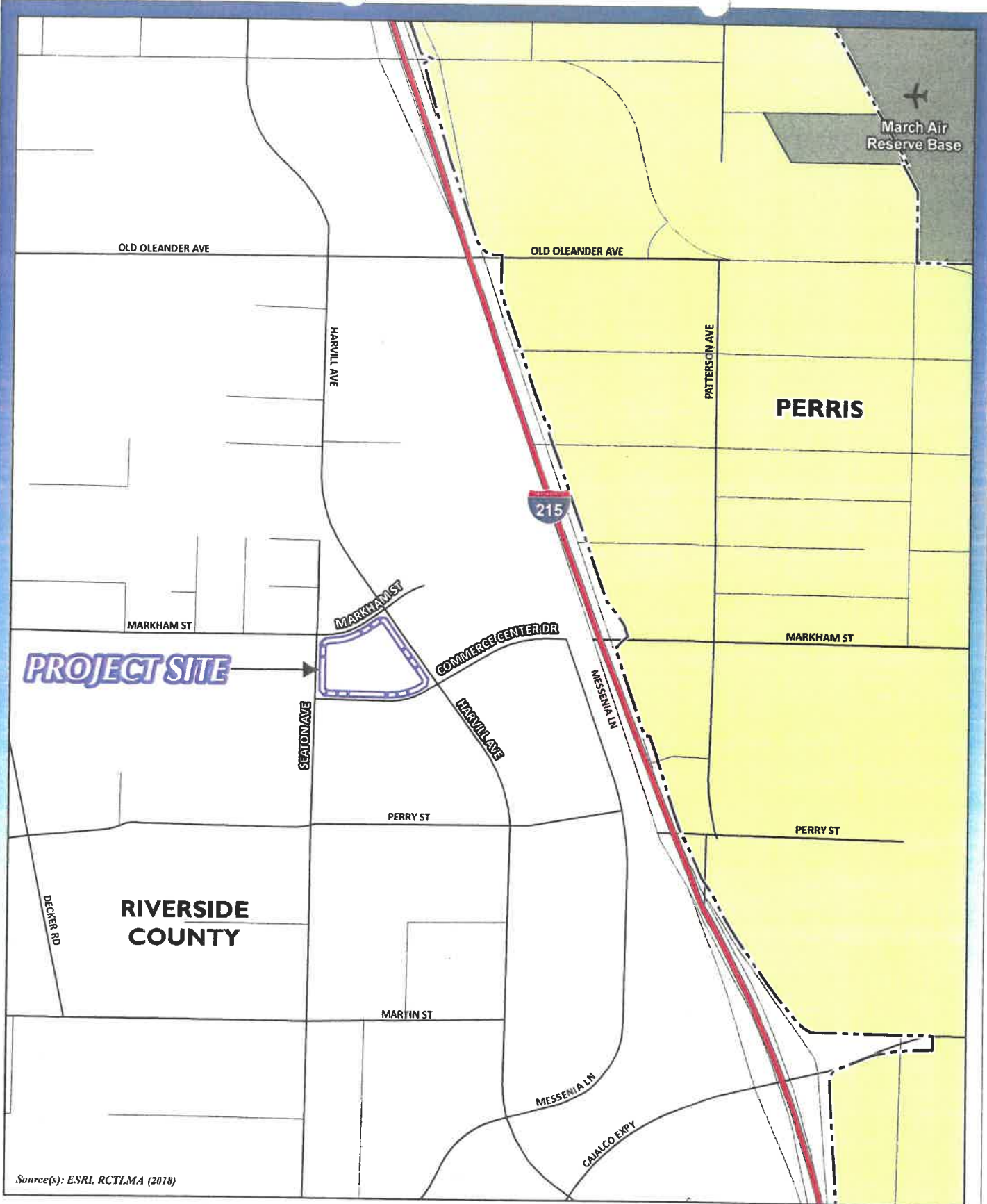


Base map source: County of Riverside 2013

SEE INSET AT RIGHT

Prepared by Mead & Hunt, Inc. (June 2013)

Map MA-1
Compatibility Map
 March Air Reserve Base / Inland Port Airport



MAJESTIC FREEWAY BUSINESS CENTER - BUILDING 15

Date: December 2018



VICINITY MAP

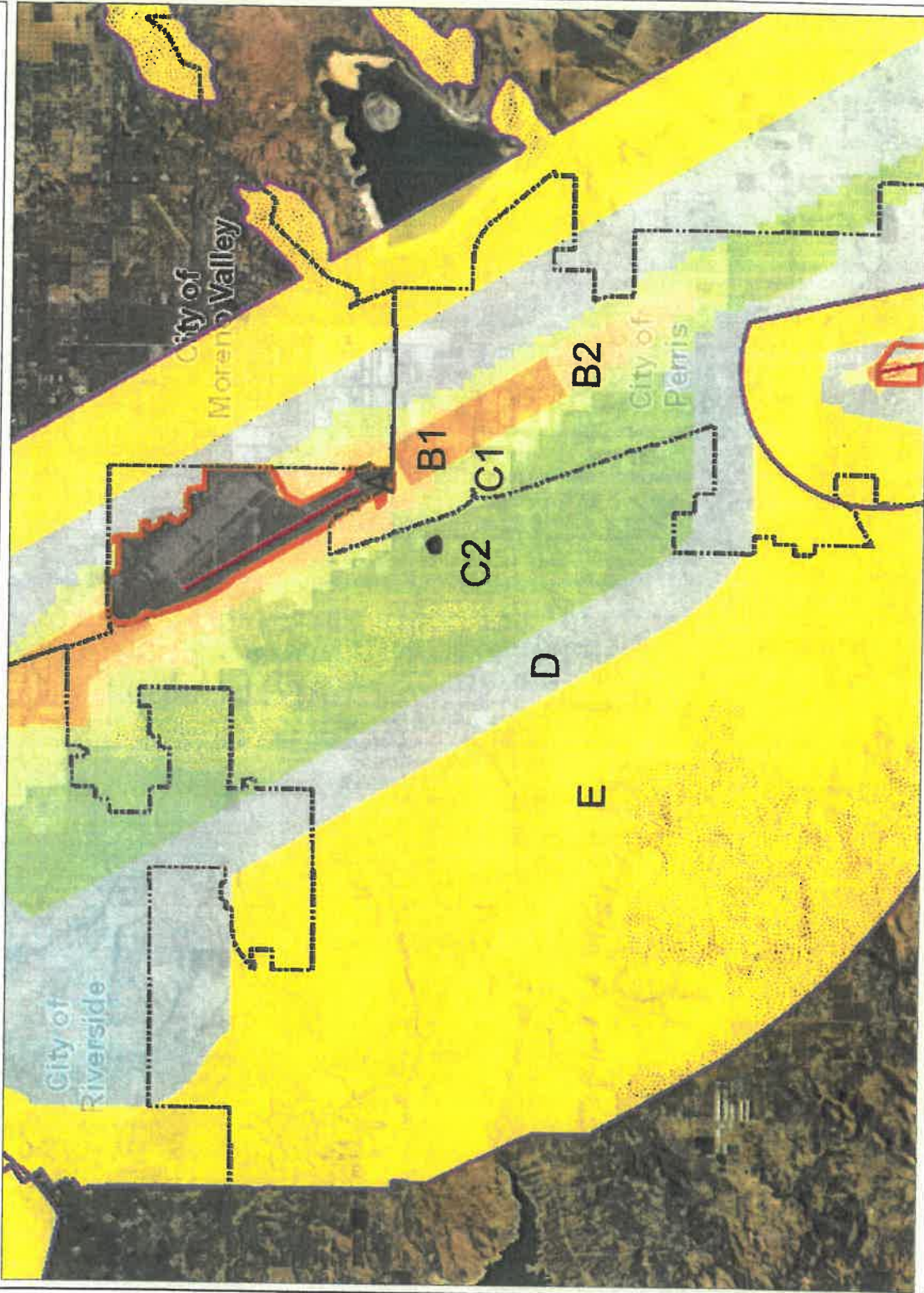
Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- OTHER COMPATIBILITY ZONE

A
A-EXC1
B1
B1-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
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.





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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

- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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.

0 379 758 Feet

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Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



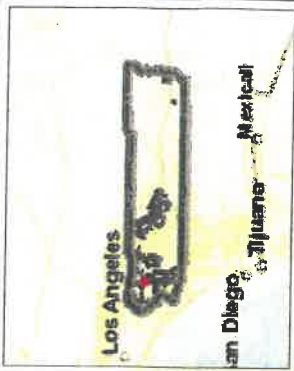
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 2/22/2019 12:03:21 PM

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Notes

Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



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Notes

Map My County Map



Legend

- Parcels
- Blueline Streams
- City Areas
- World Street Map

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.

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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 complete the construction. The architect shall also be responsible for reviewing the contractor's work to ensure that it complies with the approved plans and specifications.

3. 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. The architect shall also be responsible for reviewing the contractor's work to ensure that it complies with the approved plans and specifications.

4. 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. The architect shall also be responsible for reviewing the contractor's work to ensure that it complies with the approved plans and specifications.

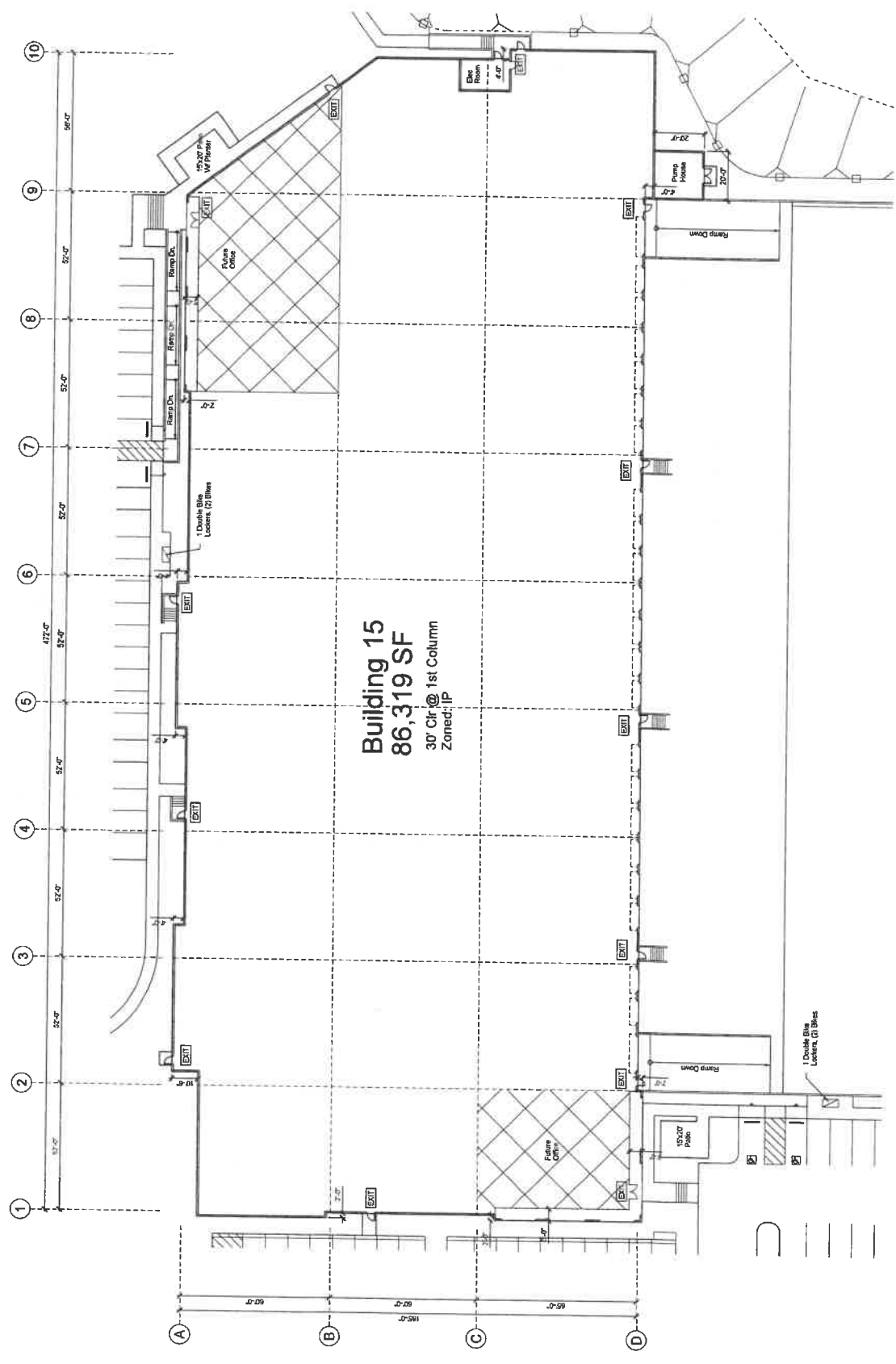
5. The architect shall be responsible for coordinating with the contractor to ensure that all construction is completed in accordance with the approved plans and specifications. The architect shall also be responsible for reviewing the contractor's work to ensure that it complies with the approved plans and specifications.

COMMERCE CONSTRUCTION CO., L.P.
 1319 Commercial Parkway West, Suite 100
 City of Industry, California 91745-2437
 Telephone: (626) 899-4523
 Fax: (626) 899-4523
 License No. 72302

MAJESTIC FREEMAN BUILDING CENTER
 RIVERSIDE, CA

FLOOR PLAN
 BUILDING 15
 MAJESTIC FREEMAN BUILDING CENTER
 RIVERSIDE, CA

DATE: 02/13/2019
 DRAWN BY: JAC
 CHECKED BY: JAC
 PROJECT NO.: 6712
 SHEET NO.: A3.15



Building 15
86,319 SF
 30' Clr @ 1st Column
 Zoned: IP

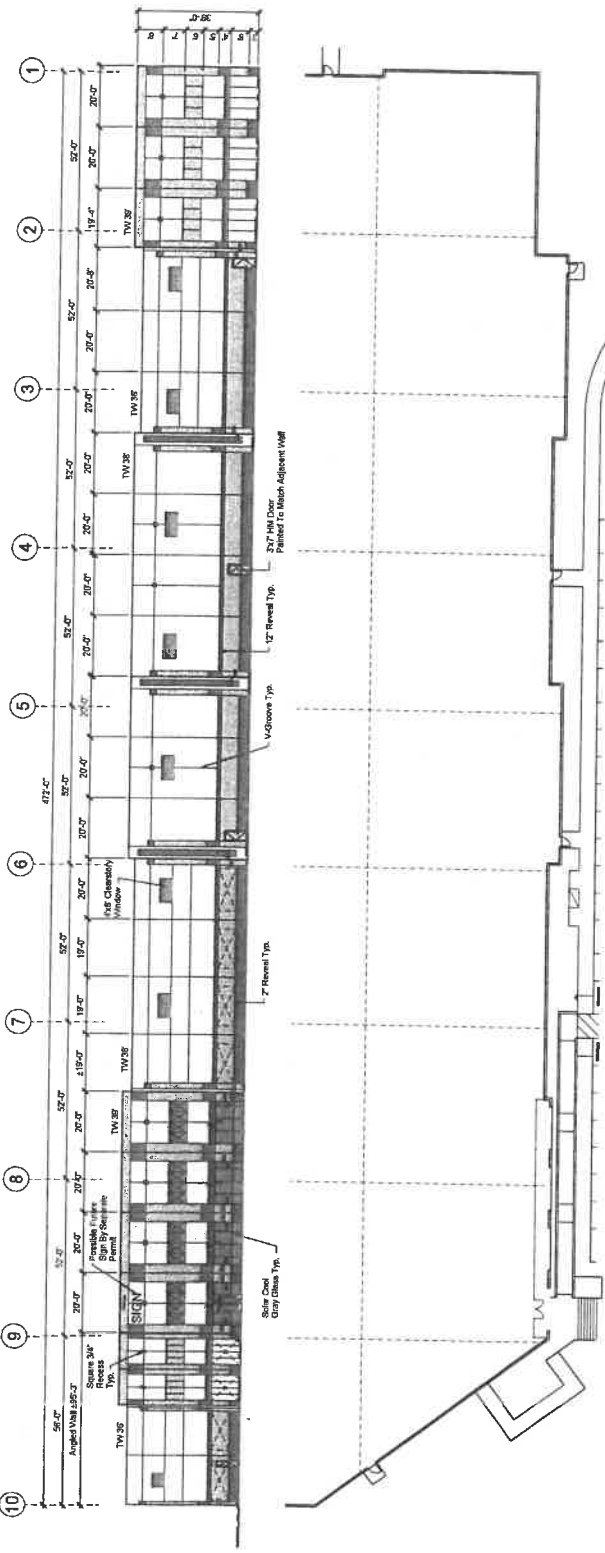
SCALE IN FEET
 0 18 36

SUBMITTAL (2019 02 13)

FLOOR PLAN A

A3.15

Provide Road Top Screening of All
 Building to Meet City of
 Riverside Standards



NORTH ELEVATION A

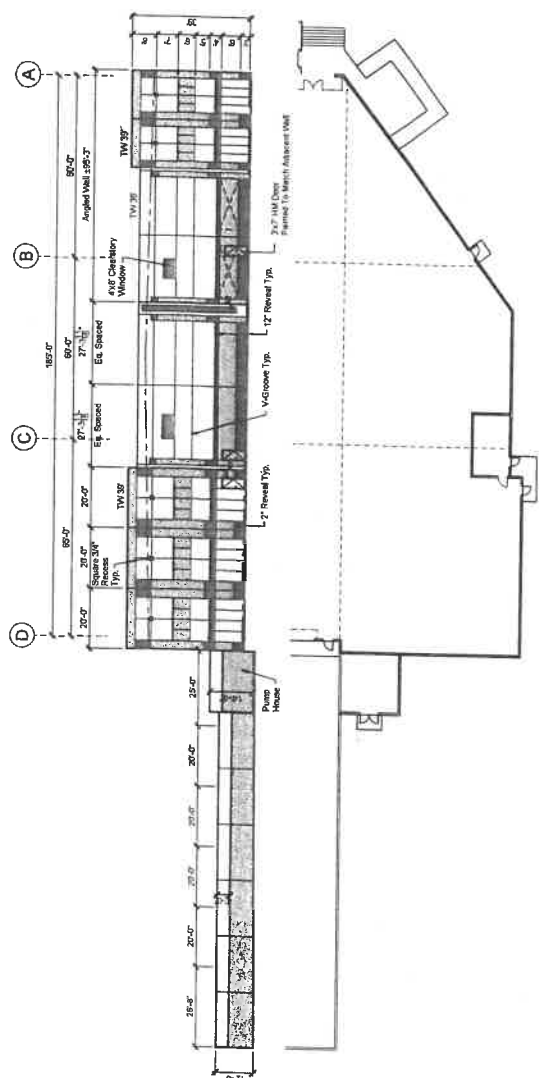
SCALE: 1/8" = 1'-0"

COLOR LEGEND

	SHERWIN WILLIAMS SW 7005 PURE WHITE
	SHERWIN WILLIAMS SW 7003 MONTICELI SILVER
	SHERWIN WILLIAMS SW 7005 WALL STREET
	SHERWIN WILLIAMS SW 6815 LEISURE BLUE
	GLAZING
	SOLAR COOL GRAY

Building is 18 ft. Concrete Panels
 Total Maximum Height is 38' Above Finished Floor.

Total Maximum Height is 38' Above Finished Floor.



EAST ELEVATION B

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

COMPOSITE CONSULTING CO., L.P.
 13191 Centennial Parkway North
 Suite 104
 Cypress, California 91762-0487
 Telephone: (951) 689-0433
 License No. 123302

PROJECT NO. 6712
 SHEET NO. A3.15A

MAJESTIC FREEWAY BUILDING
 RIVERSIDE, CA

APPROVED BY:
 DRAWN BY: DATE
 JUN 2-15-19

REVISIONS

1

2

3

4

5

6

7

8

9

10

11

12

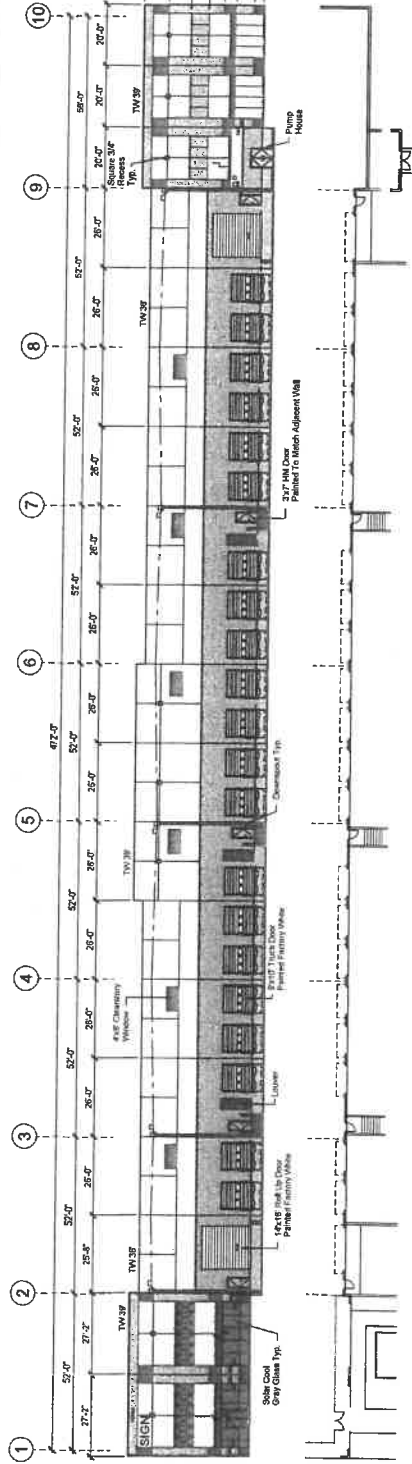
13

14

15

Provide full details showing of all A.C. Units Per Cover of Reverse Standards.

Total Maximum Height is 39' Above Finished Floor.



SOUTH ELEVATION A

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

COLOR LEGEND

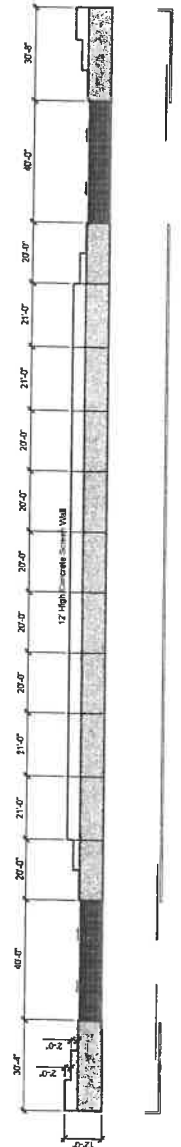
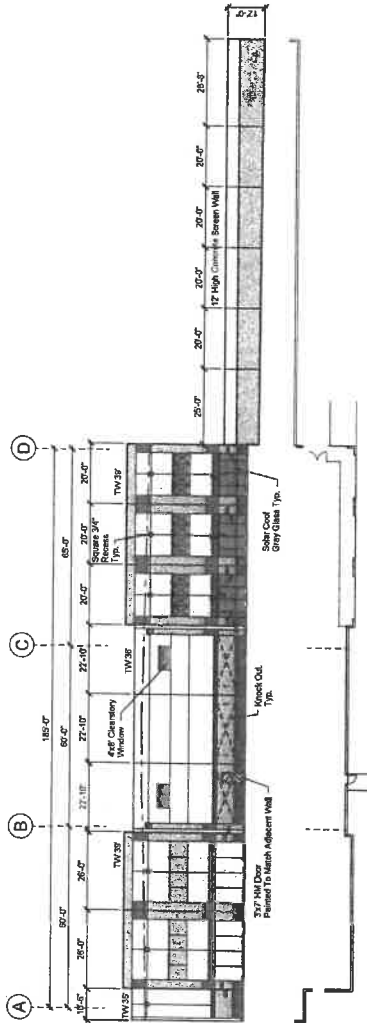
- SHERMAN WALLINGS SW 7006 PURE WHITE
- SHERMAN WALLINGS SW 7004 MONSIEUR SILVER
- SHERMAN WALLINGS SW 7005 WALL STREET
- SHERMAN WALLINGS SW 9015 LEISURE BLUE
- SHERMAN WALLINGS SW 9016 SOLAR COOL GRAY

Building is Tilt Up Concrete Panels

Total Maximum Height is 39' Above Finished Floor.

WEST ELEVATION B

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



SUBMITTAL (2019 02 13)

SCREEN WALL ELEVATION C

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

ELEVATIONS
BUILDING
MAJESTIC FREEWAY BU
RIVERSIDE CA
CENTER

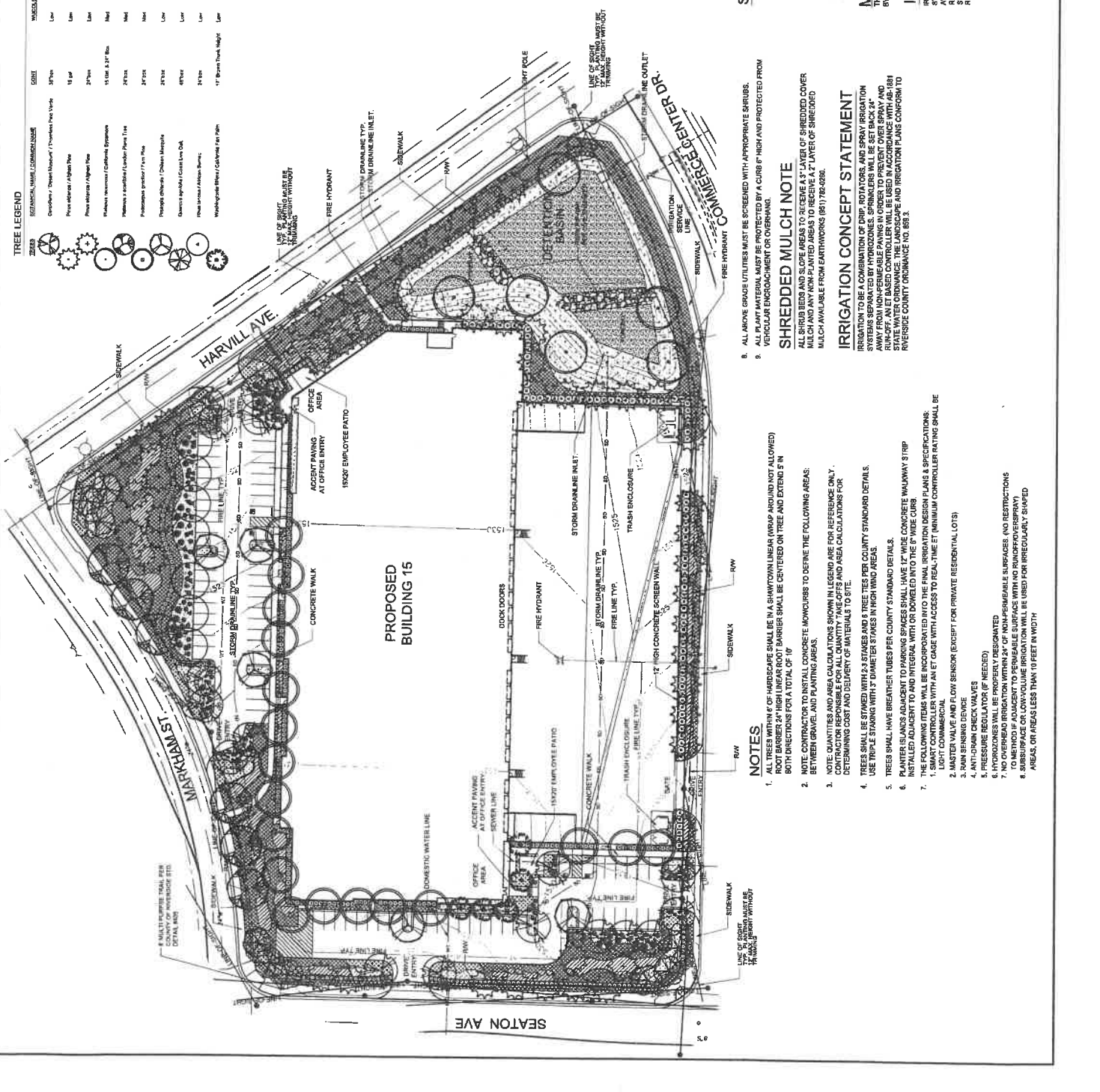
SHEET NO.
6712

A3.15B

CONCRETE CONSTRUCTION CO. LP
1311 Colorado Parkway North
Suite 100
City of Industry, California 91746-3027
Telephone: (627) 999-0433
License No. 225902
REVISIONS

CONCEPT PLANT SCHEDULE

ZONE	PLANT NAME / COMMENTS	QUANTITY	SIZE	PLANT TYPE
1	Small trees for screening	17	12" DBH	Tree
2	Medium trees for shade	5	18" DBH	Tree
3	Large trees for focal points	4	24" DBH	Tree
4	Shrubs for screening	47	18" DBH	Shrub
5	Shrubs for screening	6	18" DBH	Shrub
6	Shrubs for screening	6	18" DBH	Shrub
7	Shrubs for screening	10	18" DBH	Shrub
8	Shrubs for screening	10	18" DBH	Shrub
9	Shrubs for screening	10	18" DBH	Shrub
10	Shrubs for screening	10	18" DBH	Shrub
11	Shrubs for screening	10	18" DBH	Shrub
12	Shrubs for screening	10	18" DBH	Shrub
13	Shrubs for screening	10	18" DBH	Shrub
14	Shrubs for screening	10	18" DBH	Shrub
15	Shrubs for screening	10	18" DBH	Shrub
16	Shrubs for screening	10	18" DBH	Shrub
17	Shrubs for screening	10	18" DBH	Shrub
18	Shrubs for screening	10	18" DBH	Shrub
19	Shrubs for screening	10	18" DBH	Shrub
20	Shrubs for screening	10	18" DBH	Shrub
21	Shrubs for screening	10	18" DBH	Shrub
22	Shrubs for screening	10	18" DBH	Shrub
23	Shrubs for screening	10	18" DBH	Shrub
24	Shrubs for screening	10	18" DBH	Shrub
25	Shrubs for screening	10	18" DBH	Shrub
26	Shrubs for screening	10	18" DBH	Shrub
27	Shrubs for screening	10	18" DBH	Shrub
28	Shrubs for screening	10	18" DBH	Shrub
29	Shrubs for screening	10	18" DBH	Shrub
30	Shrubs for screening	10	18" DBH	Shrub
31	Shrubs for screening	10	18" DBH	Shrub
32	Shrubs for screening	10	18" DBH	Shrub
33	Shrubs for screening	10	18" DBH	Shrub
34	Shrubs for screening	10	18" DBH	Shrub
35	Shrubs for screening	10	18" DBH	Shrub
36	Shrubs for screening	10	18" DBH	Shrub
37	Shrubs for screening	10	18" DBH	Shrub
38	Shrubs for screening	10	18" DBH	Shrub
39	Shrubs for screening	10	18" DBH	Shrub
40	Shrubs for screening	10	18" DBH	Shrub
41	Shrubs for screening	10	18" DBH	Shrub
42	Shrubs for screening	10	18" DBH	Shrub
43	Shrubs for screening	10	18" DBH	Shrub
44	Shrubs for screening	10	18" DBH	Shrub
45	Shrubs for screening	10	18" DBH	Shrub
46	Shrubs for screening	10	18" DBH	Shrub
47	Shrubs for screening	10	18" DBH	Shrub
48	Shrubs for screening	10	18" DBH	Shrub
49	Shrubs for screening	10	18" DBH	Shrub
50	Shrubs for screening	10	18" DBH	Shrub



SHRIPPED MULCH NOTE
 ALL SHRIPPED MULCH AREAS TO RECEIVE 1.5" LAYER OF SHRIPPED MULCH AND ANY NON-PLANTED AREAS TO RECEIVE 1.5" LAYER OF SHRIPPED MULCH AVAILABLE FROM EARTHWORKS (851) 782-0290.

IRRIGATION CONCEPT STATEMENT
 IRRIGATION TO BE A COMBINATION OF DRIP, ROTATORS, AND SPRAY IRRIGATION SYSTEMS SEPARATED BY HORIZONS. SPRINKLERS WILL BE SET BACK 24" AWAY FROM NON-PERMEABLE PAVING IN ORDER TO PREVENT OVER SPRAY AND STATE MANDATED CONTROLLER WILL BE USED IN ACCORDANCE WITH AB-181 STATE MANDATED CONTROLLER WILL BE USED IN ACCORDANCE WITH AB-181 REVERSE COUNTY ORDINANCE NO. 883.2

STATEMENT OF COMPLIANCE
 Prior to project construction, I agree to submit a complete Landscape Ordinance No. 883.2, Ordinance 248, including all requirements of the Ordinance to the City of Mallesville, and in substantial conformance with the approved Landscape Concept Plans. Should the ordinance be revised, these plans may be required to change based on the updated ordinance.

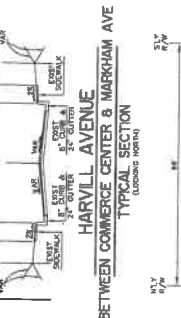
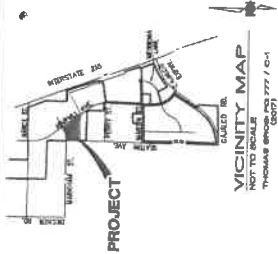
MAINTENANCE NOTE
 THE PROPERTY FOR BOTH ON-SITE AND OFF-SITE (ROW) WILL BE MAINTAINED BY THE OWNER OF THE PROPERTY.

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OVERALL SITE EARTHWORK QUANTITIES

DESCRIPTION	AMOUNT
GRAVEL	15,000 SF
ASPHALT	10,000 SF
CONCRETE	5,000 SF
TOTAL	30,000 SF

OVERALL SITE EARTHWORK QUANTITIES

DESCRIPTION	AMOUNT
GRAVEL	15,000 SF
ASPHALT	10,000 SF
CONCRETE	5,000 SF
TOTAL	30,000 SF

COMMERCE CENTER DR. IMPROVEMENT QUANTITIES

DESCRIPTION	AMOUNT
GRAVEL	15,000 SF
ASPHALT	10,000 SF
CONCRETE	5,000 SF
TOTAL	30,000 SF

SEATON AVENUE IMPROVEMENT QUANTITIES

DESCRIPTION	AMOUNT
GRAVEL	15,000 SF
ASPHALT	10,000 SF
CONCRETE	5,000 SF
TOTAL	30,000 SF

HARVILL AVENUE IMPROVEMENT QUANTITIES

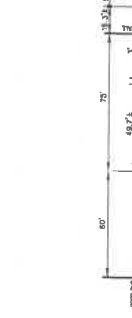
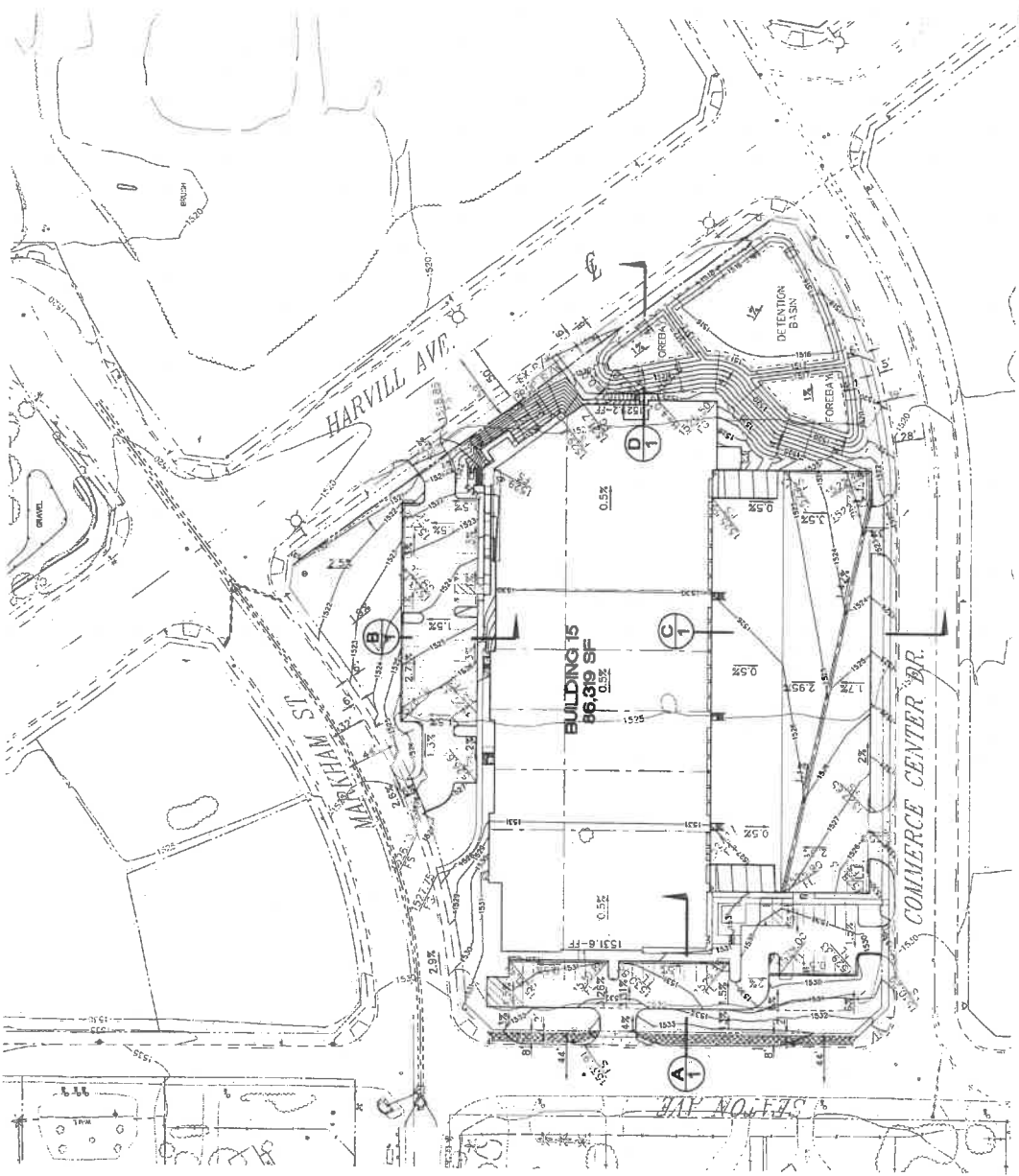
DESCRIPTION	AMOUNT
GRAVEL	15,000 SF
ASPHALT	10,000 SF
CONCRETE	5,000 SF
TOTAL	30,000 SF

MARKHAM ST. IMPROVEMENT QUANTITIES

DESCRIPTION	AMOUNT
GRAVEL	15,000 SF
ASPHALT	10,000 SF
CONCRETE	5,000 SF
TOTAL	30,000 SF

PROPOSED RETAINING WALL QUANTITIES

DESCRIPTION	AMOUNT
GRAVEL	15,000 SF
ASPHALT	10,000 SF
CONCRETE	5,000 SF
TOTAL	30,000 SF



LEGAL DESCRIPTION

PREPARED BY: PELLA ENGINEERING, INC.
 4300 STATE AVE. SUITE 200
 ST. LOUIS, MISSOURI 63103
 PHONE: (314) 433-1111
 FAX: (314) 433-1112

CONCEPT GRADING PLAN MFBC-BUILDING 15

DATE: 7-20-18
 TOPOGRAPHY DATE: 7-20-18
 ASSOCIATED PARCEL NUMBERS: [Blank]

PREPARED FOR: COMMERCE CONSTRUCTION CO. LP
 10000 STATE AVE. SUITE 200
 ST. LOUIS, MISSOURI 63103
 PHONE: (314) 433-1111
 FAX: (314) 433-1112

NOISE
 THIS SITE IS NOT SUBJECT TO LIQUIDATION OR ANY OTHER FEDERAL, STATE, OR LOCAL REGULATORY REQUIREMENTS OF THE FEDERAL AVIATION ADMINISTRATION (FAA) OR OTHER AGENCIES.
 THIS SITE IS NOT SUBJECT TO FLOOD HAZARD REGULATIONS OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA).
 DATE: Feb 11 2019

NOISE
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 DATE: Feb 11 2019



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

<u>City of Industry</u>	<u>CA</u>	<u>91746</u>
<small>City</small>	<small>State</small>	<small>ZIP</small>

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

<u>Tustin</u>	<u>CA</u>	<u>92780</u>
<small>City</small>	<small>State</small>	<small>ZIP</small>

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

<u>City of Industry</u>	<u>CA</u>	<u>91746</u>
<small>City</small>	<small>State</small>	<small>ZIP</small>

Daytime Phone No: (562) 948-4306 Fax No: (_____) _____

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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

"Planning Our Future... Preserving Our Past"

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:

- 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
- 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.

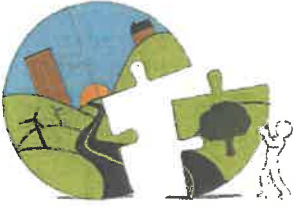
Owner/Authorized Agent (1) Edward P. Roski, Jr Date 01/30/2019

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.*

Riverside Office · 4080 Lemon Street, 12th Floor
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(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) 863-7040

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.



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

Agenda Item No.

3.2


Director's Hearing: May 4, 2020

PROPOSED PROJECT

Case Number:	Plot Plan No. 26184
CEQA Exempt	15301
Area Plan:	Southwest
Zoning Area/District:	Rancho California Area
Supervisory District:	Third District
Project Planner:	Dionne Harris
Project APNs:	918-110-010, 918-200-025, 918-200-026, and 918-110-030

Applicant(s): Greens Rainbows LLC
c/o Neil R. Kadakia

Representative(s): Markham
Development Strategies LLC c/o Larry
Markham


Charissa Leach, P.E.
Assistant TLMA Director

PROJECT DESCRIPTION AND LOCATION

PLOT PLAN NO. 26184 is a proposal to permit an existing recreational vehicle (R.V.), boat, trailer storage yard, tow and impound yard, including a propane tank of 250 gallons for R.V. storage customer use only on a 9.48 acre site. The existing buildings used to operate the facility includes a modular structure, a caretaker's residence, and two covered parking structures. The project proposes to replace the existing approximately 1,186 square feet modular structure used as an office with a 1,716 square feet (SF) office building. The office building will include a customer lobby area, offices, golf cart parking garage, and trash enclosure. The project also proposes to replace the caretaker's residence with a 964 SF storage building. The storage building will include a storage area, restrooms and a shower stall. The two existing covered parking structures of 7,130 SF and 12,500 SF will remain on site. The project will continue to accommodate 391 uncovered storage stalls and 33 covered stalls. The propose project will have seven (7) metal shipping containers on the project site for the property owner's use only for storage for maintenance of the site. The office will be open to the public from 8:30am to 5:30pm, Monday through Saturday, and will be closed Sunday and Holidays. The storage area is accessible to customers from 6am to 10pm, 7 days a week through individual gate access codes. The impound yard is open 7 days a week and 24 hours a day.

The project site location is easterly of I-15 and westerly of Rainbow Canyon Road, within the Southwest Area Plan.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING DIRECTOR TAKE THE FOLLOWING ACTIONS:

FIND the project is **EXEMPT** from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15301 (Existing Facilities) and Section 15302 (Replacement or Reconstruction of Existing Facilities), based on the findings and conclusions incorporated in the staff report; and,

APPROVE PLOT PLAN NO. 26184, subject to the attached Advisory Notification Document, Conditions of Approval, and based upon the findings and conclusions provided in this staff report.

PROJECT DATA

Land Use and Zoning:

Specific Plan:	N/A
Specific Plan Land Use:	N/A
Existing General Plan Foundation Component:	Community Development
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Light Industrial (LI) (0.20- 0.60 FAR) and Public Facilities (PF) (≤0.60 FAR)
Proposed General Plan Land Use Designation:	N/A
Policy / Overlay Area:	N/A
Surrounding General Plan Land Uses	
North:	Public Facilities (PF) (0.60 FAR)
East:	Rural Mountainous (RM) 10 Acre Minimum
South:	Light Industrial (LI) (0.20- 0.60 FAR) and Public Facilities (PF) (0.60 FAR)
West:	I-15 Freeway
Existing Zoning Classification:	Manufacturing – Service Commercial (M-SC)
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Manufacturing – Service Commercial (M-SC)
East:	Rural Residential (R-R)
South:	Rural Residential (R-R)
West:	I-15 Freeway
Existing Use:	R.V., boat, trailer storage yard and a propane tank of 250 gallons for R.V. storage customer use only
Surrounding Uses	
North:	Vacant, Propane Facility
South:	Truck Storage Yard
East:	Single Family Residential Units, Lumber Supply and Storage Yard
West:	I-15 Freeway

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	9.48 Acres	N/A

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Existing Building Area (SQFT):	RV Shelter 1: 7,130 SF RV Shelter 2: 12,500 SF	N/A
Proposed Building Area (SQFT):	Office Building: 1,716 SF Storage Building: 964 SF	N/A
Building Height (FT):	Office Building: 14'-8" Storage Building: 10'-0" RV Shelter 1: 20'-6" RV Shelter 2: 18'-7"	50'

Parking:

<i>Type of Use</i>	<i>Building Area (in SF)</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Storage Yard Office Storage Building	1,716 sq. ft. 964 sq. ft.	If number of workers can be determined: 1 space/2 employees of largest shift, AND 1 space/vehicle kept in connection with the use. There will be three (3) employees in total.	2	6

Located Within:

City's Sphere of Influence:	Yes – City of Temecula
Community Service Area ("CSA"):	Yes – No. 152
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	No
Subsidence Area:	No
Fault Zone:	No
Fire Zone:	Yes – Very High
Mount Palomar Observatory Lighting Zone:	Yes – Zone B
WRCMSHCP Criteria Cell:	No
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	Yes –Within
Airport Influence Area ("AIA"):	No

PROJECT LOCATION MAP



Figure 1: Project Location Map

PROJECT BACKGROUND AND ANALYSIS

Background:

Site Characteristics

The project site is located east of I-15 and west of Rainbow Canyon Road and within unincorporated Riverside County. The project site is 9.48 acres that is currently improved with a caretaker's residence of 2,300 square feet, a modular building of 1,186 square feet, a 7,130 square feet and a 12,500 square feet shelters for Recreational Vehicles. The project exists on four (4) contiguous parcels. Parcel 1 (APN 918-110-010) is 0.3 acres, Parcel 2 (APN 918-110-030) is 2.07 acres, Parcel 3 (APN 918-200-026) is 1.71 acres, and Parcel 4 (APN 918-200-025) is 5.4 acres. The outdoor R.V., Trailer, Boat storage yard is partially with asphalt and partially with crushed aggregate. The entire project site is secured with a 6' chain link- barbed wired fence with privacy slats. The main entrance is located at the southern boundary and two emergency access gates are located along the site's eastern boundary. Currently, the customer lobby is located in the modular structure and is open to the public Monday through Saturday from 8:30am to 5:30 pm, and are closed on Sunday and holidays. The caretaker residence will be demolished. The site is accessible to customers through an individual gate access code. The tow and impound yard is accessible 7 days a week and 24 hours a day.

The project proposes to permit an existing R.V., boat, trailer storage yard, tow and impound yard, and a propane tank of 250 gallons for R.V. storage customer use only on a 9.48 acre site with a new 1,716 square feet (SF) office building will include a customer lobby area, a golf cart parking garage and trash enclosure. The new 964 SF storage building will include a storage area, restrooms and a shower stall

and will replace the mobile home structure, with the existing caretaker's residence to be demolished. Hours of operation are 8:30am to 5:30pm a day and Monday through Saturday, the office will be closed Sunday and Holidays. The project is open to the public 6am to 10pm 7 days a week. The tow yard is open 7 days a week and 24 hours a day. If number of workers can be determined: one (1) parking space per every two (2) employees of largest shift, and one (1) space/vehicle kept in connection with the use. The project will have six (6) parking spaces, four (4) regular parking spaces, two (2) accessible parking space and will provide 424 R.V., boat, and trailer storage spaces. The only proposed on site improvements involve replacing the two modular structures with a constructed office building and a storage/restroom building, new gate, bringing the other gates up to Fire Code with Knox Box capability, and constructing an Aerobic Treatment Unit (ATU) septic system. The propose project will have seven (7) metal shipping container on the project site for the property owner's use only. That the paved area near the office building will be delineated for customer and ADA parking. The trash enclosure will be under the same roof of the office building. There is no additional paving proposed for the project or Fire access. All existing driveways have been certified by the project geologist to meet fire truck load ratings. The office will be open to the public from 8:30am to 5:30pm Monday through Saturday, and will be closed Sunday and Holidays. The storage area is accessible to customers from 6am to 10pm 7 days a week through individual gate access codes. The impound yard is open 7 days a week and 24 hours a day.

The AAA Plus Storage facility has been in existence since approximately 2000 in the existing physical configuration. The proposed plot plan addresses a code violation case CV1503675 for illegal land use and construction without permits for the modular offices structure, R.V., boat, and trailer cover structures and septic systems.

Project Analysis

Plot Plan No. 16694 was submitted on August 16, 2000 on Parcel 4 (APN 918-200-025). The project proposed to construct a 27,600 square feet outdoor storage yard consisting of 10 storage rack totaling 200 square feet, to also include a 36 square feet for steel tube storage area, a 3,750 square feet shade structure, a 750 square feet open storage, 672 square feet office trailer, 720 square feet file storage, security office trailer, a dirt and gravel parking area for 13 parking stalls, and ancillary uses that include landscape areas and driveway. The project was approved on October 11, 2001.

On January 31, 2017, the Plot Plan No. 26184 was submitted to the County of Riverside for formal review of the proposed development and permitting of the R.V., boat, trailer storage yard, impound lot tow yard, and propane tank of 250 gallons for R.V. storage customer use only on a 9.48 acre site. On March 9, 2017, Plot Plan No. 26184 was reviewed for the first time by the Land Development Committee (LDC). Corrections and comments were related to but not limited to truck circulation, conceptual landscape plan, providing exhibits showing the existing structures, parking requirements, septic expansion, the screening of roof top equipment and trash enclosures.

The owner/applicant added additional representation and resubmitted a redesign on September 27, 2018. On November 15, 2018, Plot Plan No. 26184 was scheduled for internal review by the Development Advisory Committee (DAC), previously known as LDC. Corrections and comments related to but not limited to truck circulation, conceptual landscape plan, septic expansion, fire protection, dedication requirements and existing water system. On April 30, 2019, Plot Plan No. 26184, the project was resubmitted and scheduled for internal review by the Development Advisory Committee (DAC) on May 23, 2019. Corrections and comments related to but not limited to the new proposed construction of the office and storage buildings, conceptual landscape plan, fire protection, and Transportation requirements. On December 6, 2019, Plot Plan No. 26184 obtained all clearances from the applicable departments.

ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS

This proposed project is exempt from California Environmental Quality Act (CEQA) review pursuant to Article 19 - Categorical Exemptions, Section 15301 and 15302, Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use beyond that existing at the time of the lead agency's determination. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class. The key consideration is whether the project involves negligible or no expansion of an existing use.

A project is exempt pursuant to Section 15301 if it consists of: Existing facilities of both investor and publicly-owned utilities used to provide electric power, natural gas, sewerage, or other public utility services; Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood; Additions to existing structures provided that the addition will not result in an increase of more than: 50 percent of the floor area of the structures before the addition, or 2,500 square feet, whichever is less; or 10,000 square feet if: The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan. Below are findings related to the criteria for Section 15301:

- a. The project proposes to construct a 1,716 square feet office and storage building and 964 square feet storage building that would replace an existing office building of 1,186 square feet and caretaker unit of 2,300 square feet. The total size of new buildings does not exceed the total amount of current buildings, therefore the project would comply with the first threshold for the exemption since the Project would not result in an increase of more than 2,500 square feet or 50 percent of the existing floor area, whichever is less.
- b. Additionally, the proposal is less than 10,000 square feet relative to the second threshold for the exemption. The proposed project has an easement for the water services facilities of the Metropolitan Water District (WMWD) and there is no construction proposed within this easement area. Sewer service is proposed to the Project, limited wastewater service needed; therefore adequate sewer/wastewater facilities now exist to meet the demands of the Project. The project will construct a new Aerobic Treatment Unit (ATU) septic system. . Therefore, the project allows for maximum development permissible in the General Plan, which designate the project site as Light Industrial and Public Facilities. The project site includes two shelters one at 7,130 square feet and the other at 12,500 square feet, with Recreational Vehicles storage. The project entails a conversion of existing structures from a currently unpermitted use to a permitted use of a R.V. storage yard. The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan. Therefore, the Project would comply with the second threshold for the exemption under Section 15301.
- c. Furthermore, the existing unpermitted storage yard will not require additional infrastructure or utilities to be constructed in conjunction with this project. Lastly, due to the existing use, no significant amounts of hazardous materials are generated at the site. The project scope involves the entitlement of an existing storage yard. Because all aspects of the project are exempt under Section 15301, the project is exempt from CEQA and no further environmental review is required.

A project is exempt pursuant to Section 15302 if the project consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. Below are the findings related to the criteria for Section 15302:

- a. The Project proposes to replace an existing approximately 800 square feet modular building used for office with a new 1,716 square feet building used for office in the same location. The Project also proposes to replace the existing caretaker's residence with a 964 square feet storage and restroom building. Although the office building alone represents an increase in size compared to the existing office building, considering the two building changes and the shift of certain functions and capacities from the caretakers building to the office building, there is no increase in capacity or substantial change in function or purpose with the changes proposed. Therefore, the Project would comply with the provisions for exemption under Section 15302.

FINDINGS AND CONCLUSIONS

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

Land Use Findings:

1. The Plot Plan is proposing to entitle a R.V., boat, trailer storage yard, a propane tank of 250 gallons for R.V. storage customer use only, tow and impound yard that exists on the entire 9.48 acre project site. This land use is compatible to the LI designation because this designation supports the development of wide variety of industrial and related uses, including a new 1,716 square feet (SF) office building will include a customer lobby area, a golf cart parking garage and trash enclosure. The new 964 SF storage building will include a storage area, restrooms and a shower stall and will replace the mobile home structure, 7,130 square feet R.V. and boat parking shelter, and a second R.V. and boat parking shelter of 12,500 square feet, and a propane tank of 250 gallons for R.V. storage customer use only. The project site is split is nearly equally split into two land use designations of Light Industrial (LI) and Public Facilities (PF). The LI land use designations for the development of industrial uses and ancillary structures. The Light Industrial land use designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses. The land use would fall under the category of "other services" and is compatible with other transportation related industries that are allowed in the LI designated properties.

The Public Facility land use designation provides for the development of various public, quasi-public, and private uses with similar characteristics, such as governmental facilities, utility facilities including public and private electric generating stations and corridors, landfills, airports, educational facilities, and maintenance yards. Privately held uses with public facility characteristics are not required to be designated as Public Facilities, but are eligible to be so designated based on site-specific reviews of the characteristics of the use in question. Due to the varied nature of this category, building intensity and design criteria for uses in this designation shall generally comply with those standards and policies most similar to the intended use. Airports, utility facilities, other than electric generating stations, and landfills generally have low FARs. Building intensities for civic uses such as Riverside County administrative buildings and schools, however, are comparable to other employment generating land

use designations. The proposed project is an industrial use providing a R.V., boat, trailer storage yard, and tow and impound yard. With regards to the project site, the PF designation located along the eastern boundary demarcates a large existing Metropolitan Water District (WMWD) easement. Due to this reason this portion will remain designated Public Facilities (PF). The proposed use does not conflict with the Public Facilities (PF) land use designation. This easement is remaining and the continued designation of Public Facilities (PF) would remain based on that. The proposed use does not conflict with the provisions and purposes of this easement for public purposes and therefore the use is consistent with the Public Facilities (PF) Land Use Designation.

2. The project proposes to permit an existing R.V., boat, trailer storage yard, and impound lot and tow yard on a 9.48 acre a new 1,716 square feet (SF) office building will include a customer lobby area, a golf cart parking garage and trash enclosure. The new 964 SF storage building will include a storage area, restrooms and a shower stall and will replace the mobile home structure, 7,130 square feet R.V. and boat shelter, a second 12,500 square feet R.V. trailer parking shelter, and a propane tank of 250 gallons for R.V. storage customer use only. In addition, the proposed project is consistent with the General Plan Land Use Policy 30.1, a land use policy that applies to Industrial designated properties which states, "accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps." The proposed R.V. storage yard will continue the industrial use that was established in 2000. In addition, the proposed project is consistent with the General Plan Land Use Policy 31.4, a land use policy that applies to Public Facility designated properties which states, "require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use. The proposed project has adequate utilities to services the proposed use. The Project will construct a new Aerobic Treatment Unit (ATU) septic system.
3. The project site has a Zoning Classification of Manufacturing-Service Commercial (M-SC). Pursuant to Ordinance No. 348, Section 11.2., (b).1.subsection k.(7)(8), Vehicle storage and impoundment and Trailer and boat Storage is permitted in the Manufacturing - Service Commercial (M-SC) zone with an approved plot plan. The proposed Project will have four (4) parking spaces, two (2) accessible parking spaces and 424 R.V., boat, and trailer parking spaces.

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 Land Use Designation is consistent with the Community Development: Light Industrial (CD: LI) and the Community Development: Public Facilities (CD: PF) because the project is partially on an Eastern Municipal Water District public utilities. The M-SC zone implements the General Plan LI land use designation by providing opportunities to establish a wide variety of industrial uses and related services. The intent of the M-SC Zone is to promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the County's economic base, it provides the necessary improvements to support industrial growth; insures new industry is compatible with uses on adjacent lands; and, protect industrial areas from encroachment by incompatible uses that may

jeopardize industry. The proposed use is a combination of industrial uses that is permitted with a plot plan under M-SC "Transportation and Related Industry" section of Ord. No. 348 (Ord. No 348 Section 11.2 (B) 1 k 7 and 8. The proposed project is an industrial use providing an R.V., boat, trailer storage yard, towing yard and a propane tank of 250 gallons for R.V. storage customer use only. This use is consistent with the Light Industrial Land Use Designation. The proposed project is an industrial use providing a R.V., boat, trailer storage yard, towing and impound yard, and a propane tank of 250 gallons for R.V. storage customer use only. The part of the project is above a large easement for the Metropolitan Water District (WMWD). This use is consistent with the Public Facilities (PF) Land Use Designation. The proposed Project, an existing R.V., boat, trailer storage yard, impound lot, a propane tank of 250 gallons for R.V. storage customer use only, and tow yard is considered an allowable use with the approval of a Plot Plan in the M-SC, Zoning Classification.

2. The overall development of the land shall be designed for the protection of the public health, safety and general welfare. The Project site is consistent with Ordinance No. 348 in terms of development standards for property located in the Manufacturing-Service Commercial (M-SC) zoning classification as detailed further following this section. Implementation of the proposed Project will not impact the surrounding area in terms of a substantial increase in traffic or noise since the Project would not increase these above existing conditions. The Project site is adequately served by Rainbow Canyon Road and is capable of providing access for emergency vehicles. Incorporation of conditions of approval in regards location of fire hydrants and portable fire extinguishers will provide compliance with the California Building Code. Furthermore, through compliance with the California Building Code and Riverside County Ordinance No. 348 the project will not negatively affect the public health, safety, or welfare.
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. The project site is located within the Southwest Area Plan. The Southwest Area Plan describes as a large-lot rural residential community along Interstate-15 with industrial services along the highway serving area residents and the traveling public. Additionally, the Project site's land use designations is Light Industrial and Public Facilities which encourages civic, public utilities, industrial and related services uses. The proposed industrial use which fronts on Interstate-15 and (Rainbow Canyon Road) conforms to the present and future logical development of the land and is compatible with the surrounding areas, which includes industrial and related uses. There are a number of similar commercial and industrial uses nearby along Rainbow Canyon Road that the Project is compatible with.
4. The plan for the proposed use shall consider the location and need for dedication and future improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and shall take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof. The Transportation Department is not requiring a WQMP for entitlement since no additional paving is proposed for the project to trigger the typical threshold of 5,000 square feet of impervious area. However, an approved WQMP is required prior to any grading or building permit, if the development of the parcel meets or exceeds any of the thresholds for a WQMP. 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). The project is required to improve Rainbow Canyon Road with a concrete channel, headwall, box culvert and associated improvements per the proposed site plan. It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with

appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The project has been reviewed by the Transportation Department and determined that existing improvements for Rainbow Canyon Road are adequate to serve the proposed project. The project conditions of approval note that if in the future the County decides to widen Rainbow Canyon Road, the project proponent shall be responsible for demolishing and relocating the existing fence, parking stalls, gates, signs, and any other structures located within the 44' ultimate half-width right-of-way of Rainbow Canyon Road, at the owner(s)' expense and absolutely no cost shall be accrued to the County of Riverside for the demolishing and relocation of the existing said structures. The demolishing and relocation shall take effect immediately when the County request to demolish and relocate the existing parking stalls and structures located along the ultimate Rainbow Canyon Road right-of-way. Regarding drainage, the Project site is located within two watercourses confluence at the northwest corner of the property and have a combined tributary watershed of approximately 450 acres. These flows then traverse along the west property line and exit in the south. The Project would continue to accommodate these existing drainage courses. The Project does not propose adding 5,000 square feet of impervious area or disturbing more than 1 acre and is therefore not required to submit a WQMP for this entitlement.

5. The proposed uses are consistent with Ordinance No. 348, in particular with the permitted uses and development standards of the Manufacturing – Service Commercial (M-SC) zones as detailed in the following Development Standards Findings section.
6. All use permits 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 proposed conditions of approval for the Project will require the project proponent to submit a Certificate of Parcel Merger for APNs: 918-110-010, 918-200-026, and 918-110-030 prior to issuance of building permit, so that the existing septic system does not cross property lines. The future merged parcel would contain multiple buildings and structures as proposed. APN 918-200-025 will remain a separate parcel. This parcel contains two existing RV shelter structures. The project includes a condition of approval noting that a subdivision is required prior to the sale of any individual structure.
7. The overall development of the land shall be designed for the protection of the public health, safety and general welfare. The project will be required to adhere to conditions of approval and be required to obtain building permits. The review of the project design by departments and agencies will ensure the project's compliance with applicable requirements and regulations adopted and applied to ensure that the project would not have an adverse effect on the public's health, safety, and general welfare. These departments have included conditions of approval that the project will be required to meet at different milestones of the project's implementation. In addition, the applicant has received a Notification Document that includes applicable ordinances and regulations that the County has adopted that the project is also required to adhere to in addition to the conditions of approval. Therefore, the project design, condition of approval, and permitting will ensure that the project will protect the public's health, safety, and general welfare.
8. The Project includes seven (7) metal shipping containers to be used for storage by the property owner. Pursuant to Ordinance No. 348 Section 18.50.B.3, these shipping containers may be permitted with approval of a Plot Plan. These shipping containers are located in the western

portion of the site and are generally not visible from the surrounding area to meet the intent of Section 18.50 addressing the aesthetic impacts of such metal shipping containers.

Development Standards Findings:

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) zone as detailed below.

- A. Lot Size. The minimum lot size shall be 10,000 square feet with a minimum average width of 75 feet, except that a lot size not less than 7,000 square feet and an average width of not less than 65 feet may be permitted when sewers are available and will be utilized for the development. The project site totals 9.48 gross acres. This project's site smallest width is 378.66 feet and the existing lot is greater than 10,000 square feet, which meets the development standard requirement.
- B. Setbacks.
1. Where the front, side, or rear yard adjoins a lot zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, the minimum setback shall be 25 feet from the property line. The project is adjacent to APNs 918-200-026 and 918-110-030, which are zoned Rural Residential (R-R) and the office building is setback 25 feet from these parcels.
 2. Where the front, side, or rear yard adjoins a lot with zoning classification other than those specified in paragraph (1) above, there is no minimum setback. There are no setbacks from the buildings within the M-SC.
 3. Where the front, side, or rear yard adjoins a street, the minimum setback shall be 25 feet from the property line. The project includes multiple buildings, but the closest building to Rainbow Canyon Road is the proposed office building, which is located a minimum of 180 feet from Rainbow Canyon Road right-of-way.
 4. Within the exception of those portions of the setback area for which landscaping is required by Subsection E. below, the setback area may only be used for driveways, automobile parking, or landscaping. A setback area which adjoins a street separating it from a lot with a zoning classification other than those zones specified in paragraph (1) above, may also be used for loading docks. The proposed project has landscaping along the perimeter and on planters, therefore the proposed project meets the setback requirement.
- C. Height Requirements. The height of structures, including buildings, shall be as follows:
1. Structures shall not exceed 40 feet at the yard setback line. The proposed project has a building height of 20'-6" and therefore is consistent with the height requirement.
 2. Buildings shall not exceed 50 feet unless a height up to 75 feet is approved pursuant to Section 18.34. of this ordinance. The proposed project has a building height of 20'-6" and therefore is consistent with the height requirement.
 3. Structures other than buildings shall not exceed 50 feet unless a height up to 105 feet is approved pursuant to Section 18.34. of this ordinance. The proposed project has a building height of 20'-6" and therefore is consistent with the height requirement.
 4. Broadcasting antennas shall not exceed 50 feet unless a greater height is approved pursuant to Section 18.34. of this ordinance. No broadcasting antennas are proposed for this standard to apply to.

D. **Masonry Walls.** Prior to occupancy of any industrial use permitted in this article, a six foot high solid masonry wall or combination landscaped earthen berm and masonry wall shall be constructed on each property line that adjoins any parcel specifically zoned for residential use, unless otherwise approved by the hearing officer or body. The property is adjacent to Rural Residential zoned parcels and will have a 6-foot high masonry wall on the property to separate from these residential parcels. The property is adjacent to other manufacturing uses buffered by chain link fences. Pursuant to the Manufacturing-Service Commercial (M-SC) Zoning Classification, this project meets the development standard.

E. **Landscaping.**

1. A minimum of ten percent of the site proposed for development shall be landscaped and irrigated. The project proposes 46,264 square feet of landscaping on the 9.48 acre site which equates to approximately 11.2 percent of landscaping.

2. A minimum ten foot strip adjacent to street right-of-way lines shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular access ways. Said landscaped strip shall not include landscaping located within the street right-of-way. The proposed project will provide a ten foot strip of adjacent to the right-of-way and will be landscaped.

3. A minimum 20 foot strip adjacent to lots zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, or separated by a street from a lot with said zoning, shall be landscaped and maintained, unless a tree screen or other buffer treatment is approved by the hearing officer or body. However, in no case shall said landscaping be less than ten feet wide excluding curbing. This proposed Project is existing and the majority of the project has asphalt. Properties are zoned Rural Residential (R-R) to the east across Rainbow Canyon Road as well as directly to the south of the Project site, but are designated industrial or are industrial uses. The Project site currently has a single and at places double row of California pepper trees within the Rainbow Canyon Road right-of-way that provides a large degree of screening from Rainbow Canyon Road and the properties to the east on the opposite side of the road. Additionally, properties to the east of Rainbow Canyon Road include a variety of landscaping that provides screening as well. The project does include an approximately 10 to 15 foot wide area along the Rainbow Canyon Road frontage for landscaping to provide additional screening, but considering the existing landscape conditions on either side of Rainbow Canyon Road and the existing fence along Rainbow Canyon Road, any additional landscaping on the project site would do little additional screening compared to what is already provided. Properties to the south of the Project site with Rural Residential (R-R) zoning although they have residential zoning, they do not contain residential uses and their General Plan land use designations are Light Industrial and Public Facilities. The Project does propose landscaping in select locations bordering these properties to the south, but due to the non-residential uses occurring on the site and the General Plan land use designations 20 foot landscape requirement along the borders is not appropriate or necessary. Therefore, the existing tree screen within the right-of-way and fence design and in consideration of the neighboring existing uses to the south as well as the relative cost-benefit for installation of such landscaping due to the existing paving on the site is all for consideration by the hearing officer as an alternative to the 20 foot landscaping strip typically required at these locations.

- F. **Parking Areas.** Parking areas shall be provided as required by Section 18.12. of this ordinance. The storage yard for Recreational Vehicles and impound yard is categorized as an uncovered area, which requires 1 parking space per 1,000 square feet of the building floor area. The office building is approximately 1,716 square feet, based on the number of workers can be determined: one (1) parking space per every 2 employees of largest shift, and one (1) parking space. The proposed use will require two parking spaces and the proposed project will provide a total of (6) parking spaces. This includes four (4) parking spaces and two (2) accessible parking space, which meets the development standard.
- G. **Trash Collection Areas.** Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area. The project site includes a trash enclosures attached to the office building, outside of public view, which meets the development standard.
- H. **Outside Storage and Service Areas.** Outside storage and service areas shall be screened by structures or landscaping. The service areas will not screened with fencing. The project does not propose an outside storage area for supplies, the storage will be inside an enclosed building. Therefore, the project meets the development standard.
- I. **Utilities.** Utilities shall be installed underground except electrical lines rated at 33kV or greater. The project is existing and there should not be any utilities installed above ground, meeting the development standard.
- J. **Mechanical Equipment.** Mechanical equipment used in the manufacturing process shall be required to be enclosed in a building, and roof-mounted accessory equipment may be required to be screened from view. All applicable mechanical equipment is adequately screened from public view by the roofing materials, meeting the development standard.
- K. **Lighting.** All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property. The site includes adequate lighting to accommodate the storage yard of vehicles and truck trailers. All lighted is directed downward onto the site, avoiding light spillage into the surrounding areas, meeting the development standard.

Other Findings:

1. The project site is not located within the Western Riverside County Multiple Species Habitat Conservation Plan. This project fulfills the plan requirements of the Multi-Species Habitat Conservation Plan.
2. The project site is located within the City of Temecula Sphere of Influence. This project was provided to City of Temecula for review and comment on February 10, 2017. No comments were received either in favor or opposition of the project.
3. The project site is not located within an Airport Influence Area (“AIA”) boundary and is therefore not subject to the Airport Land Use Commission (“ALUC”) review.

4. During the initial review stage of this project, it was anticipated that a Negative Declaration pursuant to CEQA would be prepared. As a result, and pursuant to AB 52, notices regarding this project were sent to all requesting Tribes on March 1, 2017. AB 52 provides for a 30-day period in which all noticed Tribes may request consultation regarding the proposed project. During that 30-day period it was determined that the project was exempt from CEQA based on Section 15315 of the State CEQA Guidelines. If a project is exempt from CEQA, AB52 consultation is not required. Additionally, no tribe requested consultation.
5. The project site is located within Zone B of the Mount Palomar Observatory Lighting Zone boundary, as identified by Ordinance No. 655 (Mt. Palomar). The project is required to comply with all lighting standards specified within Ordinance No. 655, pursuant to Zone B.
6. The project site is located within the Fee Assessment Area of the Stephen's Kangaroo Rat Habitat Conservation Plan ("SKRHCP"). Per County Ordinance No. 663 and the SKRHCP, all applicants who submit for development permits, including maps, within the boundaries of the Fee Assessment Area who cannot satisfy mitigation requirements through on-site mitigation, as determined through the environmental review process, shall pay a Mitigation Fee of \$500.00 per gross acre of the parcels proposed for development. Payment of the SKRHCP Mitigation Fee for this Project, instead of onsite mitigation, will not jeopardize the implementation of the SKRHCP as all core reserves required for permanent Stephen's Kangaroo Rat habitat have been acquired and no new land or habitat is required to be conserved under the SKRHCP.

Fire Findings:

1. The project site is located within a Cal Fire State Responsibility Area ("SRA") and is within a very high fire hazard severity zone. As a part of being within an SRA, the Director of the Department of Forestry and Fire Protection or designee must be notified of applications for building permits, and use permits for construction or development within an SRA. Riverside County Code Section 8.32.050 (C) (2) states that the Fire Chief is authorized and directed to enforce all applicable State fire laws and provisions of this ordinance and to perform such duties as directed by the Board of Supervisors. As designated, the Riverside County Assistant Fire Marshall shall have the authority to enforce all applicable State fire laws that the notification requirement of Title 14 has been met. The following additional findings are required to be met:
 - a. This R.V., boat, trailer storage yard and a propane tank of 250 gallons for R.V. storage customer use only has been designed to be in compliance sections 4290 and 4291 of the Public Resources Code by providing a defensible space, requiring that the site have fuel modification standards acceptable to the Riverside County Fire Department, requiring no buildings shall covered or have dead brush overhang the roof line and requiring that the roof structure shall be maintained free of leaves, needles, or other vegetation.
 - b. Fire protection and suppression services will be available for the subdivision through California Department of Forestry and Fire Protection located 4.1 miles away at 32211 Wolf Creek Drive S, Temecula, CA 92592.
 - c. The project meets the regulations regarding road standards for fire equipment access adopted pursuant to Section 4290 of the Public Resources Code and Riverside County Ordinance No. 787. All necessary roadway infrastructure exists and the project site is located adjacent to Rainbow

Canyon Road. Adequate accessibility to the Project site will be available for all emergency vehicles.

Conclusion:

1. For the reasons discussed above, 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 written communication/phone calls from property owners within 600 feet who indicated support or opposition to the proposed project.

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
PP26184
VICINITY/POLICY AREAS

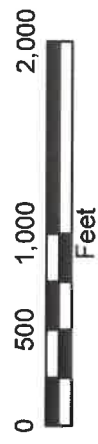
Supervisor: Washington
District 3

Date Drawn: 08/16/2019
Vicinity Map



Zoning Area: Rancho California

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2000, the County of Riverside adopted a new General Plan, providing new land use designations for unincorporated Riverside County. This map is based on the General Plan and is not intended to be used for zoning purposes. For further information, please contact the Riverside County Planning Department office in Riverside at (951)955-3000 (Western County) or in Palm Desert at (760)965-8277 (Eastern County) or Website: <http://www.rivplanning.com>

RIVERSIDE COUNTY PLANNING DEPARTMENT

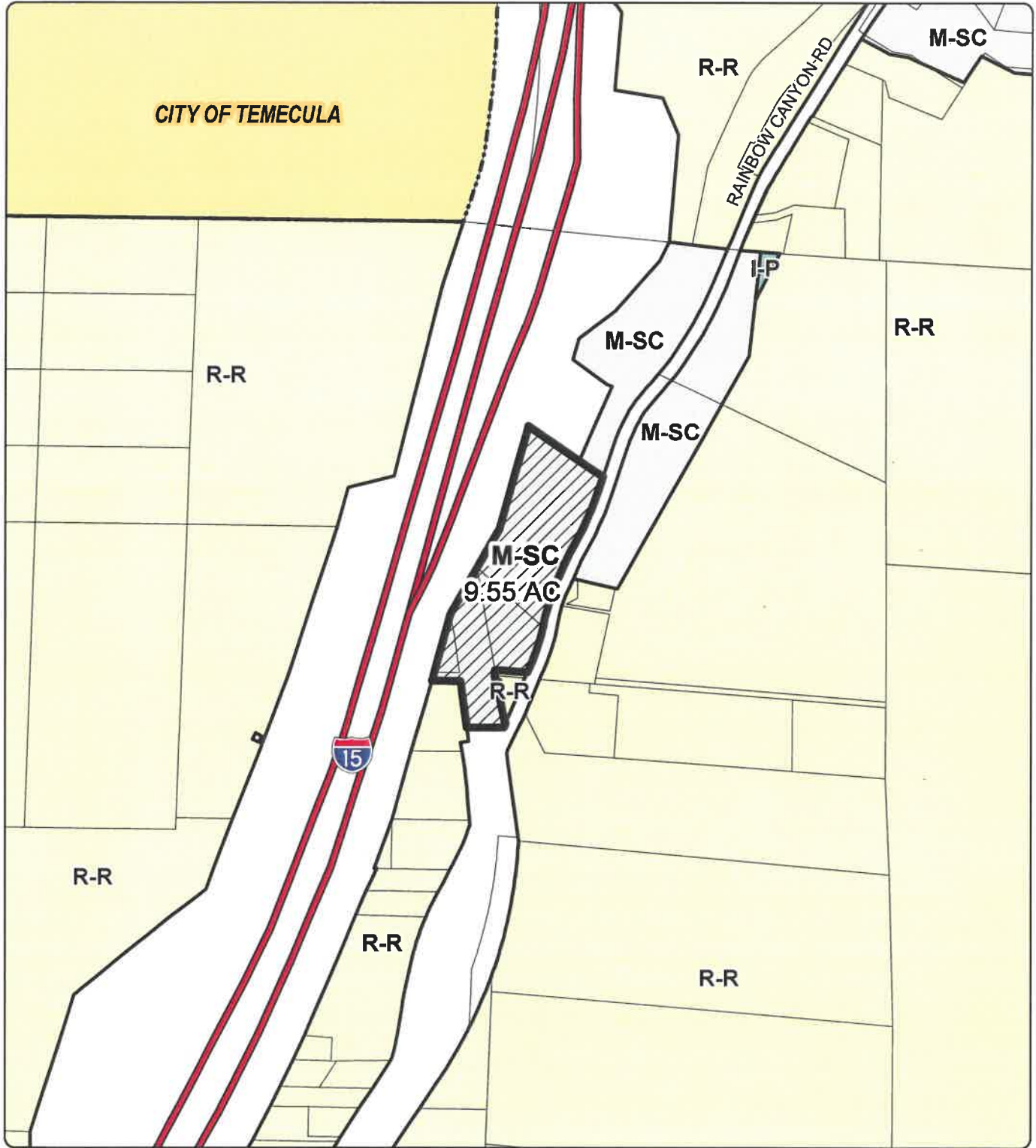
PP26184

Date Drawn: 08/16/2019

Supervisor: Washington
District 3

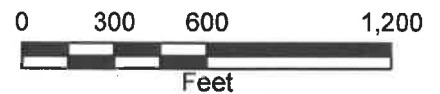
EXISTING ZONING

Exhibit 2



Zoning Area: Rancho California

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.rctdma.org>

RIVERSIDE COUNTY PLANNING DEPARTMENT

PP26184

LAND USE

Supervisor: Washington
District 3

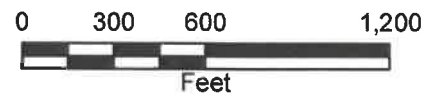
Date Drawn: 08/16/2019
Exhibit 1



Zoning Area: Rancho California

Author: Vinnie Nguyen

DISCLAIMER: On October 7, 2008, 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.cedmsa.org>



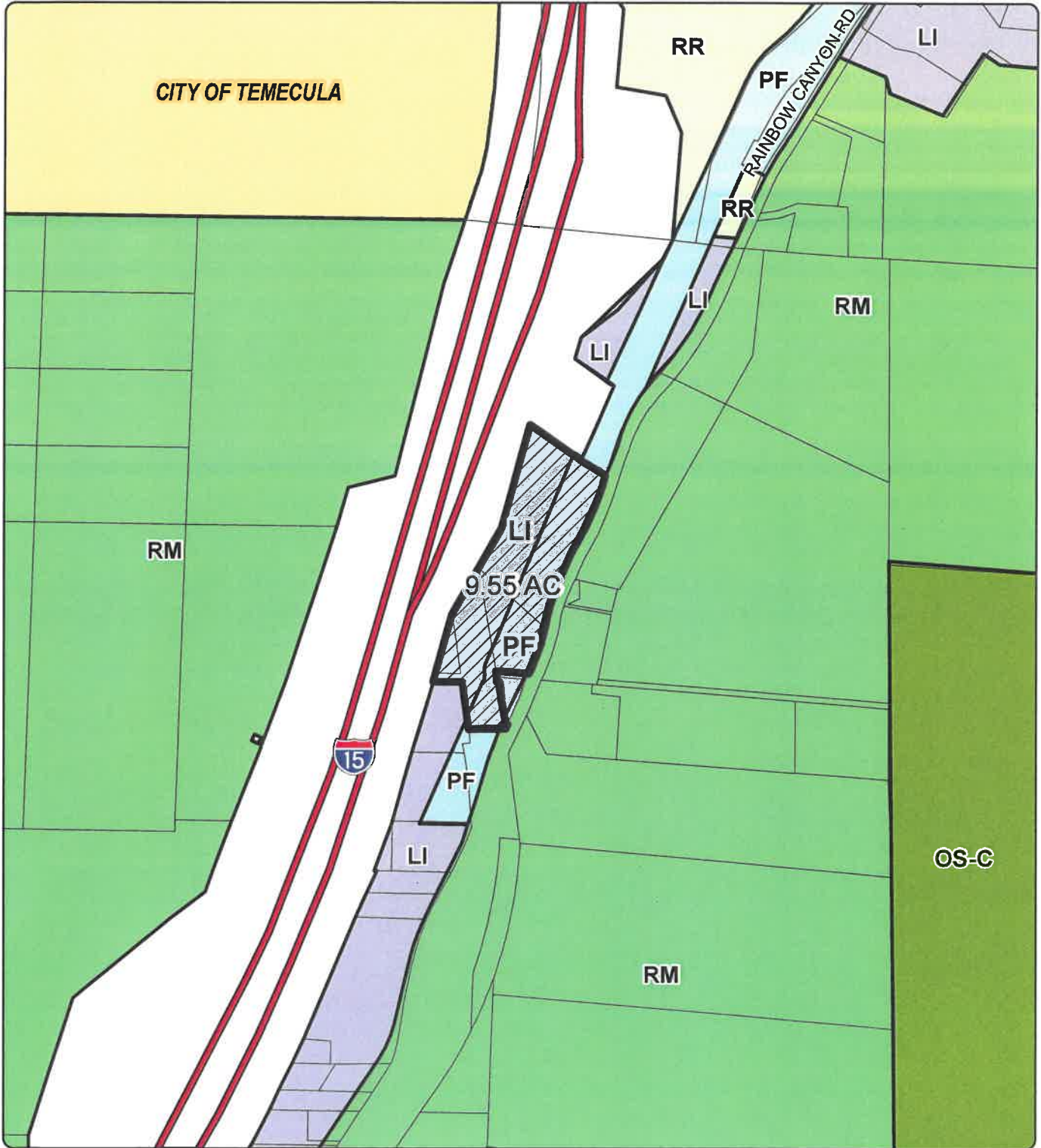
RIVERSIDE COUNTY PLANNING DEPARTMENT

PP26184

EXISTING GENERAL PLAN

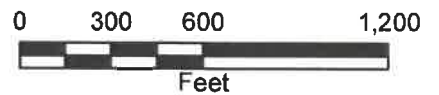
Supervisor: Washington
District 3

Date Drawn: 08/16/2019
Exhibit 5



Zoning Area: Rancho California

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)955-9200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://planning.ctlmsa.org>

A DEVELOPMENT FOR GREENS STORAGE

PLOT PLAN NO. 26184

PROJECT TEAM

OWNER
GREENS RAINBOW, LLC
910 S. EL CAMINO REAL, SUITE 100
SAN CLEMENTE, CA 92672
CONTACT: NEIL KADAKKA
TEL: (949) 566-6660

ARCHITECT
KSP STUDIO
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630

CONTACT: SHABNAM VAKILI
TEL: (949) 380-3970

CIVIL ENGINEER
CIVIL LANDWORKS
110 COPPERWOOD WAY, SUITE P
OCEANSIDE, CA 92058

CONTACT: DAVE CARON
TEL: (760) 908-8745

GEOTECHNICAL ENGINEER
EARTH STRATA GEOTECHNICAL SERVICES
42164 REMINGTON AVENUE
TEMECULA, CA 92590

CONTACT: GADALLA GADALLA
TEL: (951) 397-0315

**LANDSCAPE ARCHITECT
& DEVELOPMENT**
S.R. CLARKE LANDSCAPE ARCHITECTURE
110 COPPERWOOD WAY, SUITE P
OCEANSIDE, CA 92058

CONTACT: SEAN CLARKE
LLA #5289, CA C-27#944955
TEL: (760) 716 - 3100

SHEET INDEX

- ARCHITECTURAL**
1. COVER SHEET
2. CONCEPTUAL SITE PLAN
3. ENLARGED OFFICE AND RESTROOM
4. CONCEPTUAL OFFICE FLOOR PLAN, ROOF PLAN AND ELEVATIONS
5. CONCEPTUAL RESTROOM PLAN, ROOF PLAN AND ELEVATIONS
6. RV SHELTER ONE PLAN AND ELEVATIONS (EXISTING)
7. RV SHELTER TWO PLAN AND ELEVATIONS (EXISTING)
8. RV SHELTER TWO ELEVATIONS (EXISTING)

CIVIL

- C-1 SITE PLAN
C-2 PRELIMINARY GRADING PLAN
C-3 FIRE LANE EXHIBIT
C-4 DETAILS

SEWER

ADVANCED TREATMENT SYSTEM PLAN

LANDSCAPE

L-1 LANDSCAPE PLAN

PROJECT INFORMATION

PROJECT ADDRESS: 47355 RAINBOW CYN RD
COUNTY OF RIVERSIDE, CA
918-200-026; 918-200-025
918-110-050; 918-110-010

SITE APN:

SITE AREA:
PARCEL A = 12,834 SF GROSS, . . . 12,793 SF NET
PARCEL B = 100,089 SF GROSS, . . . 67,868 SF NET
PARCEL E = 236,908 SF GROSS, . . . 148,973 SF NET
PARCEL F = 72,802 SF GROSS, . . . 33,728 SF NET

ZONE (EXISTING & PROPOSED):

M-SC (MANUFACTURING - SERVICE COMMERCIAL)

LAND USE:

U (LIGHT INDUSTRIAL) & PF (PUBLIC FACILITIES)

SETBACKS REQ'D:

0'-0" FRONT & 0'-0" SIDE & 0'-0" REAR
SETBACKS PROVIDED: ALL BUILDINGS = FRONT: +/- 143'-0"
OFFICE BUILDING SIDE: 5'-0" & 128'-0"
RESTROOM BUILDING SIDE: 11'-0"
RV SHELTERS REAR: +/- 3'-0"

HEIGHT MAX:

PER ZONING STANDARDS

HEIGHTS PROPOSED:

OFFICE BUILDING = 14'-8"
RESTROOM BUILDING = 10'-0"
EXISTING RV SHELTERS = 20'-6" & 18'-7"

EGRESS WIDTHS

EGRESS WIDTHS REQUIRED:
PROPOSED OFFICE BUILDING
REQUIRED: PER TABLE 1005.1: 3 OCCS x 0.2 = 2.6'
PROVIDED: (1) 3'-0" DOOR = 36"

PROPOSED RESTROOM/ STORAGE BUILDING

REQUIRED: PER TABLE 1005.1: 3 OCCS x 0.2 = 0.6'
PROVIDED: (3) 3'-0" DOORS = 36" EACH

EXISTING RV SHELTERS ONE & TWO

REQUIRED: PER TABLE 1005.1: 34 OCC MAX. x 0.2 = 6.8'
PROVIDED: OPEN ON 3 SIDES

BUILDING AREAS

BUILDING AREAS (NEW)
OFFICE BUILDING = 1,220 SF
GOLF CART GARAGE = 344 SF
TRASH ENCLOSURE = 152 SF
SUBTOTAL = 1,716 SF

(NEW)
(NEW)
RESTROOM & STORAGE = 964 SF
TOTAL = 2,680 SF

(EXISTING) RV SHELTER ONE = 7,130 SF
(EXISTING) RV SHELTER TWO = 12,500 SF
(EXISTING) TOTAL = 19,630 SF

COMBINED TOTAL = 22,310 SF

PARKING

OFFICE PROVIDED:
= 4 STANDARD
= 2 ACCESSIBLE
= 6 SPACES

TOTAL PROVIDED:

BUILDING CODE ANALYSIS

APPLICABLE BUILDING CODES FOR (N) STRUCTURES
2016 CALIFORNIA BUILDING CODE 2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA MECHANICAL CODE 2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA PLUMBING CODE 2016 CALIFORNIA GREEN CODE

BUILDING CLASSIFICATION

OCCUPANCY GROUP: B & U
CONSTRUCTION TYPE: IIB
FIRE SPRINKLERS: NO (NEW BUILDINGS)
YES (EXISTING RV SHELTERS)

ROOFING CLASSIFICATION: CLASS A @ NEW STRUCTURES
EXISTING RV SHELTERS: REFURBISHED ROOF = CLASS A

ALLOWABLE AREA TABLE 506.2:

(N) OFFICE = B OCCUPANCY - NS = 19,000 SF > 1,716 SF PROPOSED
(N) RESTROOM = U OCCUPANCY - NS = 8,500 SF > 964 SF PROPOSED

(E) RV SHELTER ONE = U OCCUPANCY - (S1) = 34,000 SF > 7,130 SF EXISTING
(E) RV SHELTER TWO = U OCCUPANCY - (S1) = 34,000 SF > 12,500 SF EXISTING

OCCUPANT LOADS

OCCUPANT LOAD TABLE 1004.1.2 (NEW STRUCTURES):

OFFICE BUILDING	1,220 S.F. / 100	13
GARAGE (ACCESSORY AREA)	344 S.F. / 300	2
TRASH ENCLOSURE (PART OF B OCC)	152 S.F. / 100	2
TOTAL		17 OCL

TABLE 1006.1 B OCCUPANCY < 49 OCL

(NS) 13 OCL < 49 OCL ONLY (1) EXIT IS REQUIRED AND (1) EXIT IS PROVIDED

RESTROOM & STORAGE 964/300 = 3.2 = 4 OCL LOAD

TABLE 1006.1 S OCCUPANCY < 28 OCL

4 OCL < 28 OCL ONLY (1) EXIT IS REQUIRED & (1) IS PROVIDED

EXISTING RV SHELTER ONE

TABLE 1006.1 7,130 GSF = 4,680 OCCUPIED/2,440 UNOCCUPIED

STORAGE = 4,680/300 = 15.6 = 16 OCL LOAD

U OCCUPANCY TABLE 1006.3.2(1) = 49 OCL

18 OCC < 49 OCC ONLY (1) EXIT IS REQUIRED & SHELTER IS OPEN

EXISTING RV SHELTER TWO

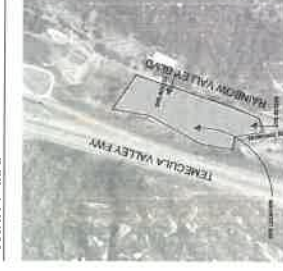
TABLE 1006.1 12,500 GSF = 10,200 OCCUPIED/2,300 UNOCCUPIED

STORAGE = 10,200/300 = 34 OCL LOAD

U OCCUPANCY TABLE 1006.3.2(2) = 49 OCL

34 OCC < 49 OCC ONLY (1) EXIT IS REQUIRED & SHELTER IS OPEN

VICINITY MAP



NOT TO SCALE

PROJECT DESCRIPTION

SCOPE OF WORK
PROPOSED 1-STORY OFFICE BUILDING,
RESTROOM AND COMPANY STORAGE
BUILDING EXISTING RV SHELTER ONE,
EXISTING RV SHELTER TWO

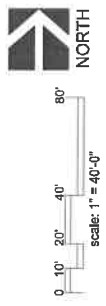




NOTE: PLEASE REFER TO CIVIL PLAN FOR SITE DIMENSIONS, SETBACKS, EXISTING AND PROPOSED PUBLIC UTILITIES AND EASEMENTS

INTERSTATE 15

RAINBOW CANYON RD

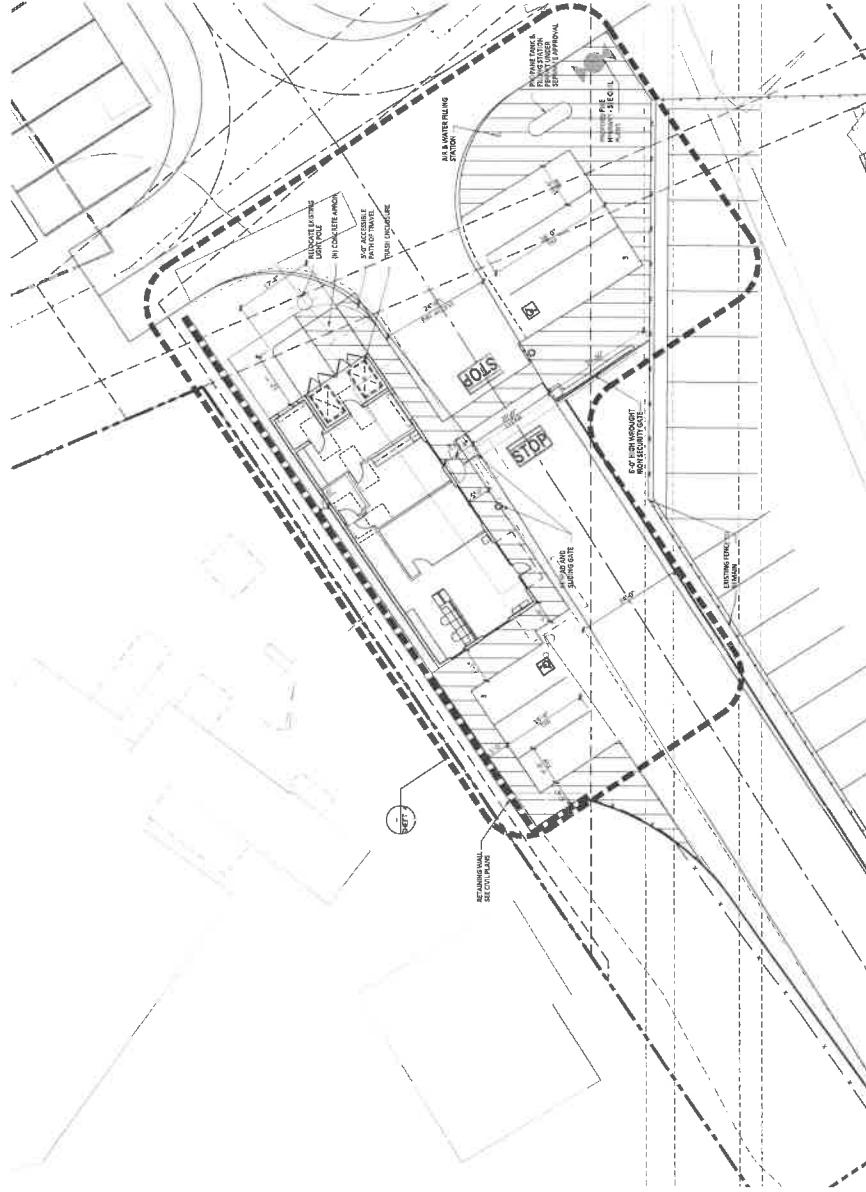


GREENS
STORAGE

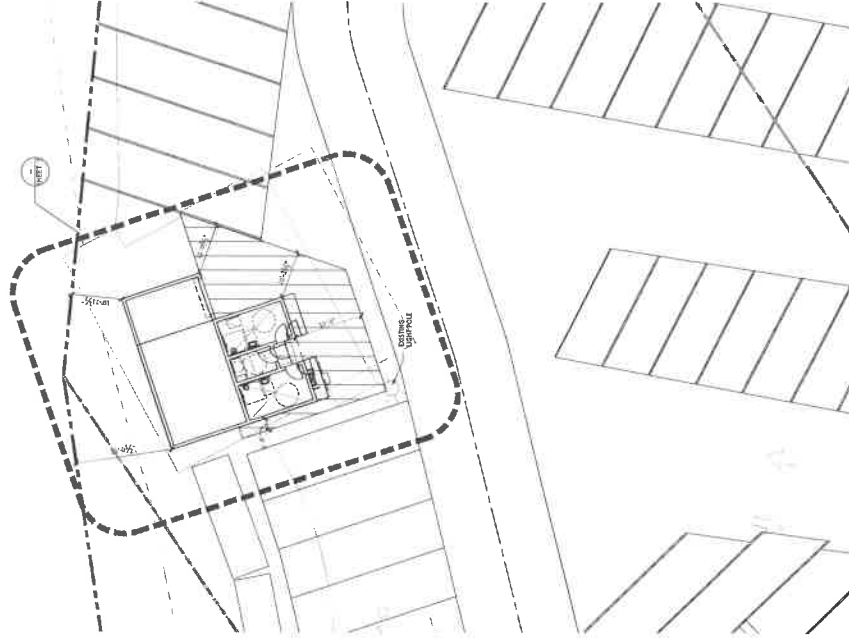
CONCEPTUAL SITE PLAN SHEET 2

47355 RAINBOW CANYON RD | COUNTY OF RIVERSIDE, CA OCT. 10, 2019

KSP
K S P
architecture + engineering
25 GARDEN GROVE, SUITE 200
T. 951.263.3322 F. 951.263.3371

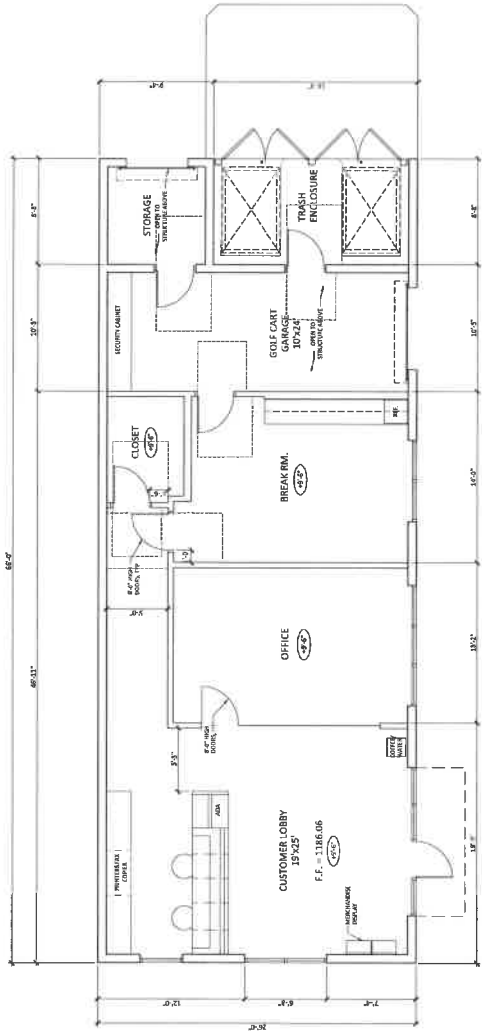


PROPOSED NEW OFFICE STRUCTURE

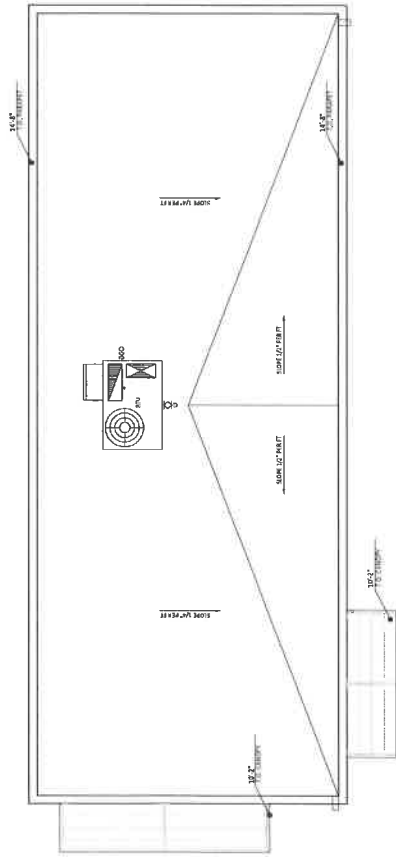


PROPOSED NEW RESTROOM AND MANAGEMENT STORAGE

NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR PERMIT	04/30/19	J. K. SPENCER	
2	REVISED PER CITY COMMENTS	05/01/19	J. K. SPENCER	
3	REVISED PER CITY COMMENTS	05/01/19	J. K. SPENCER	



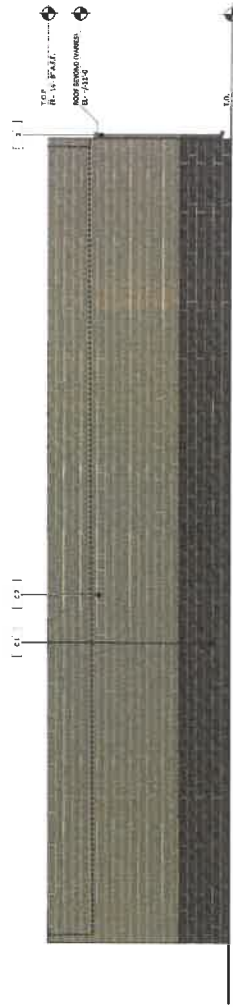
PROPOSED OFFICE FLOOR PLAN



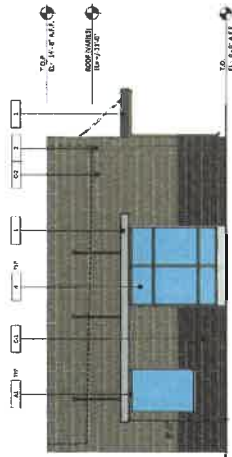
PROPOSED OFFICE ROOF PLAN



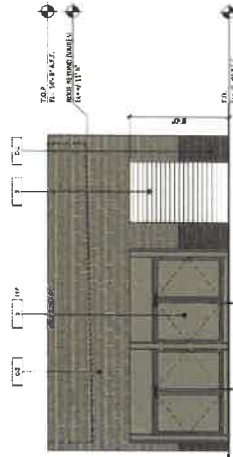
EAST ELEVATION



WEST ELEVATION



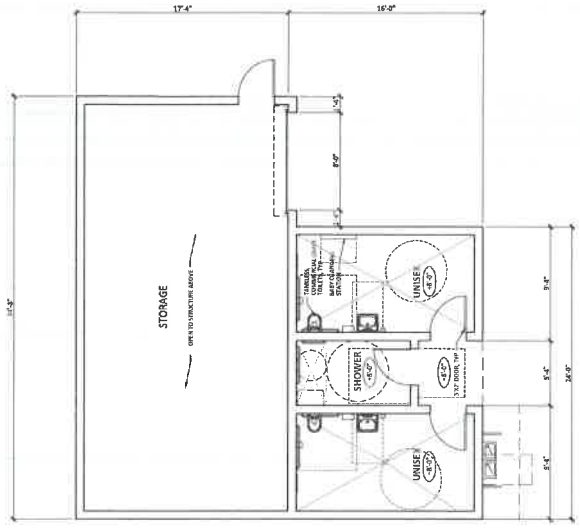
SOUTH ELEVATION



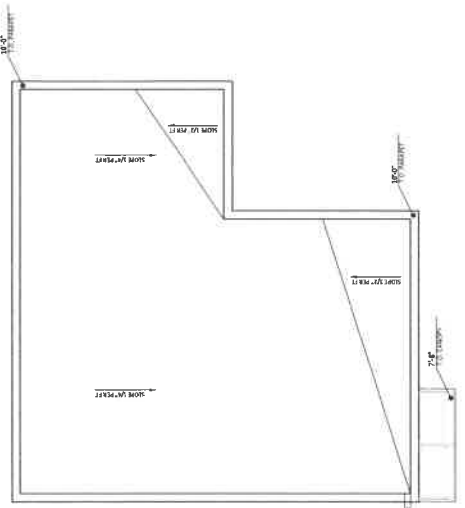
NORTH ELEVATION

- COLOR AND MATERIAL:**
- 1. INTERIOR WALLS: LIGHT GRAY
 - 2. INTERIOR CEILING: WHITE
 - 3. INTERIOR FLOOR: POLISHED CONCRETE
 - 4. EXTERIOR WALLS: LIGHT GRAY
 - 5. EXTERIOR ROOF: ASPH/FLT
 - 6. EXTERIOR FLOOR: POLISHED CONCRETE
- KEYNOTES:**
- 1. SEE ARCHITECTURAL DRAWINGS FOR DETAILS
 - 2. SEE ARCHITECTURAL DRAWINGS FOR DETAILS
 - 3. SEE ARCHITECTURAL DRAWINGS FOR DETAILS
 - 4. SEE ARCHITECTURAL DRAWINGS FOR DETAILS
 - 5. SEE ARCHITECTURAL DRAWINGS FOR DETAILS
 - 6. SEE ARCHITECTURAL DRAWINGS FOR DETAILS

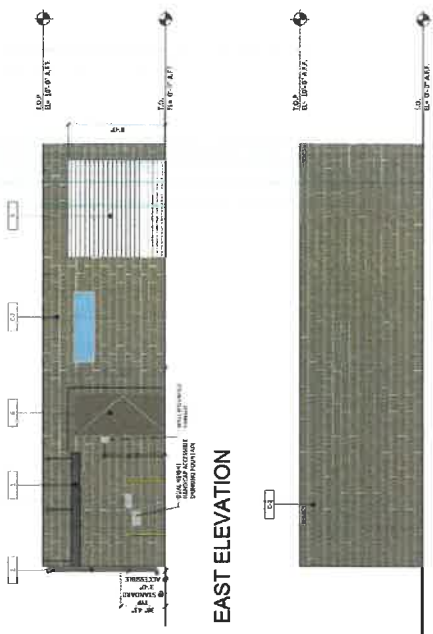




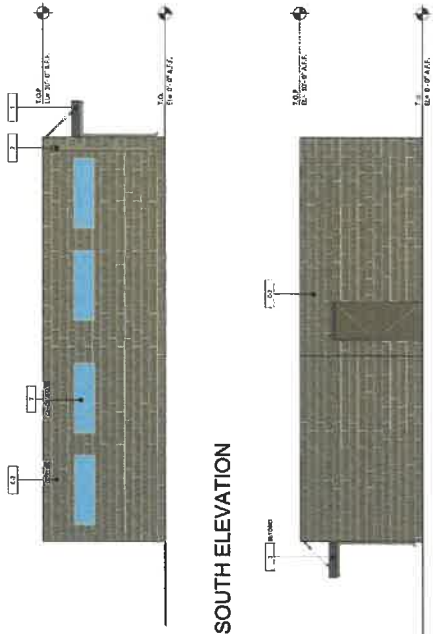
PROPOSED RESTROOM PLAN



PROPOSED RESTROOM ROOF PLAN



EAST ELEVATION



SOUTH ELEVATION

NORTH ELEVATION

WEST ELEVATION

KEYNOTES:

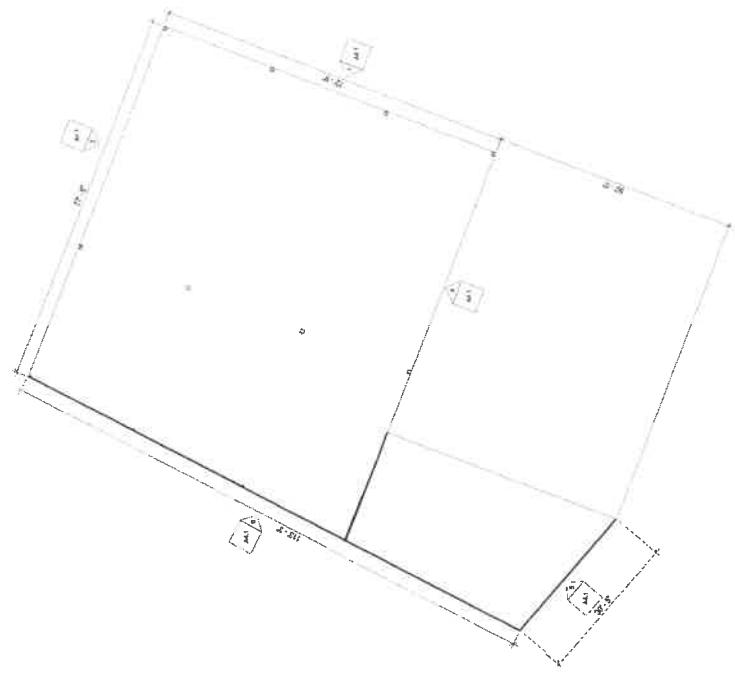
- 1. OVER THE COUNTER LOCK
- 2. OVER THE COUNTER
- 3. OVER THE COUNTER
- 4. OVER THE COUNTER
- 5. OVER THE COUNTER

COLOR AND MATERIAL:

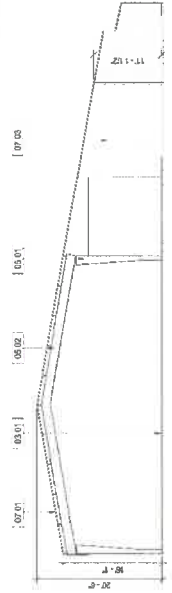
- 1. BRICK
- 2. BRICK
- 3. BRICK
- 4. BRICK
- 5. BRICK

KEYNOTE LEGEND

Key	Material
00 01	CONCRETE SLAB ON GRADE
00 02	STEEL COLUMN
00 03	STEEL BEAM
01 01	STANDING SEAM METAL ROOF
01 02	EXTERIOR METAL PANEL SIDING



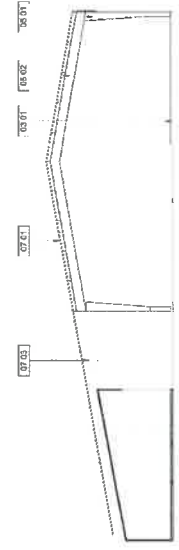
1 RV SHELTER ONE
1/4" = 10'-0"



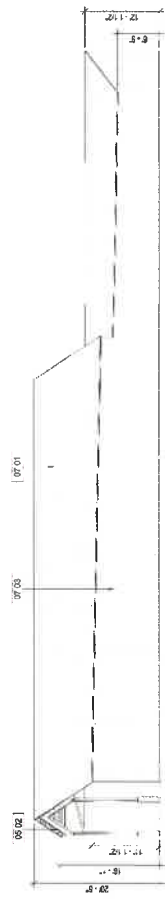
2 RV SHELTER ONE NORTH ELEVATION
1/8" = 1'-0"



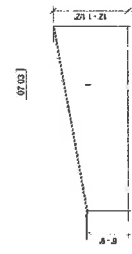
3 RV SHELTER ONE EAST ELEVATION
1/8" = 1'-0"



4 RV SHELTER ONE SOUTH ELEVATION SECTION
1/8" = 1'-0"



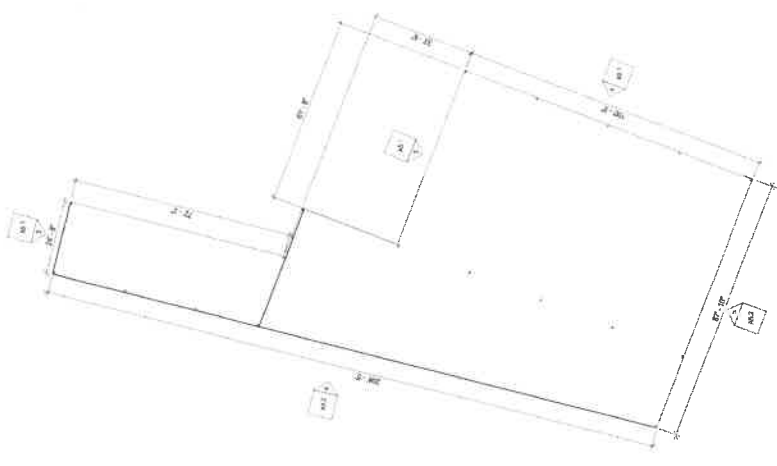
6 RV SHELTER ONE WEST ELEVATION
1/8" = 1'-0"



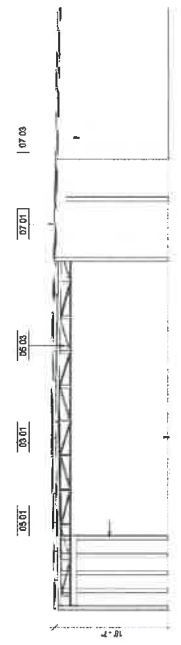
5 RV SHELTER ONE SOUTH PARTIAL ELEVATION
1/8" = 1'-0"

KEYNOTE LEGEND

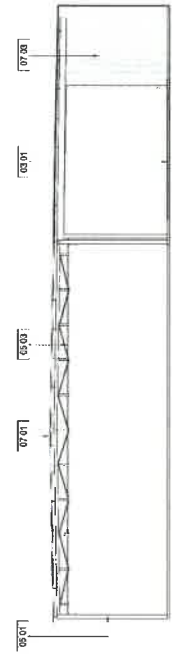
Key Note	Description
03.01	CONCRETE SLAB ON GRADE
06.01	STEEL COLUMN
06.02	STEEL BEAM
07.01	STANDING SEAM METAL ROOF
07.02	EXTERIOR METAL PANEL SIDING



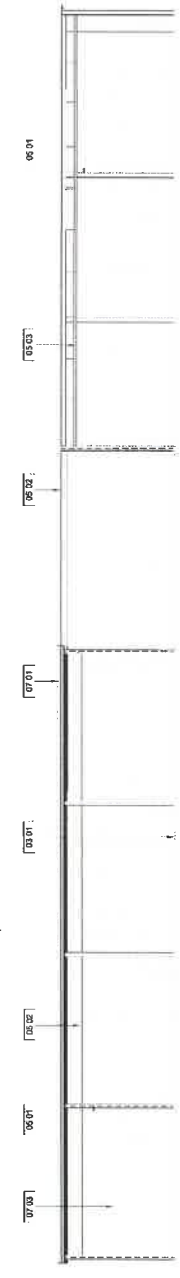
1 RV SHELTER TWO
1/16" = 1'-0"



2 RV SHELTER TWO NORTH ELEVATION
1/8" = 1'-0"

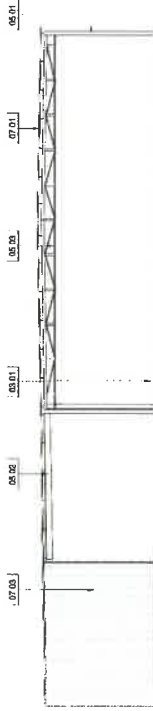


3 RV SHELTER TWO NORTH ELEVATION SECTION
1/8" = 1'-0"



4 RV SHELTER TWO EAST ELEVATION
1/8" = 1'-0"

Key Value	REFOOTE LEGEND	Keynote Text
00 01	CONCRETE SLAB ON GRADE	
00 02	STEEL TRUSS	
00 03	STEEL BEAM	
00 04	STEEL COLUMN	
00 05	STEEL WALL PANEL	
00 06	EXTERIOR METAL PANEL SIDING	

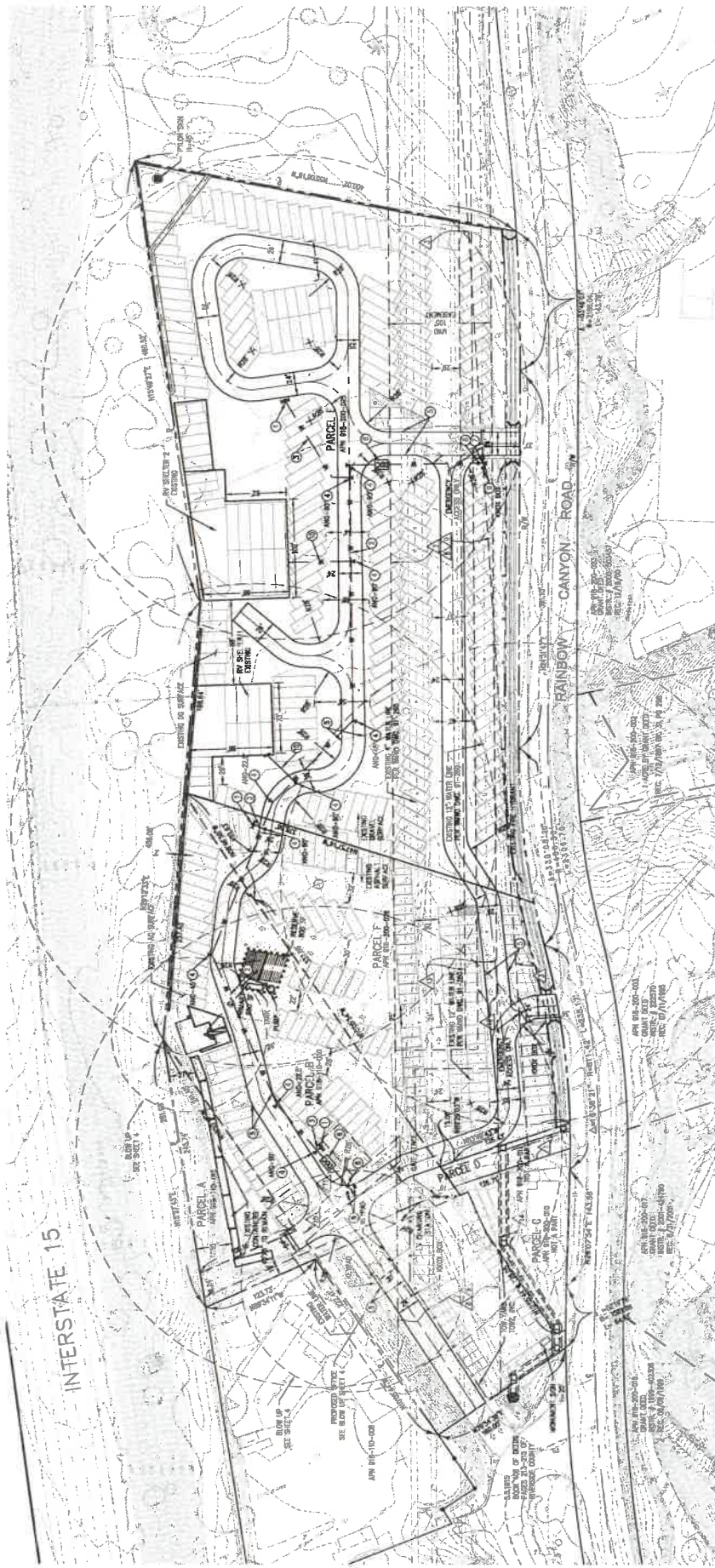


5 RV SHELTER TWO SOUTH ELEVATION
1/8" = 1'-0"



6 RV SHELTER TWO WEST ELEVATION
1/8" = 1'-0"

PLOT PLAN NO. 26184
GREENS STORAGE TEMECULA, COUNTY OF RIVERSIDE, CA



CONSTRUCTION NOTES

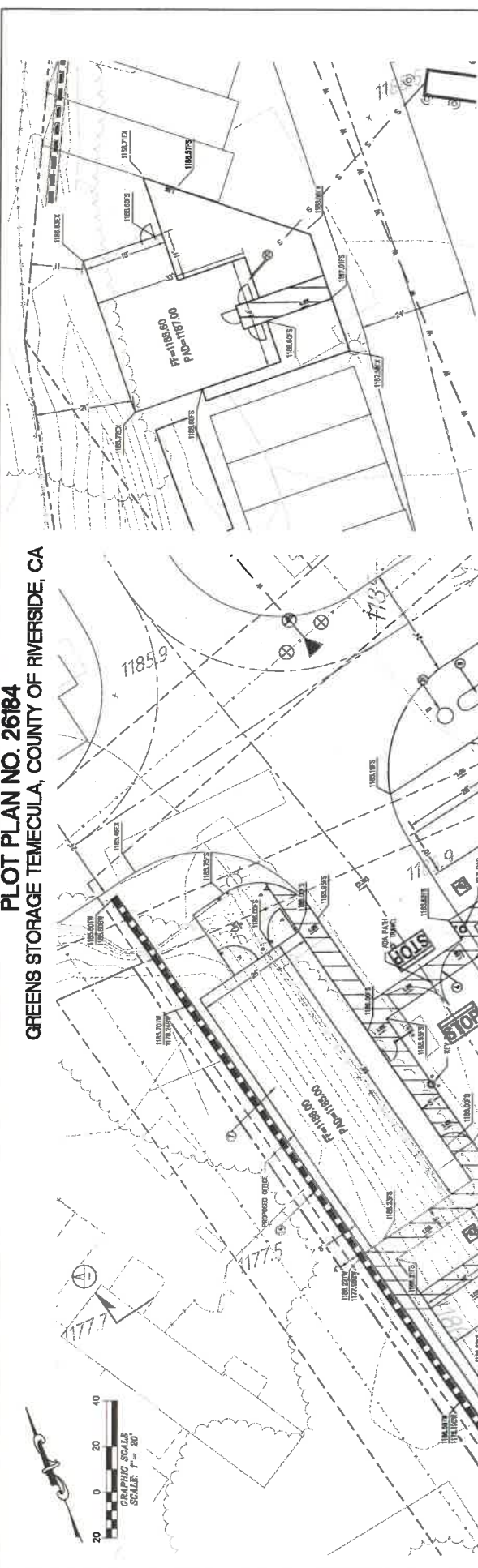
1. CONSTRUCT FIRE HYDRANT ASSEMBLY PER WIND STD. W-2010 JAMES 4000 OR EQUIVALENT
2. CONSTRUCT 4" ANNA PNC 3-400 WATER MAIN
3. CONSTRUCT 4" FIRE SERVICE INSTALLATION
4. CONSTRUCT FIRE SERVICE ROOM PER WIND STD. W-1570, N.F.P.A.-24
5. EXISTING FIRE ACCESS ROAD
6. CONSTRUCT 4" DOUBLE RELECTOR CHECK ASSEMBLY PER WIND STD. W-15000 JAMES 2000 JETA OR EQUIVALENT
7. CONSTRUCT 4" DOUBLE RELECTOR CHECK ASSEMBLY PER WIND STD. W-15000 JAMES 2000 JETA OR EQUIVALENT
8. CONSTRUCT 4" GATE VALVE PER WIND STD. W-4700, W-4700 MULLER SERIES 2300 OR EQUIVALENT
9. CONSTRUCT 4" GATE VALVE PER WIND STD. W-4700, W-4700 MULLER SERIES 2300 OR EQUIVALENT
10. CONSTRUCT 4" ANNA PNC 3-400 SPRINKLER LINE 1"X400 OR EQUIVALENT



Civil Landworks
 CIVIL LANDWORKS CORP.
 110 COPPERWOOD WAY, SUITE P, OCEANSIDE, CA 92058
 PH: 760-968-8748 • info@civillandworks.com

TONY V. COHEN
 10-181278

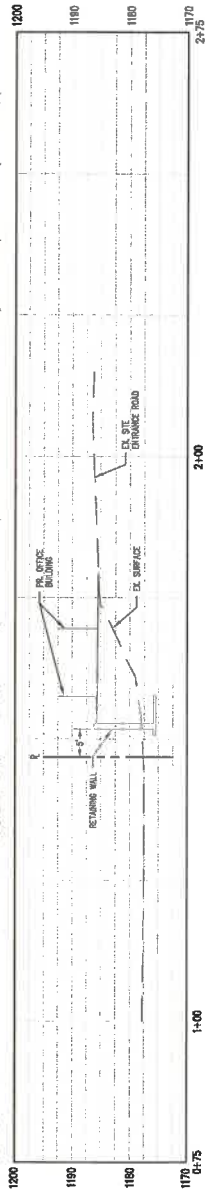
PLOT PLAN NO. 26184
GREENS STORAGE TEMECULA, COUNTY OF RIVERSIDE, CA



CONSTRUCTION NOTES

- 1. PROPOSED GATE
- 2. PROPOSED PROPANE TANK
- 3. PROPOSED OFFICE BUILDING, SEE ARCHITECTURAL PLAN FOR DETAILS
- 4. EXISTING 3" WIRE ROBIN WATER TO BUSH
- 5. PROPOSED RETAINING WALL FOR SEPARATE PERMIT
- 6. PROPOSED RESTROOM, SEE ARCHITECTURAL PLAN FOR DETAILS
- 7. AIR/WATER FILLING STATION

AVAILABILITY	AVAILABILITY	AVAILABILITY
TYPE	TYPE	TYPE
100	100	100
200	200	200
300	300	300
400	400	400
500	500	500
600	600	600
700	700	700
800	800	800
900	900	900
1000	1000	1000
1100	1100	1100
1200	1200	1200
1300	1300	1300
1400	1400	1400
1500	1500	1500
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2000	2000	2000
2100	2100	2100
2200	2200	2200
2300	2300	2300
2400	2400	2400
2500	2500	2500
2600	2600	2600
2700	2700	2700
2800	2800	2800
2900	2900	2900
3000	3000	3000



PARKING SUMMARY

TYPE	AREA (SQ. FT.)	AREA (SQ. YD.)	TYPE	AREA (SQ. FT.)	AREA (SQ. YD.)
ASPHALT	100	100	ASPHALT	100	100
CONCRETE	200	200	CONCRETE	200	200
GRAVEL	300	300	GRAVEL	300	300
PAVEMENT	400	400	PAVEMENT	400	400
LANDSCAPE	500	500	LANDSCAPE	500	500
TOTAL	1000	1000	TOTAL	1000	1000



ENGINEER
 CIVIL LANDWORKS CORP.
 110 COPPERWOOD WAY, SUITE P
 TEMECULA, CA 92590
 PH: 792-398-3745 • info@civillandworks.com

Civil Landworks
 110 COPPERWOOD WAY, SUITE P, TEMECULA, CA 92590
 PH: 792-398-3745 • info@civillandworks.com

DETAILS SHEET C-4 OF 4

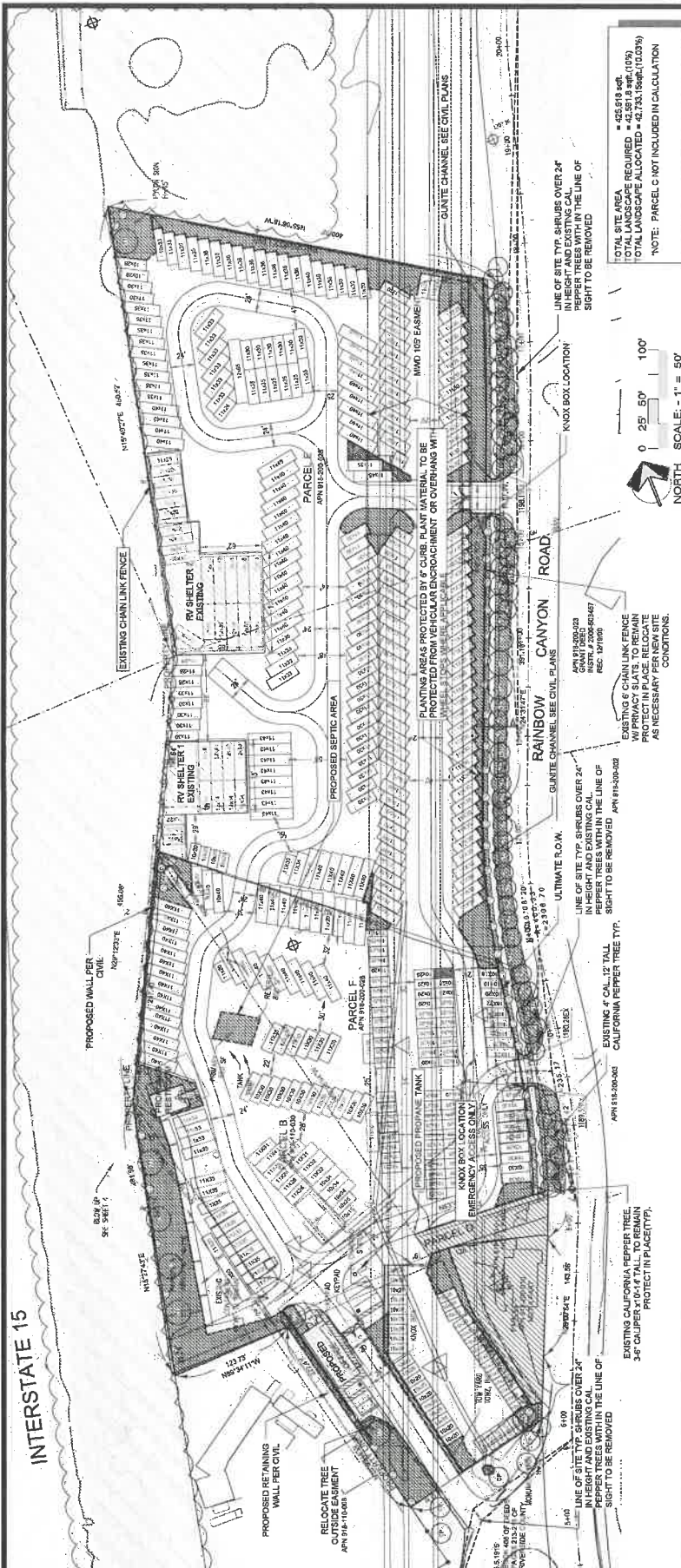
GUNNIE CHANNEL
 NO SCALE



LANDSCAPE CONCEPT PLAN

PROJECT: GREENS STORAGE
 47355 RAINBOW CANYON ROAD
 COUNTY OF RIVERSIDE, CALIFORNIA 92592

DATE	11/26/19
SCALE	AS SHOWN
APPROVED	SC
DRAWN	AK



PRIOR TO PROJECT CONSTRUCTION, I AGREE TO SUBMIT A COMPLETE LANDSCAPE CONSTRUCTION DOCUMENT TO THE COUNTY OF RIVERSIDE FOR REVIEW. THE LANDSCAPE CONCEPTS OF THIS PROJECT ARE SUBJECT TO ANY APPLICABLE ORDINANCES, INCLUDING BUT NOT LIMITED TO THE RIVERSIDE COUNTY ORDINANCE NO. 89.3. THE PROJECT CONDITIONS OF APPROVAL AND THE LANDSCAPE CONCEPT PLAN SHOULD BE REVISED. PLANS BE SUBJECT TO CHANGE.

MAINTENANCE NOTE: ALL ON-SITE LANDSCAPE SHALL BE MAINTAINED BY THE OWNER. ANY LANDSCAPE SHALL BE MAINTAINED BY THE OWNER AS NECESSARY PER NEW SITE CONDITIONS.

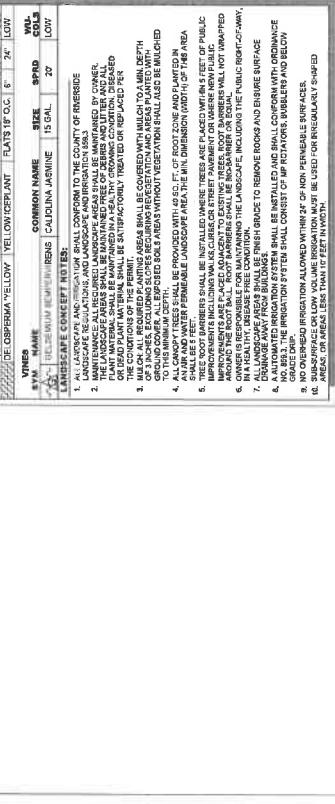
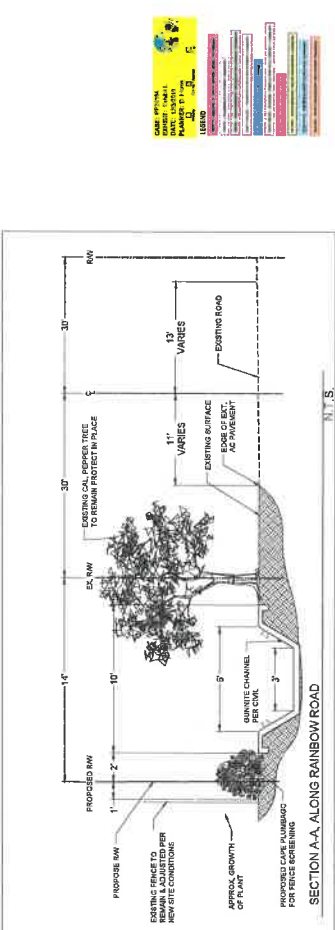
PLANT LEGEND

ITEM	SYMBOL	COMMON NAME	SIZE	MATURE	WATER
1	[Symbol]	RELIABLE BERRY RED BIRD	15 GAL	LOW	LOW
2	[Symbol]	CAULONIA JASMINE	15 GAL	20'	LOW
3	[Symbol]	LEUCOPHYLLA	22-24"	22-24"	LOW
4	[Symbol]	CAULONIA JASMINE	22-24"	22-24"	LOW
5	[Symbol]	ROYAL CAPE FLIMBAGO	5.5"	5"	LOW
6	[Symbol]	YELLOW FLORICANTHUS	6"	6"	LOW
7	[Symbol]	ROYAL CAPE FLIMBAGO	5.5"	5"	LOW
8	[Symbol]	ROYAL CAPE FLIMBAGO	5.5"	5"	LOW
9	[Symbol]	ROYAL CAPE FLIMBAGO	5.5"	5"	LOW
10	[Symbol]	ROYAL CAPE FLIMBAGO	5.5"	5"	LOW

LANDSCAPE CONCEPT NOTES:

- ALL CONSTRUCTION SHALL CONFORM TO THE COUNTY OF RIVERSIDE LANDSCAPE REGULATIONS AND ORDINANCES.
- THE LANDSCAPE SHALL BE MAINTAINED PER THE RIVERSIDE COUNTY ORDINANCE NO. 89.3.
- THE LANDSCAPE SHALL BE MAINTAINED PER THE RIVERSIDE COUNTY ORDINANCE NO. 89.3.
- ALL ON-SITE LANDSCAPE SHALL BE MAINTAINED BY THE OWNER. ANY LANDSCAPE SHALL BE MAINTAINED BY THE OWNER AS NECESSARY PER NEW SITE CONDITIONS.
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INTERSTATE 15



WESTERN SIGN & GRAPHICS

661 South Pacific Street
SAN MARCO, CA 92078
PHONE: 760.736.6070
FAX: 760.736.6073

PROJECT TITLE

GREENS STORAGE
JOB LOCATIONS

47355 Rainbow Canyon Rd.
Temecula, CA 92592

THIS DESIGN IS THE EXCLUSIVE PROPERTY OF WESTERN SIGN & GRAPHICS. ANY REPRODUCTION WITHOUT WESTERN SIGN & GRAPHICS WRITTEN CONSENT.

ALL PRIMARY ELECTRICAL TO SIGN LOCATION TO BE PROVIDED BY OTHERS.

DRAWN BY: *Jason*

DATE: 8.8.16

PRESENTED BY:

TIFFANY DEL GATTO

CUSTOMER APPROVAL

DATE:

REVISION

SHEET: 1 OF 3

FILE NUMBER

18-456

MEMBER OF THE SIGNAGE & GRAPHICS ASSOCIATION

CASE: PP26184
EXHIBIT: Sign Exhibit
DATE: 4/14/2020
PLANNER: DHarris
 Meeting Comment/Approve Final

A D/F ILLUMINATED PYLON
SCALE: 1/8" = 1'-0"



ALUMINUM & SHEET METAL FABRICATION
MONTEK TEXTURED AND PAINTED FINISH
FACE ILLUMINATED CHANNEL LETTERS / LOGO
L.E.D. ILLUMINATION



SIMULATED NIGHT ILLUMINATION



END VIEW

FRONT VIEW

QTY: 1

B

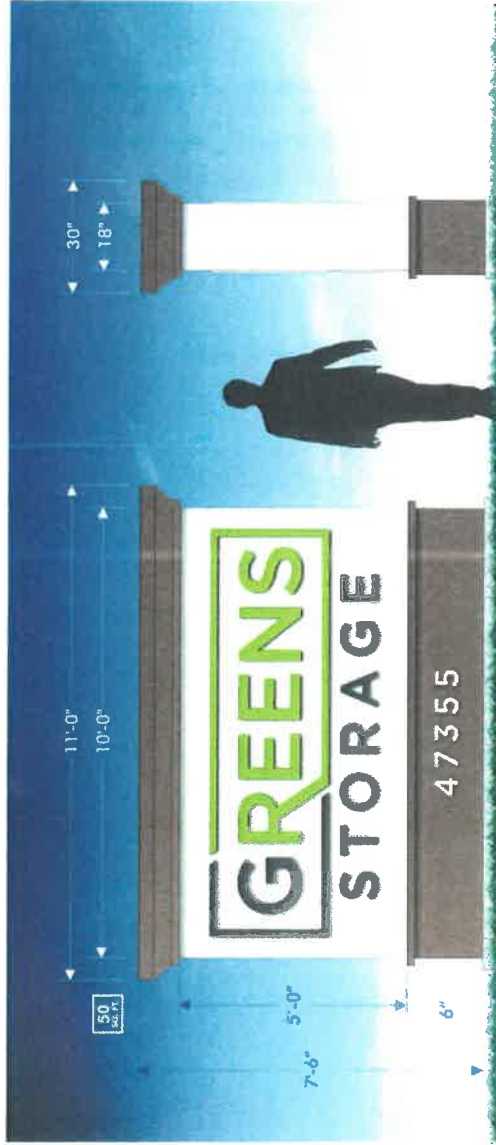
D/F ILLUMINATED MONUMENT

SCALE: 3/8" = 1'-0"

MANUFACTURE & INSTALL



ALUMINUM & SHEET METAL FABRICATION
MONTEX TEXTURED AND PAINTED FINISH
1/2" ACRYLIC PUSH THRU COPY/LOGO
NON-ILLUMINATED ADDRESS NUMBERS - 1/2" ACRYLIC PAINTED WHITE
L.E.D. ILLUMINATION



WESTERN
SIGN & ARCHITECTURE

881 South Pacific Street
SAN MARCOS, CA 92078
PHONE: 760.738.6070
FAX: 760.736.6073

PROJECT TITLE

GREENS
STORAGE
JOB LOCATIONS
47355 Rainbow Canyon Rd.
Temecula, CA 92592

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LOCATION TO BE PROVIDED BY OTHERS.

DRAWN BY: *Jason*
DATE: 8.8.16

PRESENTED BY:
TIFFANY DELGATTO
CUSTOMER APPROVAL

DATE:
REVISION

SHEET: 2 OF 3
FILE NUMBER
18-456



CASE: PP26184
EXHIBIT: Sign Exhibit
DATE: 4/15/2020
PLANNER: DHarris
 Meeting Comment/Needs Final

SITE MAP



251 South Pacific Street
 SAN MARCOS, CA 92678
 PHONE: 760.736.8070
 FAX: 760.736.8073

PROJECT TITLE

GREENS STORAGE
JOB LOCATIONS
 47355 Rainbow Canyon Rd.
 Temecula, CA 92592

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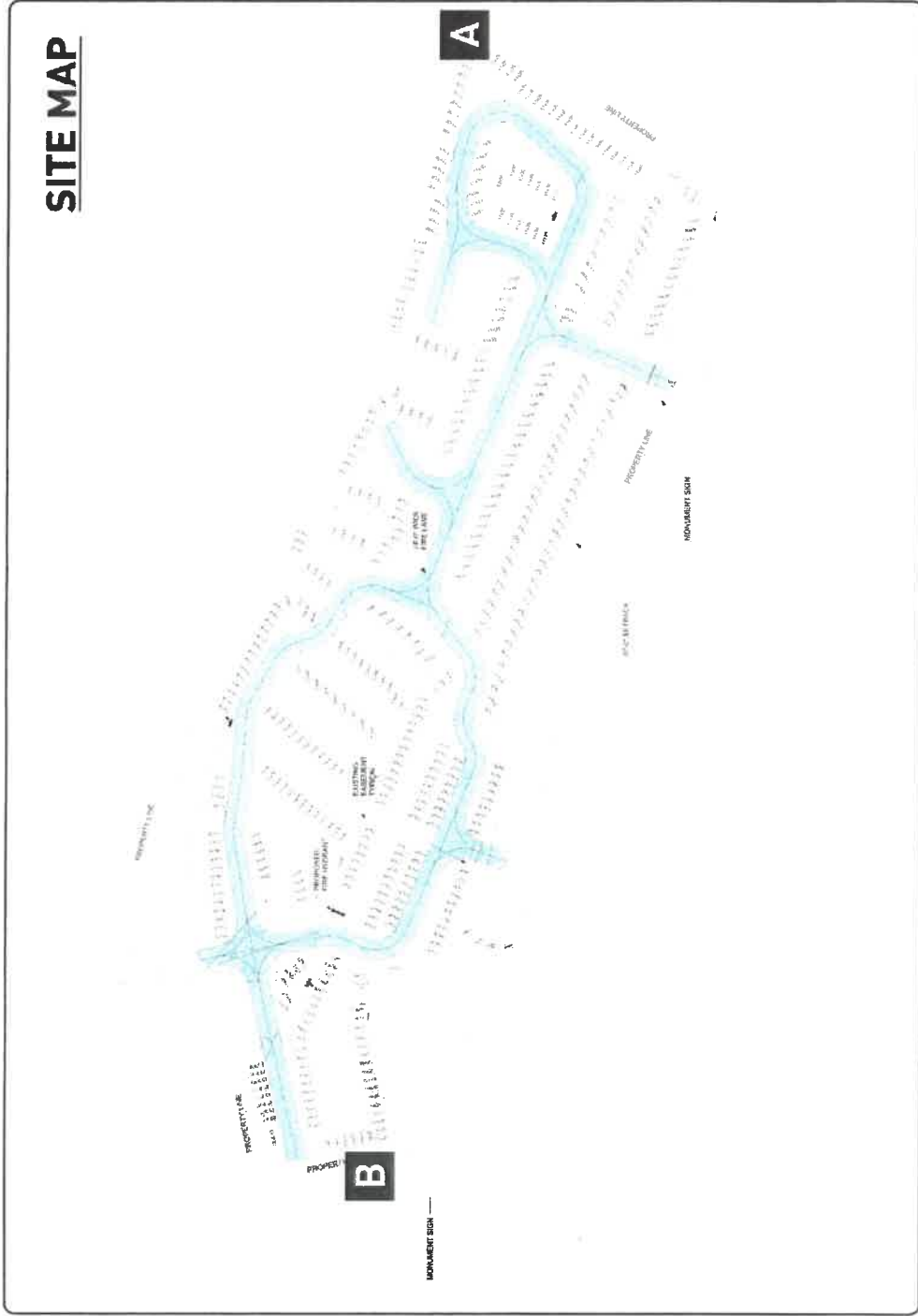
ALL PRIMARY ELECTRICAL TO SIGN
 LOCATION TO BE PROVIDED BY OTHERS

DRAWN BY: Jason
DATE: 8.8.16

PRESENTED BY:
 TIFFANY DELGATTO
 CUSTOMER APPROVAL

DATE: **REVISION**

SHEET: 3 OF 3
FILE NUMBER
18-456





**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**



Juan C. Perez
Agency Director

04/16/20, 7:12 am

PP26184

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PP26184. 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 - 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 PP26184, its advisory agencies, appeal boards, or legislative body concerning the project 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 project, 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

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 1 AND - HOLD HARMLESS (cont.)

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. 2 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plot Plan No. 26184 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. 3 AND - Project Description & Operational Limits

PLOT PLAN NO. 26184 is a proposal to permit an existing recreational vehicle (R.V.), boat, trailer storage yard, tow and impound yard, including a propane tank of 250 gallons for R.V. storage customer use only on a 9.48 acre site. The existing buildings used to operate the facility includes a modular structure, a caretaker's residence, and two covered parking structures. The project proposes to replace the existing approximately 1,186 square feet modular structure used as an office with a 1,716 square feet (SF) office building. The office building will include a customer lobby area, offices, golf cart parking garage, and trash enclosure. The project also proposes to replace the caretaker's residence with a 964 SF storage building. The storage building will include a storage area, restrooms and a shower stall. The two existing covered parking structures of 7,130 SF and 12,500 SF will remain on site. The project will continue to accommodate 391 uncovered storage stalls and 33 covered stalls. The propose project will have seven (7) metal shipping containers on the project site for the property owner's use only for storage for maintenance of the site. The office will be open to the public from 8:30am to 5:30pm, Monday through Saturday, and will be closed Sunday and Holidays. The storage area is accessible to customers from 6am to 10pm, 7 days a week through individual gate access codes. The impound yard is open 7 days a week and 24 hours a day.

Advisory Notification. 4 AND - Design Guidelines

Compliance with applicable Design Guidelines:

- 1. 3rd & 5th District Design Guidelines
- 2. County Wide Design Guidelines and Standards

Advisory Notification. 5 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBITS:

ADVISORY NOTIFICATION DOCUMENT**Advisory Notification****Advisory Notification. 5 AND - Exhibits (cont.)**

Exhibit A (Site Plan) sheets 1-4, Amended No. 4, dated March 10, 2020.

Exhibit B (Elevations, Floorplan) sheets 1-8, Amended No. 4, dated March 10, 2020.

Exhibit L (Conceptual Landscape Plan) sheet 1, Amended No. 4, dated December 3, 2019.

Exhibit S (Sign Plans) sheets 1-3, dated April 14, 2020.

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

ADVISORY NOTIFICATION DOCUMENT**BS-Plan Check****BS-Plan Check. 1****Gen - Custom**

BUILDING AND SAFETY COMMENTS To assist in providing an expeditious review, please cloud all corrections on revised exhibit. Items labeled as "Corrections" must be addressed prior to entitlement approval. Items labeled as "Notifications" are for your information only and are not required for entitlement approval. Include a comment response list addressing each correction on the comment list. Thank You.

NOTIFICATIONS: ACCESSIBLE PATH OF TRAVEL: 1- Please provide a revised site plan to indicate the required continuous accessible paved path of travel. The accessible path of travel details shall include; 1. Accessible path construction type (Asphalt or concrete). 2. Accessible path width. 3. Accessible path directional slope % and cross slope %. 4. All accessible ramp and curb cut-out locations and details where applicable. The Accessible path of travel shall:

1. Connect to all building(s).
2. Connect to all accessible parking loading/unloading areas.
3. Connect to accessible sanitary facilities.
4. Connect to areas of public accommodation. Please be aware that the approved site plan with accessibility requirements should be included with any building plan submittals. The plan review staff may have additional comments depending on the additional information or revisions provided during the plan review process. Additional accessible requirements within the structure shall be reviewed during the building plan review.

CODE/ORDINANCE REQUIREMENTS: The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply. **NOTE:** The new updated 2019 California Building Codes will be in effect as of January 1st 2020, as mandated by the state of California. Any building plan and fee payment submitted to the building department on or after January 1st, 2020 will be subject to the new updated California Building Code(s). **PERMIT ISSUANCE:** Per section 105.1 (2016 California Building Code, CBC): Where any owner or authorized agent intends to construct, enlarge, alter, repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the regulation of which is governed by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit. The applicant shall obtain the required building permit(s) from the building department prior to any

ADVISORY NOTIFICATION DOCUMENT**BS-Plan Check****BS-Plan Check. 1 Gen - Custom (cont.)**

construction or placement of any building, structure or equipment on the property. The applicant shall obtain an approved final building inspection and certificate of occupancy from the building department prior to any use or occupancy of the building, or structure. At no time shall the approval of the planning case exhibit allow for the construction or use of any building, structure, or equipment. In residential applications, each separate structure will require a separate building permit.

E Health**E Health. 1 ECP COMMENTS**

Based on the information provided in the environmental assessment document conducted by Earth Strata Geotechnical Services Inc. dated December 27, 2017, 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 - Fire**

1.) Access - Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

2.) Water - Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code, Riverside County Ordinance 787 and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

3.) High Fire Hazard Severity Zone - The project is located in the "SRA Very High Fire Hazard Severity Zone" of Riverside County as shown on a map titled Very High Fire Hazard Severity Zones, dated April 8, 2010 and retained on file at the office of the Fire Chief and supersedes other maps previously adopted by Riverside County designating high fire hazard areas.

Any building constructed on lots created by this project shall comply with the special construction provisions contained in Riverside County Ordinance 787, Title 14, the California Building Code and Riverside County Fire Department Information Bulletin #08-05. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

ADVISORY NOTIFICATION DOCUMENT**Flood****Flood. 1****0010-Flood-USE FLOOD HAZARD REPORT**

BB Session ID: 007-104-087 Plot Plan (PP) 26184 is a proposal to permit an existing RV and boat storage facility on a 9.48-acre site in the Rainbow area. The site is located between the Interstate 15 Freeway and Rainbow Canyon Road just north of Frontage Road and south of the California Highway Patrol Rainbow Inspection Facility.

This Proposal includes two existing modular structures that are to be removed and replaced with new office/restroom. The two existing RV Shelters 1 & 2 are situated along the westerly property line and will remain. Plot Plan No. 16694 was an approved entitlement for a Contractor Storage yard for this site in 2001.

The site is on the valley floor. Two watercourses confluence at the northwest corner of the property and have a combined tributary watershed of approximately 450 acres. These flows then traverse along the west property line and exit in the south. The existing structures may be subject to severe flooding and erosion damage if they were not constructed with the appropriate flood proofing and erosion protection.

There are no existing or proposed District maintained facilities associated with this project. The District shall provide a Flood Hazard Report and any appropriate conditions of approval for inclusion of the Planning staff report. The Transportation Department will have the responsibility to process the review and approval of any hydrological or drainage studies including the preliminary and final Water Quality Management Plan (WQMP) if required.

Planning**Planning. 1****0010-Planning-USE - 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

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 6

0010-Planning-USE - LOW PALEO (cont.)

- 1.All site earthmoving shall be ceased in the area of where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.
- 2.The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery.
- 3.The applicant shall retain a qualified paleontologist approved by the County of Riverside.
- 4.The paleontologist shall determine the significance of the encountered fossil remains.
- 5.Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.
- 6.If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains.
- 7.Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and cataloged, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 10 Landscape Requirement (cont.)

water purveyor; and, 4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall: 1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available. 2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859. 3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

Transportation

Transportation. 1 RCTD - Demolish, Relocate, Fence, Parking Stalls & Other

The project proponent agreed, in the future, if the County decides to widen Rainbow Canyon Road, the project proponent shall be responsible for relocating the existing fence, parking stalls, gates, signs, and any other structures located within the 44' ultimate half-width right-of-way of Rainbow Canyon Road, at the owner(s)' expense and absolutely no cost shall be accrued to the County of Riverside for the demolishing and relocation of the existing said structures. The demolishing and relocation shall take effect immediately when the County request to demolish and relocate the existing parking stalls and structures located along the ultimate Rainbow Canyon Road right-of-way.

Transportation. 2 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 be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

3. Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

4. 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.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2 RCTD - General (cont.)

5. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.
6. The project proponent agreed, in the future, if the County decides to widen Rainbow Canyon Road, the project proponent shall be responsible for demolishing and relocating the existing fence, parking stalls, gates, signs, and any other structures located within the 44' ultimate half-width right-of-way of Rainbow Canyon Road, at the owner(s)' expense and absolutely no cost shall be accrued to the County of Riverside for the demolishing and relocation of the existing said structures. The demolishing and relocation shall take effect immediately when the County request to demolish and relocate the existing parking stalls and structures located along the ultimate Rainbow Canyon Road right-of-way.
7. The Project shall obtain approval of street improvement plans from the Transportation Department.
8. Improvement plans shall be based upon a design profile extending a minimum of 300 feet beyond the project limits.

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.

Waste Resources

Waste Resources. 1 0010-Waste Resources-USE- AB 1826

AB 1826 (effective April 1, 2016) requires businesses that generate 8 cubic yards or more of organic waste per week to arrange for organic waste recycling services. The threshold amount of organic waste generated requiring compliance by businesses is reduced in subsequent years. Businesses subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:

- Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
- Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Waste Resources. 2 0010-Waste Resources-USE- AB 341

AB 341 focuses on increased commercial waste recycling as a

ADVISORY NOTIFICATION DOCUMENT**Waste Resources****Waste Resources. 2 0010-Waste Resources-USE- AB 341 (cont.)**

method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

-Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.

-Subscribe to a recycling service with waste hauler.

-Provide recycling service to tenants (if commercial or multi-family complex).

-Demonstrate compliance with the requirements of California Code of Regulations Title 14.

For more information, please visit: www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

Waste Resources. 3 0010-Waste Resources-USE- HAZARDOUS MATERIALS

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

Waste Resources. 4 0010-Waste Resources-USE- LANDSCAPE PRACTICES

Use mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries.

Reduce the amount of green waste generated in common landscaped areas through grass recycling (where lawn

ADVISORY NOTIFICATION DOCUMENT

Waste Resources

Waste Resources. 4 0010-Waste Resources-USE- LANDSCAPE PRACTICES (cont.)

clippings from a mulching type mower are left on lawn), or through on-site composting of green waste, or through the separation of green waste from other waste types to send to a composting facility.

Xeriscape and/or use drought tolerant/low maintenance vegetation in all landscaped areas of the project.

Plan: PP26184

Parcel: 918200025

60. Prior To Grading Permit Issuance

Survey

060 - Survey. 1 RCTD - Prior to Road Construction Not Satisfied

Prior to doing any work within the road right-of-way, if survey monuments including centerline monuments, tie points, property corners and benchmarks found it shall be located and tied out and corner records filed with the County Surveyor pursuant to Section 8771 of the Business & Professions Code. Survey points destroyed during construction shall be reset, and a second corner record filed for those points prior to completion and acceptance of the improvements.

Transportation

060 - Transportation. 1 RCTD - Submit Grading Plans Not Satisfied

The project proponent shall submit two sets of grading plans (24" x 36") to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The Standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

060 - Transportation. 2 RCTD-WQC - CONDITIONAL WQMP REQUIREMENTS Not Satisfied

WQMP is not required for entitlement. However, an approved WQMP is required prior to any grading or building permit, if the development of the parcel meets or exceeds any of the thresholds for a WQMP. Submit the applicable WQMP applicability checklist, found on <http://rcflood.org/npdes/>, if your project proposes an auto-repair shop, adding 5,000 sq.ft. of impervious area, or disturbing more than 1 acre. If a WQMP is required, submit a single file PDF on two CD/DVD copies to the Transportation Department for review and approval. At the time of entitlement, the project has shown less than 5,000 sf of impervious area and the stream on the west-side of the project was determined as not an "Environmentally Sensitive Area". As a result no WQMP was required during the entitlement phase. Although, no WQMP is expected in the plan check phase, the project shall address the following with approval of a hydrology report and improvement plans: - A large watershed is tributary to this project from the hills, east of Rainbow Canyon Road. During the final design, the proposed interim shotcrete lined ditches shall be designed to facilitate maintenance and the safety of the traveling public. Also, the roadway will be widened or striped to ensure a minimum of 12 foot traveled way in each direction. - Another larger watershed is tributary to the western boundary of this project. The project proposes retaining walls within this stream area. During the final design, the project shall design the walls to sufficiently address any negative effects from the stream, such as scour, and also mitigate any negative affects to adjacent property owners due to any intrusions due to the walls, within the stream areas.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 0080-BS GRAD-USE - NO GRADING VERIFICATION Not Satisfied

Prior to the issuance of any building permits, the applicant shall comply with the County of Riverside Department of Building and Safety "NO GRADING VERIFICATION" requirements. The "NO GRADING VERIFICATION" is not required if the applicant obtains a grading permit.

Plan: PP26184

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80. Prior To Building Permit Issuance

E Health

080 - E Health. 1 **OWTS Plans** **Not Satisfied**

A set of two detailed plans drawn to a proper scale of the proposed subsurface sewage disposal system. Because of high groundwater, system to be designed with advanced treatment. System to be consistent with the Onsite Wastewater Treatment System report from Earth Strata Geotechnical Services, Inc. dated 2/27/2018 (project No.172027-11A) and design plans dated 12/5/2018. Any existing OWTS to be properly demolished under permit.

080 - E Health. 2 **Water Will Serve** **Not Satisfied**

A "Will-Serve" letter is required from the appropriate water agency.

Fire

080 - Fire. 1 **Prior to permit** **Not Satisfied**

The fire department could find not documentation that the structures on site have been previously approved without sprinkler systems. Per our ordinance, all structures exceeding 3500 square feet shall be equipped with automatic sprinklers. For this reason, this project will be approved under the condition that, unless the applicant can provide documentation verifying that sprinklers were not required, approved automatic sprinkler systems shall be installed in all buildings that meet the criteria of the ordinance.

080 - Fire. 2 **Prior to permit** **Not Satisfied**

1. 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) 2.

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)

080 - Fire. 3 **Prior to permit** **Not Satisfied**

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 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 Office of the Fire Marshal. Specific requirements for the project will be determined at time of submittal. (CFC 507.3, Appendix B) 2. The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet to a building. A fire hydrant shall be located within 50 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 1/2" x 2 1/2") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3) 3. Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Office of the Fire Marshal for review. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Office of the Fire Marshal prior to beginning construction. They shall be maintained accessible.

Plan: PP26184

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 2 80 TRANSPORTATION - Landscape Plot Plan/Permit Not Satisfied

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall: Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24" x 36"), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

1) Landscape and irrigation working drawings "stamped" by a California certified/registered landscape architect; 2) Weather-based controllers and necessary components to eliminate water waste; 3) A copy of the "stamped" approved grading plans; and, 4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

1) Identification of all common/open space areas; 2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC; 3) Shading plans for projects that include parking lots/areas; 4) The use of canopy trees (24" box or greater) within the parking areas; 5) Landscaping plans for slopes exceeding 3 feet in height; 6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or, 7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Plan: PP26184

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 2 80 TRANSPORTATION - Landscape Plot Plan/Permit Not Satisfied

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 3 80 TRANSPORTATION - Landscape Project Specific 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 not plant/install any more Schinus Molle/California Pepper within or immediately adjacent to COunty Road ROWs;
- Project shall comply with the latest version of Ord. 859 ETo of .45, for commercial applications, .50 ETo for residential, or .70 ETo for recycled water uses. Project shall comply with the latest State Model Water Efficient Landscape Ordinance. Project shall comply with the local servicing water purveyor/district/company landscape requirements including those related to recycled water.
- Project proponent shall design overhead irrigation with a minimum 24" offset from non-permeable surfaces, even if that surface drains into a permeable area.
- Landscaping plans shall incorporate the use of specimen (24" box or greater) canopy trees. All trees and shrubs shall be drawn to reflect the average specimen size at 15 years of age. All trees shall be double or triple staked and secured with non-wire ties.
- Project shall prepare water use calculations as outlined in Ord 859.3.
- Trees shall be hydrozoned separately.
- Irrigation shall be designed using hydrozones by plant water type, irrigation type, and flat/sloped areas.
- The developer/ permit holder/landowner shall use the County of Riverside's California Friendly Plant List when making plant selections. Use of plant material with a "low" or "very low" water use designation is strongly encouraged.
- All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the useful plant life, and replaced with an equal or lessor water use plant.
- Project shall use County standard details for which the application is available in County Standard Detail Format.
- Monuments, boulders, and fan palms shall be located outside the County Maintained Road Right-of-Way (ROW).
- Restricted plant species noted in MSHCP documents shall not be used if MSHCP areas are adjacent to the project.
- Hydroseeding is not permitted in stormwater BMP slope areas, container stock will be required on slopes. Trees must be located to avoid drainage swales and drain, utility, leach, etc. lines and structures
- Landscape and irrigation plans must meet erosion control requirements of Ordinance 457.
- Project shall use 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.

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80. Prior To Building Permit Issuance Transportation

080 - Transportation. 4 RCTD-WQC - CONDITIONAL WQMP REQUIREMENTS Not Satisfied

WQMP is not required for entitlement. However, an approved WQMP is required prior to any grading or building permit, if the development of the parcel meets or exceeds any of the thresholds for a WQMP. Submit the applicable WQMP applicability checklist, found on <http://rcflood.org/npdes/>, if your project proposes an auto-repair shop, adding 5,000 sq.ft. of impervious area, or disturbing more than 1 acre. If a WQMP is required, submit a single file PDF on two CD/DVD copies to the Transportation Department for review and approval.

This condition applies WQMP is required, but a grading permit is not required.

Waste Resources

080 - Waste Resources. 1 0080-Waste Resources-USE- WASTE RECYCLE PLAN Not Satisfied

Prior to building permit issuance, 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.

90. Prior to Building Final Inspection

Planning

090 - Planning. 1 0090-Planning-USE - CONDITION COMPLIANCE Not Satisfied

The Department of Building and Safety shall verify that the Development Standards of this approval and all other preceding conditions have been complied with prior to any use allowed by this permit.

090 - Planning. 2 0090-Planning-USE - EXISTING STRUCTURES Not Satisfied

All existing buildings, structures and uses on the entire property shall conform to all the applicable requirements of Ordinance No. 348 and Ordinance No. 457, and the

Plan: PP26184

Parcel: 918200025

90. Prior to Building Final Inspection

Planning

090 - Planning. 2 **0090-Planning-USE - EXISTING STRUCTURES (cont.)** **Not Satisfied**
conditions of this permit.

090 - Planning. 3 **0090-Planning-USE - UTILITIES UNDERGROUND** **Not Satisfied**

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

090 - Planning. 4 **0090-Planning-USE- SKR FEE CONDITION** **Not Satisfied**

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection, whichever comes first, the land divider/permit holder shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary, depending upon a variety of factors, including the type of development upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 9.48 acres in accordance with the Plot Plan. If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

090 - Planning. 5 **0090-Planning-USE*- WALL & FENCE LOCATIONS** **Not Satisfied**

Wall and/or fence locations shall be in conformance with APPROVED EXHIBIT A.

Transportation

090 - Transportation. 1 **90 TRANSPORTATION - Landscape Inspection and** **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: PP26184

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 1 90 TRANSPORTATION - Landscape Inspection and Not Satisfied

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

090 - Transportation. 2 RCTD - Improvement Not Satisfied

Rainbow Canyon Road along project boundary is designated as a SECONDARY HIGHWAY, and shall be improved with concrete channel, headwall, box culvert and associated improvements per the Amended exhibit dated 4/17/2019 and as directed by the Director of Transportation.

090 - Transportation. 3 RCTD - Install Gate Not Satisfied

Proposed gates shall be installed 35', minimum, radial for the Rainbow Canyon Road flowline and as directed by the Director of Transportation.

090 - Transportation. 4 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:

Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 824.

090 - Transportation. 5 RCTD-WQC – CONDITIONAL WQMP COMPLETION Not Satisfied

WQMP is not required for entitlement. However, if a WQMP is required during the plan check phase, the project shall acceptably install all structural BMPs described in the Project-Specific WQMP, provide an Engineer WQMP certification, GPS location of all BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department's Business Storm Water Compliance Program Section.

Waste Resources

090 - Waste Resources. 1 0090-Waste Resources-USE - WASTE REPORTING FORM Not Satisfied

Prior to building final inspection, evidence (i.e., receipts or other types of verification) to demonstrate project compliance with the approved Waste Reporting 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.



June 4, 2019

Attn: Dione Harris
Riverside County Planning Dept
4080 Lemon Street
Riverside, CA 92502

Subject: Plot Plan No. 26184 – Greens Rainbow, LLC
APN: 918-110-010, 918-110-030, 918-200-011, 918-200-025, & 918-200-026
Location: Easterly of I-15, northerly of Rainbow Canyon Rd and westerly of Rainbow Canyon Rd
Project Description: Plot Plan to permit an existing RV and boat storage yard, along with equipment rentals on a 9.55 acre site with 675 s.f. office building, 2,160 s.f. residence, 5,700 s.f. RV parking structure and a second 10,500 s.f. RV parking structure.

Attn: Dione Harris

Upon review of the reference project location, we determined that the project is located within Western Municipal Water District's (WMWD) service area and not within EMWD's service area.

WMWD will direct the customer to EMWD to pay Sewer Fees, if applicable.

Please forward public notifications to the appropriate agency having jurisdiction in the project area.

If you have any questions or concerns, please do not hesitate to contact me at (951) 928-3777, extension 4468 or by email at El-hagem@emwd.org.

Sincerely,

Board of Directors
David J. Slavson, *President* Ronald W. Sullivan, *Vice President* Stephen J. Corona Philip E. Pauls Randy A. Record

2270 Trumble Road • P.O. Box 8300 • Perris, CA 92572-8300
T 951.928.3777 • F 951.928.6177 www.emwd.org

Attn: Dione Harris

June 4, 2019

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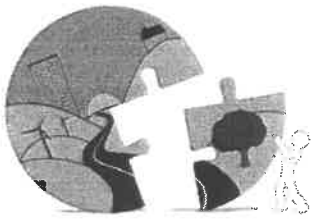


Maroun El-Hage, MPA, MS, PE
Senior Civil Engineer
Development Services Department
Eastern Municipal Water District

MEH:kpm

Attachment(s)/Enclosure(s): Copy of the Public Notice

c:



RIVERSIDE COUNTY PLANNING DEPARTMENT

Steve Weiss, AICP
Planning Director

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. PP 26184

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATION INFORMATION

Applicant Name: Greens Rainbow, LLC.

Contact Person: Neil R. Kadakia E-Mail: Neil@GreensGlobal.com

Mailing Address: 910 South El Camino Real, Suite# 100
San Clemente Street CA 92672
City State ZIP

Daytime Phone No: (949) 546-0563 Fax No: (949) 546-0561

Engineer/Representative Name: David Caron

Contact Person: David Caron E-Mail: dave@civillandworks.com

Mailing Address: 110 Copperwood Way, Suite P
Oceanside Street CA 92058
City State ZIP

Daytime Phone No: (760) 845-3081 Fax No: ()

Property Owner Name: Greens Rainbow, LLC.

Contact Person: Rajesh J. Kadakia E-Mail: Accounting@GreensGlobal.com

Mailing Address: 910 South El Camino Real
San Clemente Street CA 92672
City State ZIP

Daytime Phone No: (949) 546-0560 Fax No: (949) 546-0561

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

"Planning Our Future... Preserving Our Past"

APPLICATION FOR LAND USE AND DEVELOPMENT

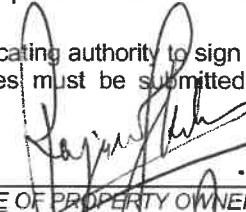
Check this box if additional persons or entities have an ownership interest in the subject property(ies) in addition to that indicated above; and attach a separate sheet that references the use permit type and number and list those names, mailing addresses, phone and fax numbers, and email addresses; 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:

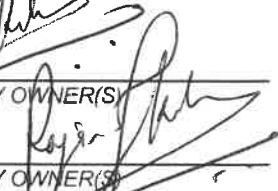
I certify that I am/we are the record owner(s) or authorized agent, and that the information filed is true and correct to the best of my knowledge, and in accordance with Govt. Code Section 65105, acknowledge that in the performance of their functions, planning agency personnel may enter upon any land 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.)

RAJESH J. KADAKIA
PRINTED NAME OF PROPERTY OWNER(S)


SIGNATURE OF PROPERTY OWNER(S)

General Partner, Greens Rainbow, LLC.
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): #918-110-010-7,#030-5,~~#918-200-10-5~~,#-11-6,#-025-9,#-26-0

Approximate Gross Acreage: 9.81 Acres

General location (nearby or cross streets): North of _____, South of _____, East of I-15, West of Old Hwy 395.

APPLICATION FOR LAND USE AND DEVELOPMENT

PROJECT PROPOSAL:

Describe the proposed project.

PV & Boat Storage Yard with on-site manager's residences.

Identify the applicable Ordinance No. 348 Section and Subsection reference(s) describing the proposed land use(s): _____

Number of existing lots: 6

EXISTING Buildings/Structures: Yes <input type="checkbox"/> No <input 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"/>	
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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 type="checkbox"/> No <input type="checkbox"/>				
No.*	Square Feet	Height	Stories	Use/Function
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

PROPOSED Outdoor Uses/Areas: Yes <input type="checkbox"/> No <input 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:

Are there previous development applications filed on the subject property: Yes No

If yes, provide Application No(s). _____
(e.g. Tentative Parcel Map, Zone Change, etc.)

Initial Study (EA) No. (if known) _____ EIR No. (if applicable): _____

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes No

If yes, indicate the type of report(s) and provide a signed copy(ies): _____

Is the project located within 1,000 feet of a military installation, beneath a low-level flight path or within special use airspace as defined in Section 21098 of the Public Resources Code, and within an urbanized area as defined by Government Code Section 65944? Yes No

Is this an application for a development permit? Yes No

If the project located within either the Santa Ana River/San Jacinto Valley watershed, the Santa Margarita River watershed, or the Whitewater River watershed, check the appropriate checkbox below.

If not known, please refer to [Riverside County's Map My County website](#) to determine if the property is located within any of these watersheds (search for the subject property's Assessor's Parcel Number, then select the "Geographic" Map Layer – then select the "Watershed" sub-layer)

If any of the checkboxes are checked, click on the adjacent hyperlink to open the applicable Checklist Form. Complete the form and attach a copy as part of this application submittal package.

[Santa Ana River/San Jacinto Valley](#)

[Santa Margarita River](#)

[Whitewater River](#)

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: Greens Rainbow, LLC.

Address: 910 South El Camino Real, Suite # 100; San Clemente, CA 92672

Phone number: 949-546-0563

Address of site (street name and number if available, and ZIP Code): 47355 Rainbow Canyon Rd 92592

Local Agency: County of Riverside

Assessor's Book Page, and Parcel Number: 918-110-010-7,#030-5,918-200-10-5,#-11-6,#-025-9,#-26-6

Specify any list pursuant to Section 65962.5 of the Government Code: _____

Regulatory Identification number: _____

Date of list: _____

Applicant: Greens Rainbow, LLC. Date _____

HAZARDOUS MATERIALS DISCLOSURE STATEMENT

Government Code Section 65850.2 requires the owner or authorized agent for any development project to disclose whether:

1. Compliance will be needed with the applicable requirements of Section 25505 and Article 2 (commencing with Section 25531) of Chapter 6.95 of Division 20 of the Health and Safety Code or the requirements for a permit for construction or modification from the air pollution control district or air quality management district exercising jurisdiction in the area governed by the County. Yes No
2. The proposed project will have more than a threshold quantity of a regulated substance in a process or will contain a source or modified source of hazardous air emissions. Yes No

I (we) certify that my (our) answers are true and correct.

Owner/Authorized Agent (1)  Date 01/01/2017

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\295-1010 Land Use and Development Condensed Application.docx

Created: 04/29/2015 Revised: 06/06/2016



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**



Juan C. Perez
Director of Transportation and Land Management Agency

Patricia Romo
Assistant Director,
Transportation Department

Steven A. Weiss
Planning Director,
Planning Department

Mike Lara
Building Official,
Building & Safety Department

Greg Flannery
Code Enforcement Official,
Code Enforcement Department

LAND USE and PERMIT APPLICATION PROCESSING AGREEMENT
Agreement for Payment of Costs of Application Processing

TO BE COMPLETED BY APPLICANT:

This agreement is by and between the County of Riverside, hereafter "County of Riverside",
and Greens Rainbow, LLC. hereafter "Applicant" and Greens Rainbow, LLC. "Property Owner".

Description of application/permit use:
RV and Boat Storage Plot Plan

If your application is subject to Deposit-based Fee, the following applies

Section 1. Deposit-based Fees

Purpose: The Riverside County Board of Supervisors has adopted ordinances to collect "Deposit-based Fees" for the costs of reviewing certain applications for land use review and permits. The Applicant is required to deposit funds to initiate staff review of an application. The initial deposit may be supplemented by additional fees, based upon actual and projected labor costs for the permit. County departments draw against these deposited funds at the staff hourly rates adopted by the Board of Supervisors. The Applicant and Property Owner are responsible for any supplemental fees necessary to cover any costs which were not covered by the initial deposit.

Section 2. Applicant and Property Owner Responsibilities for Deposit-based Fee Applications

- A. Applicant agrees to make an initial deposit in the amount as indicated by County ordinance, at the time this Agreement is signed and submitted with a complete application to the County of Riverside. Applicant acknowledges that this is an initial deposit and additional funds may be needed to complete their case. The County of Riverside will not pay interest on deposits. Applicant understands that any delays in making a subsequent deposit from the date of written notice requesting such additional deposit by County of Riverside, may result in the stoppage of work.
- B. Within 15 days of the service by mail of the County of Riverside's written notice that the application permit deposit has been reduced to a balance of less than 20% of the initial deposit or that the deposit is otherwise insufficient to cover the expected costs to completion, the Applicant agrees to make an additional payment of an amount as determined by the County of Riverside to replenish the deposit. Please note that the processing of the application or permit may stop if the amount on deposit has been expended. The Applicant agrees to continue making such payments until the County of Riverside is reimbursed for all costs related to this application or permit. The County of Riverside is entitled to recover its costs, including attorney's fees, in collecting unpaid accounts that would have been drawn on the deposit were it not depleted.
- C. The Property Owner acknowledges that the Applicant is authorized to submit this agreement and related application(s) for land use review or permit on this property. The Property Owner also acknowledges that should the Applicant not reimburse the County of Riverside for all costs related to this application or permit, the Property Owner shall become immediately liable for these costs which shall be paid within 15 days of the service by mail of notice to said property Owner by the County.

- D. This Agreement shall only be executed by an authorized representative of the Applicant and the Property Owner. The person(s) executing this Agreement represents that he/she has the express authority to enter into this agreement on behalf of the Applicant and/or Property Owner.
- E. This Agreement is not assignable without written consent by the County of Riverside. The County of Riverside will not consent to assignment of this Agreement until all outstanding costs have been paid by Applicant.
- F. Deposit statements, requests for deposits or refunds shall be directed to Applicant at the address identified in Section 4.

Section 3. To ensure quality service, Applicant is responsible to provide one-week written notice to the County of Riverside Transportation and Land Management Agency (TLMA) Permit Assistance Centers if any of the information below changes.

Section 4. Applicant and Owner Information

1. PROPERTY INFORMATION:

Assessors Parcel Number(s): 918-110-010-7,#030-5,918-200-026,#025-9,#010-5, #011-6

Property Location or Address:

47355 Rainbow Canyon Rd,47385 Rainbow Canyon Rd,47377Rainbow Canyon Rd,47275 Rainbow Canyon Rd

2. PROPERTY OWNER INFORMATION:

Property Owner Name: Rajesh J. Kadakia

Phone No.: 949-546-0560

Firm Name: Greens Rainbow, LLC.

Email: Accounting@GreensGlobal.com

Address: 910 South El Camino Real, Suite 100

San Clemente, CA 92672

3. APPLICANT INFORMATION:

Applicant Name: Neil Kadakia

Phone No.: 949-546-0563

Firm Name: Greens Rainbow, LLC.

Email: Neil@GreensGlobal.com

Address (if different from property owner)

910 South El Camino Real, Suite 100

San Clemente, CA 92672

4. SIGNATURES:

Signature of Applicant:  Date: 01/01/2017

Print Name and Title: Neil Kadakia, Authorized Personnel

Signature of Property Owner:  Date: 01/01/2017

Print Name and Title: Rajesh J. Kadakia, General Partner

Signature of the County of Riverside, by _____ Date: _____

Print Name and Title: _____

FOR COUNTY OF RIVERSIDE USE ONLY	
Application or Permit (s)#: _____	
Set #: _____	Application Date: _____

INDEMNIFICATION AGREEMENT

This INDEMNIFICATION AGREEMENT ("Agreement"), made by and between the COUNTY OF RIVERSIDE, a political subdivision of the State of California ("COUNTY"), and Greens Rainbow, LLC, a California Limited Liability Company ("PROPERTY OWNER"), relating to the PROPERTY OWNER'S indemnification of the COUNTY under the terms set forth herein:

WITNESSETH:

WHEREAS, the PROPERTY OWNER has a legal interest in the certain real property described as APN 918-110-010, 918-110-030, 918-200-010, 918-200-011, 918-200-025 and 918-200-026 ("PROPERTY"); and,

WHEREAS, on January 31, 2017, PROPERTY OWNER filed an application for Plot Plan No. 26184 ("PROJECT"); and,

WHEREAS, judicial challenges of projects requiring discretionary approvals, including, but not limited to, California Environmental Quality Act determinations, are costly and time consuming. Additionally, project opponents often seek an award of attorneys' fees in such challenges; and,

WHEREAS, since property owners are the primary beneficiaries of such approvals, it is appropriate that such owners bear the expense of defending against any such judicial challenge, and bear the responsibility of any costs, attorneys' fees and damages which may be awarded to a successful challenger; and,

WHEREAS, in the event a judicial challenge is commenced against the PROJECT, the COUNTY has requested and the PROPERTY OWNER has agreed to defend, indemnify and hold harmless the COUNTY, its agents, officers, or employees from any claim, action or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void or annul any approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning the PROJECT or its associated environmental documentation ("LITIGATION"); and,

WHEREAS, this Agreement is entered into by the COUNTY and PROPERTY OWNER to establish specific terms concerning PROPERTY OWNER'S indemnification obligation for the PROJECT.

NOW, THEREFORE, it is mutually agreed between COUNTY and PROPERTY OWNER as follows:

1. **Indemnification.** PROPERTY OWNER, at its own expense, shall defend, indemnify and hold harmless the COUNTY, its agents, officers, and employees from and against any claim, action or proceeding brought against the

COUNTY, its agents, officers, and employees to attack, set aside, void or annul any approval of the PROJECT including any associated costs, damages, and expenses including, but not limited to, costs associated with Public Records Act requests submitted to the COUNTY related to the PROJECT and an award of attorneys' fees and costs incurred or arising out of the above-referenced claim, action or proceeding brought against the COUNTY ("Indemnification Obligation.")

2. *Defense Cooperation.* PROPERTY OWNER and the COUNTY shall reasonably cooperate in all aspects of the LITIGATION. Nothing contained in this Agreement, however, shall be construed to limit the discretion of COUNTY, in the interest of the public welfare, to settle, defend, appeal or to decline to settle or to terminate or forego defense or appeal of the LITIGATION. It is also understood and agreed that all litigation pleadings are subject to review, revision and approval by COUNTY's Office of County Counsel.

3. *Representation and Payment for Legal Services Rendered.* COUNTY shall have the absolute right to approve any and all counsel retained to defend COUNTY in the LITIGATION. PROPERTY OWNER shall pay the attorneys' fees and costs of the legal firm retained by PROPERTY OWNER to represent the COUNTY in the LITIGATION. Failure by PROPERTY OWNER to pay such attorneys' fees and costs may be treated as an abandonment of the PROJECT and as a default of PROPERTY OWNER's obligations under this Agreement.

4. *Payment for COUNTY's LITIGATION Costs.* Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. LITIGATION costs include any associated costs, fees, damages, and expenses as further described in Section 1. herein as Indemnification Obligation. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the PROJECT, PROPERTY OWNER shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars (\$20,000). PROPERTY OWNER 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. Within ten (10) days of written notice from COUNTY, PROPERTY OWNER shall make such additional deposits. Collectively, the initial deposit and additional deposits shall be referred to herein as the "Deposit."

5. *Return of Deposit.* COUNTY shall return to PROPERTY OWNER any funds remaining on deposit after ninety (90) days have passed since final adjudication of the LITIGATION.

6. **Notices.** For all purposes herein, notices shall be effective when personally delivered, delivered by commercial overnight delivery service, or sent by certified or registered mail, return receipt requested, to the appropriate address set forth below:

COUNTY:
Office of County Counsel
Attn: Melissa Cushman
3960 Orange Street, Suite 500
Riverside, CA 92501

PROPERTY OWNER:
Greens Rainbow, LLC
Attn: Rajesh J. Kadakia
910 S. El Camino Real, Ste. 100
San Clemente, CA 92672

With a copy to:
Greens Rainbow, LLC
Attn: Neil R. Kadakia
910 S. El Camino Real, Ste. 100
San Clemente, CA 92672

7. **Default and Termination.** This Agreement is not subject to termination, except by mutual agreement or as otherwise provided herein. In the event of a default of PROPERTY OWNER's obligations under this Agreement, COUNTY shall provide written notification to PROPERTY OWNER of such alleged default and PROPERTY OWNER shall have ten (10) days after receipt of written notification to cure any such alleged default. If PROPERTY OWNER fails to cure such alleged default within the specified time period or otherwise reach agreement with the COUNTY on a resolution of the alleged default, COUNTY may, in its sole discretion, do any of the following or combination thereof:

- a. Deem PROPERTY OWNER's default of PROPERTY OWNER's obligations as abandonment of the PROJECT and as a breach of this Agreement;
- b. Rescind any PROJECT approvals previously granted;
- c. Settle the LITIGATION.

In the event of a default, PROPERTY OWNER shall remain responsible for any costs and attorney's fees awarded by the Court or as a result of settlement and other expenses incurred by the COUNTY related to the LITIGATION or settlement.

8. **COUNTY Review of the PROJECT.** Nothing in this Agreement shall be construed to limit, direct, impede or influence the COUNTY's review and consideration of the PROJECT.

9. **Complete Agreement/Governing Law.** This Agreement represents the complete understanding between the parties with respect to matters set forth herein. This Agreement shall be construed in accordance with the laws of the State of California.

10. **Successors and Assigns.** The obligations specific herein shall be made, and are binding on the successors in interest of the PROPERTY OWNER, whether the succession is by agreement, by operation of law or by any other means.

11. **Amendment and Waiver.** No modification, waiver, amendment or discharge of this Agreement shall be valid unless the same is in writing and signed by all parties.

12. **Severability.** If any term, provision, covenant or condition of this Agreement is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this Agreement shall not be affected thereby, and each term, provision, covenant or condition of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

13. **Survival of Indemnification.** The parties agree that this Agreement shall constitute a separate agreement from any PROJECT approval, and if the PROJECT, in part or in whole, is invalidated, rendered null or set aside by a court of competent jurisdiction, the parties agree to be bound by the terms of this Agreement, which shall survive such invalidation, nullification or setting aside.

14. **Interpretation.** The parties have been advised by their respective attorneys, or if not represented by an attorney, represent that they had an opportunity to be so represented in the review of this Agreement. Any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be applied in interpreting this Agreement.

15. **Captions and Headings.** The captions and section headings used in this Agreement are inserted for convenience of reference only and are not intended to define, limit or affect the construction or interpretation of any term or provision hereof.

16. **Jurisdiction and Venue.** Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed in the Courts of Riverside County, State of California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court or jurisdiction.

17. **Counterparts; Facsimile & Electronic Execution.** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same document. To facilitate execution of this Agreement, the parties may execute and exchange facsimile or electronic counterparts, and facsimile or electronic counterparts shall serve as originals.

18. **Joint and Several Liability.** In the event there is more than one PROPERTY OWNER, the liability of PROPERTY OWNER shall be joint and several, and PROPERTY OWNER each of them shall be jointly and severally liable for performance of all of the obligations of PROPERTY OWNER under this Agreement.

19. **Effective Date.** The effective date of this Agreement is the date the parties sign the Agreement. If the parties sign the Agreement on more than one date, then the last date the Agreement is signed by a party shall be the effective date.

IN WITNESS WHEREOF, the parties hereto have duly caused this Agreement to be executed by their authorized representatives as of the date written.

COUNTY:
COUNTY OF RIVERSIDE,
a political subdivision of the State of California.

By: _____
Juan Perez
Riverside County TLMA Director/Interim Planning Director

Dated: _____

PROPERTY OWNER:
Greens Rainbow, LLC, a California Limited Liability Company

By: _____
Rajesh J. Kadakia
Manager

Dated: 11/6/2017

FORM APPROVED COUNTY COUNSEL
BY: _____ 12/16/17
MICHELLE CLACK DATE

CALIFORNIA ALL- PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of ORANGE }

On 11/6/2017 before me, SAHIL P. DESAI, NOTARY PUBLIC
(Here insert name and title of the officer)

personally appeared RAJESH J. KADAKIA,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(ies), and that by his/~~her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

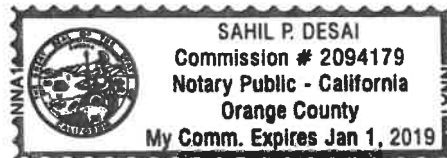
I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Notary Public Signature

(Notary Public Seal)



ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages _____ Document Date _____

CAPACITY CLAIMED BY THE SIGNER

- Individual (s)
 Corporate Officer

(Title)

- Partner(s)
 Attorney-in-Fact
 Trustee(s)
 Other _____

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknowledgments from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. he/she/they, is /are) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
 - ❖ Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
 - ❖ Indicate title or type of attached document, number of pages and date.
 - ❖ Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

NOTICE OF PUBLIC HEARING

A **PUBLIC HEARING** has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the **RIVERSIDE COUNTY DIRECTOR'S HEARING** to consider the project shown below:

PLOT PLAN NO. 26184 – Exempt from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Sections 15301 (Existing Facilities) and Section 15302 (Replacement or Reconstruction of Existing Facilities) – Applicant: Greens Rainbow, LLC – Engineer Representative: Markham Development Strategies – Third Supervisorial District – Ranch California Zoning Area – Southwest Area Plan: Community Development: Light Industrial (CD-LI)(0.25-0.60 FAR) – Community Development: Public Facilities (CD-PF) (0.25-0.60 FAR) – Location: Easterly of Interstate 15, northerly of Rainbow Canyon Road, and westerly of Rainbow Canyon Road – 9.55 Gross Acres – Zoning: Manufacturing-Service Commercial (M-SC) – **REQUEST:** Plot Plan to permit is a proposal to permit an existing recreational vehicle (R.V.), boat, trailer storage yard, tow and impound yard, including a propane tank of 250 gallons for R.V. storage customer use only on a 9.48 acre site. The existing buildings used to operate the facility includes a modular structure, a caretaker's residence, and two (2) covered parking structures. The project proposes to replace the existing approximately 1,186 sq. ft. modular structure used as an office with a 1,716 sq. ft. office building. The office building will include a customer lobby area, offices, golf cart parking garage, and trash enclosure. The project also proposes to replace the caretaker's residence with a 964 sq. ft. storage building. The storage building will include a storage area, restrooms and a shower stall. The two (2) existing covered parking structures of 7,130 sq. ft. and 12,500 sq. ft. will remain on site. The project will continue to accommodate 391 uncovered storage stalls and 33 covered stalls. The propose project will have seven (7) metal shipping containers on the project site for the property owner's use only for storage for maintenance of the site. The office will be open to the public from 8:30 a.m. to 5:30 p.m., Monday through Saturday, and will be closed Sunday and Holidays. The storage area is accessible to customers from 6:00 a.m. to 10:00 p.m., seven (7) days a week through individual gate access codes. The impound yard is open seven (7) days a week and 24 hours a day.

TIME OF HEARING: 1:30 pm or as soon as possible thereafter
DATE OF HEARING: **MAY 4, 2020**
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER
1ST FLOOR, CONFERENCE ROOM 2A
4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the Planning Department website at: <https://planning.rctlma.org/>.

For further information regarding this project, please contact Project Planner: Dionne Harris at (951) 955-6836 or email at dharris@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 application is exempt from the provisions of the California Environmental Quality Act (CEQA). The Planning Director will consider the proposed application at the public hearing.

The case file for the proposed project is available for review via email by contacting the project planner. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. Please note that access to the meeting is limited. All comments received prior to the public hearing will be submitted to the Planning Director for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received during or after the meeting will be distributed to the Planning Commission and retained for the official record.

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: Dionne Harris
P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on August 20, 2019,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PP26184 for

Company or Individual's Name RCIT - GIS,

Distance buffered 2400'

Pursuant to application requirements furnished by the Riverside County Planning Department. Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

TITLE: GIS Analyst

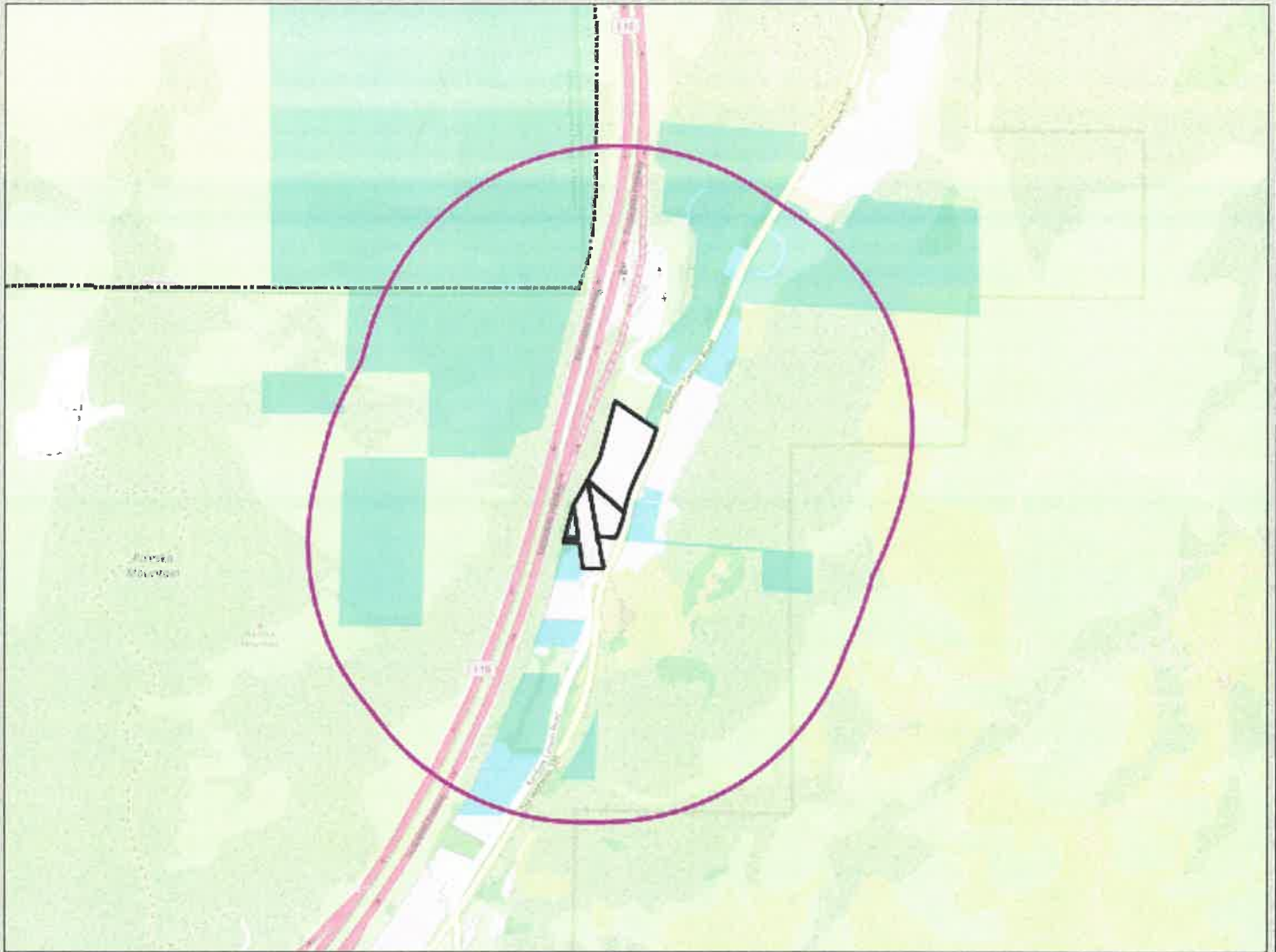
ADDRESS: 4080 Lemon Street 9TH Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

Riverside County GIS Mailing Labels

PP26184 (2400 feet buffer)



Legend

-  County Boundary
-  Cities

Notes



0 1,505 3,009 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... 8/20/2019 10:18:35 AM

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918120025
RAINBOW BUSINESS MACHINE
15254 WINESPRINGS CT
SAN DIEGO CA 92127

918120024
POSITIVE
16776 BERNARDO CTR DR 203
SAN DIEGO CA 92128

918190006
GEOFFREY T MOORE
17117 S BROADWAY ST
GARDENA CA 90248

918200002
KOLB FAMILY ASSN
2415 HAAS ST
ESCONDIDO CA 92025

918120017
CHRISTOPHER C LUTZ
BONNOLYN L LUTZ
25262 SWANWAY CT
DANA POINT CA 92629

918100012
USA LUISENO MISS INDIANS OF PECHANGA
2800 COTTAGE WAY
SACRAMENTO CA 95825

918160022
SOUTHWEST CONST CO INC
2909 RAINBOW VALLEY BL
FALLBROOK CA 92028

918200007
RAINBOW CANYON HOLDINGS
31805 TEMECULA PKY NO 568
TEMECULA CA 92592

918200003
ARMANDO CRUZ
JOCELYN CRUZ
31950 OREGON LN
TEMECULA CA 92592

918160005
HIJINX
333 WASHINGTON BLV NO 321
MARINA DEL REY CA 90292

918170007
WESTERN RIVERSIDE COUNTY REG CON
3403 10TH ST STE 500
RIVERSIDE CA 92502

918100003
WILLIAM J RASP
375 MISSION RIDGE LN
FALLBROOK CA 92028

918120019
JUHA SILVOLA
KIMBERLY SILVOLA
3883 LAKETREE DR
FALLBROOK CA 92028

918120004
MORALES ELSA G TRUST
4090 MIRA COSTA ST
OCEANSIDE CA 92056

918130023
MATTHEW J JOSLYN
EVELYN B JOSLYN
4110 VIA PUERTA
TEMECULA CA 92591

918160021
SAN DIEGO COUNTY WATER AUTHORITY
4677 OVERLAND AVE
SAN DIEGO CA 92123

918160018
PAUL JONES
LINDA JONES
CAROLINE JONES

918160016
THOMAS F BRODY
46950 RAINBOW CANYON RD
TEMECULA CA. 92592

46920 RAINBOW CANYON RD
TEMECULA CA. 92592

918160011
JACK GETTMAN
46970 RAINBOW CANYON RD
TEMECULA CA. 92592

918190009
DENNIS E ROBERTS
SUSAN T ROBERTS
47100 RAINBOW CANYON RD
TEMECULA CA 92592

918200015
ALVIN E GETTMAN
PATRICIA J GETTMAN
47336 RAINBON CYN RD
TEMECULA CA 92592

918110008
JOHNNY A MANERI
MARIA G MANERI
47423 RAINBOW CANYON RD
TEMECULA CA 92592

918120035
ALEJANDRO RAMIREZ
NANCY RAMIREZ
47675 RAINBOW CANYON RD
TEMECULA CA 92592

918120022
ALEJANDRO RAMIREZ
NANCY RAMIREZ
47675 RAINBOW CANYON RD
TEMECULA CA. 92592

918120028
CHERYL FIRESTONE
5414 CEDAR SPRINGS RD APT
DALLAS TX 75235

918110002
NANCY H BALDWIN
5715 AVENIDA CIRCO
SAN DIEGO CA 92124

918120011
CHARLES E PETERES
848 CONSTANT CREEK
FALLBROOK CA 92028

918110010
GREENS RAINBOW
910 S EL CAMINO REAL
SAN CLEMENTE CA 92672

918100008
ARTHUR C HAUSEN
9658 ALPACA
SOUTH EL MONTE CA 91733

918100007
ARTHUR C HAUSEN
GLORIA S HAUSEN
9658 ALPACA ST S
EL MONTE CA 91733

918160012
JOHN T WORTHY
P O BOX 1404
TEMECULA CA 92593

918120033
JESUS ALFREDO ORTIZ
MIGUEL MARTINEZ MORENO
P O BOX 1775
SAN MARCOS CA 92079

918160019
MWD
P O BOX 54153
LOS ANGELES CA 90054

918080011
USA 918
UNKNOWN
CA. 0

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



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

NOTICE OF EXEMPTION

TO: Office of Planning and Research (OPR) **FROM:** Riverside County Planning Department
P.O. Box 3044 4080 Lemon Street, 12th Floor 38686 El Cerrito Road
Sacramento, CA 95812-3044
 County of Riverside County Clerk P. O. Box 1409 Palm Desert, CA 92201
Riverside, CA 92502-1409

Project Title/Case No.: PP26184

Project Location: Easterly of I-15, northerly of Rainbow Canyon Road and westerly of Rainbow Canyon Road

Project Description: Plot Plan to permit is a proposal to permit an existing recreational vehicle (R.V.), boat, trailer storage yard, tow and impound yard, including a propane tank of 250 gallons for R.V. storage customer use only on a 9.48 acre site. The existing buildings used to operate the facility includes a modular structure, a caretaker's residence, and two covered parking structures. The project proposes to replace the existing approximately 1,186 square feet modular structure used as an office with a 1,716 square feet (SF) office building. The office building will include a customer lobby area, offices, golf cart parking garage, and trash enclosure. The project also proposes to replace the caretaker's residence with a 964 SF storage building. The storage building will include a storage area, restrooms and a shower stall. The two existing covered parking structures of 7,130 SF and 12,500 SF will remain on site. The project will continue to accommodate 391 uncovered storage stalls and 33 covered stalls. The propose project will have seven (7) metal shipping containers on the project site for the property owner's use only for storage for maintenance of the site. The office will be open to the public from 8:30am to 5:30pm, Monday through Saturday, and will be closed Sunday and Holidays. The storage area is accessible to customers from 6am to 10pm, 7 days a week through individual gate access codes. The impound yard is open 7 days a week and 24 hours a day.

Name of Public Agency Approving Project: Riverside County Planning Department

Project Applicant & Address: Green Rainbow LLC, 910 El Camino Real, STE 100, San Clemente CA 92672

Exempt Status: (Check one)

- Ministerial (Sec. 21080(b)(1); 15268)
- Declared Emergency (Sec. 21080(b)(3); 15269(a))
- Emergency Project (Sec. 21080(b)(4); 15269 (b)(c))
- Categorical Exemption (Sec. 15301)
- Statutory Exemption (_____)
- Other: _____

Reasons why project is exempt This proposed project is exempt from California Environmental Quality Act (CEQA) review pursuant to Article 19 - Categorical Exemptions, Section 15301. Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use beyond that existing at the time of the lead agency's determination. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class. The key consideration is whether the project involves negligible or no expansion of an existing use. A project is exempt pursuant to Section 15301 if it consists of: Existing facilities of both investor and publicly-owned utilities used to provide electric power, natural gas, sewerage, or other public utility services; Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood; Additions to existing structures provided that the addition will not result in an increase of more than: 50 percent of the floor area of the structures before the addition, or 2,500 square feet, whichever is less; or 10,000 square feet if: The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan development permissible in the General Plan.

Dionne Harris 951-955-6836
County Contact Person Urban Regional Planner Phone Number
5/4/20

Received for Filing and Posting at OPR: _____
Please charge deposit fee case#: EA42992 ZCFG No. 06361 - County Clerk Posting Fee
FOR COUNTY CLERK'S USE ONLY

**INVOICE (PLAN-CFG06361)
FOR RIVERSIDE COUNTY**

BILLING CONTACT

Greens Rainbow LLC
910 S El Camino Real, No 100
San Clemente, Ca 92672

**County of Riverside
Trans. & Land Management Agency**



INVOICE NUMBER	INVOICE DATE	INVOICE DUE DATE	INVOICE STATUS
PLAN-CFG06361	01/31/2017	01/31/2017	Paid In Full

REFERENCE NUMBER	FEE NAME	TOTAL
CFG06361	0452 - CF&G TRUST: RECORD FEES	\$50.00
47275 Rainbow Canyon Rd Temecula,		SUB TOTAL \$50.00

TOTAL **\$50.00**

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



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

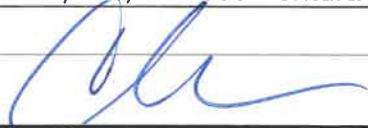
Agenda Item No.

3.3

Director's Hearing: May 4, 2020

PROPOSED PROJECT

Case Number(s):	PPT170001	Applicant(s):	1968 Cellars LLC., Qing Huo
CEQA Exempt:	Section 15303		
Area Plan:	Southwest	Representative(s):	Ventura Eng.
Zoning Area/District:	Rancho California Area		Inland, Inc., Wilfredo Ventura
Supervisory District:	Third District		
Project Planner:	Deborah Bradford		
Project APN(s):	927-170-018		



Charissa Leach, P.E.
Assistant TLMA Director

PROJECT DESCRIPTION AND LOCATION

Plot Plan No. 170001 is a proposal to operate a Class II Winery within an existing metal building, including a tasting room that will be open to the public on a 10.0 gross acre parcel. The existing metal structure is 5,056 square feet. Included on the Project site is an existing mobile home (1,500 square feet) that is currently occupied by the property owner/caretaker of the Project site. Approximately 0.82 acres (35,800 square feet) of the site will be developed, approximately three (3) acres (130,941 sq.ft.) of the site will be planted with vineyards. The remaining area, approximately six (6) acres will be undisturbed due to topography of the Project Site and the protection of existing oak trees.

The Project site is located east of Pauba Road and south of Mustang Circle and Los Caballos Road.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING DIRECTOR TAKE THE FOLLOWING ACTIONS:

FIND that the project is **EXEMPT** from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Section 15303 (c) New Construction or Conversion of Small Structures based on the findings and conclusions in the staff report; and,

APPROVE PLOT PLAN NO. 170001, subject to the attached Advisory Notification Document, Conditions of Approval, and based upon the findings and conclusions provided in this staff report.

PROJECT DATA

Land Use and Zoning:

Specific Plan: N/A

Specific Plan Land Use:	N/A
Existing General Plan Foundation Component:	Rural
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Rural Residential
Proposed General Plan Land Use Designation:	N/A
Policy / Overlay Area:	Temecula Valley Wine County Policy Area – Equestrian District
Surrounding General Plan Land Uses	
North:	Rural: Rural Residential (R: RR) and Open Space: Rural (OS: RUR)
East:	Open Space: Rural (OS: RUR)
South:	Agriculture (AG)
West:	Rural: Rural Residential (R: RR)
Existing Zoning Classification:	Wine Country – Equestrian (WC-E)
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Wine Country – Equestrian (WC-E) and Rural Residential (R-R)
East:	Rural Residential (R-R)
South:	Light Agriculture, 10-acre lot minimum (A-1-10)
West:	Wine Country – Equestrian (WC-E)
Existing Use:	Mobile Home and Metal Building
Surrounding Uses	
North:	Vacant Land
East:	Vacant Land
South:	Agricultural and Equestrian Uses
West:	Equestrian Uses

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	10 gross acres	
Existing Building Area (SQFT):	5,056 SF (metal building), approximately 1,500 SF (mobile home)	1,500 square feet minimum production building
Building Height (FT):	19'6" (metal building) 12' (mobile home)	40'
Vineyard Planting Area:	78% (139,401 SF)	75%

Parking:

<i>Type of Use</i>	<i>Building Area (in SF)</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Class II Winery	5,056	Wine Storage 1 space/1,000 sq. ft., Distilling Area 1 space/500 sq. ft., Wine Tasting Area 1 space/45 sq. ft. serving area	13	14
Mobile home/caretakers unit	1,554	2 spaces/mobile home	2	2
TOTAL:	6,610		15	16

Located Within:

City's Sphere of Influence:	No
Community Service Area ("CSA"):	No
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	Yes – Moderate
Subsidence Area:	Yes – Susceptible
Fault Zone:	Yes – Agua Tibia Mountain Fault
Fire Zone:	Yes – High and Very High Fire Hazard Area, State Responsibility Area
Mount Palomar Observatory Lighting Zone:	Yes – A
WRCMSHCP Criteria Cell:	No
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	No
Airport Influence Area ("AIA"):	No

PROJECT LOCATION MAP



Figure 1: Project Location Map

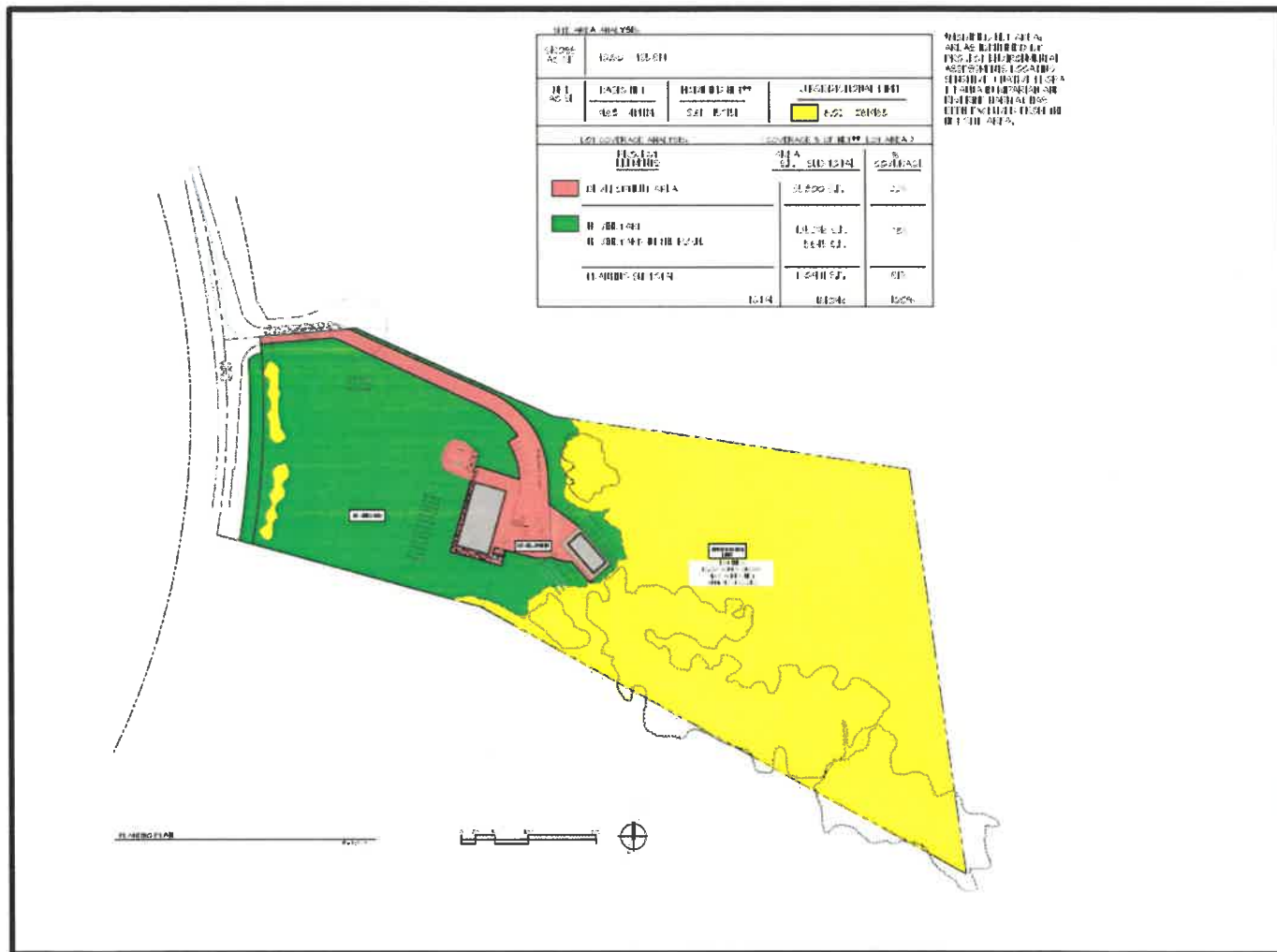
PROJECT BACKGROUND AND ANALYSIS

Background:

The application for Plot Plan No. 170001 was submitted to the County on December 12, 2017. At that time the original proposal was for the construction of a new single-story wine production warehouse, tasting room, office, bed and breakfast with four guest units and one caretakers unit. Total square footage proposed was approximately 12,469 square feet.

The applicant resubmitted a revised set of plans in October 2018. The revision was a substantial change. The bed and breakfast portion of the project was removed and no new construction was included. The new proposal was for a Class II winery to be provided in the existing 5,056 square foot metal building.

Interior changes would allow for storage, wine production, and a small area provided for wine tasting. Approximately six (6) acres of the 10 acre site would remain in its natural state due to topography and protection of existing oak trees. Just above 75% (130,941 sq. ft.) of the remaining acreage would be planted with vineyards. Since October 2018 the project has remained as proposed and in February 2020 the project obtain clearances from all the reviewing Departments.



ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS

The proposed project has been determined to be categorically exempt from California Environmental Quality Act (CEQA) review pursuant to Article 19 - Categorical Exemptions, Section 15303 (New Construction or Conversion of Small Structures). Section 15303(c) allows for projects in urbanized areas, up to four commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances, necessary public services and facilities are available, and the surrounding area is not environmentally sensitive.

The Project would result in the conversion of an existing 5,056 square feet metal structure into a Class II winery and would not require the use of significant amounts of hazardous substances. The project site is located in an area where all necessary public services would be provided to serve the proposed use, and the surrounding area is not environmentally sensitive.

The Project site is zoned Wine Country - Equestrian, which allows, pursuant to Section 14.96 of Ordinance No. 348, Class II Wineries. Section 15387 allows the Lead Agency to determine whether an area meets the criteria for an "Urbanized Area either by examining the area or by referring to a map prepared by the U.S. Bureau of Census which designates the area as urbanized. Therefore, the Lead Agency (the County) has made this determination that the Project site is located in an urbanized area based on the 2010 U. S. Census Urbanized Area Map for Riverside – San Bernardino County which illustrates this area as urbanized. The Project will not result in any specific or general exceptions to the use of the categorical exemption as detailed under State CEQA Guidelines Section 15300.2. The Project will not cause any impacts to scenic resources, historic resources, or unique sensitive biological environments. Further, no unusual circumstances or potential cumulative impacts would occur that may reasonably create an environmental impact. Therefore, the Project meets these criteria and would be consistent with CEQA.

FINDINGS AND CONCLUSIONS

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

Land Use Findings:

1. The project site has a General Plan Land Use Designation of Rural Residential. The project site is located within the Temecula Valley Wine Country Policy Area – Equestrian District. The proposed winery is located within an existing metal structure on approximately 10 acres of land. The winery is single story metal building, rustic in its design and compatible with the rural and equestrian nature of the surrounding area, and consistent with the applicable policies of the Temecula Valley Wine Country Policy Area – Equestrian District in regards to Class II Wineries.
2. The project site has a Zoning Classification of Wine Country – Equestrian (WC-E), which is consistent with the Riverside County General Plan. The proposed use, a Class II Winery, is consistent with Ordinance 348 (Land Use) and is allowed within the Wine Country – Equestrian (WC-E) Zoning Classification, subject to Plot Plan approval. Specific findings relating to the proposed use, including findings relating to the applicable development standards, are in the following separate sections below.

Plot Plan:

The following findings shall be made pursuant to the provisions of the Riverside County Zoning Ordinance 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 land use designation is Rural: Rural Residential and is within the Temecula Valley Wine Country Policy Area – Equestrian District. The project is consistent with the policies of the Southwest Area Plan and specific policies

of the Temecula Valley Wine Country Policy Area – Equestrian District. SWAP 1.4 encourages Class II wineries which include limited commercial uses such as sampling rooms and retail wine sales on minimum lot sizes of ten (10) acres, including 75% of the project site planted in vineyards. The proposed Project, a Class II winery is considered an allowable use with the approval of a Plot Plan in the WC-E zoning classification.

2. The overall development of the land shall be designed for the protection of the public health, safety and general welfare. The Project site is consistent with Ordinance No. 348 in terms of development standards for the Wine Country - Equestrian (WC-E) zoning classification as detailed further following this section. The project has been reviewed by Fire, Environmental Health, Building, and other departments that have all deemed the project acceptable to meet applicable standards for health and safety, in particular provision of emergency vehicle access to and on the project site. Due to the project's limited size, it is not anticipated to generate a substantial amount of traffic that would have any impacts on the surrounding area and the project would be adequately served by the surrounding existing road network and improvements. Furthermore, with the incorporation of standard conditions of approval and compliance with the California Building Code, Riverside County Ordinance No. 787, and Riverside County Ordinance No. 348, the project will not negatively affect the public health, safety, or welfare.
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. The proposed Class II Winery is surrounded surrounding properties which are comprised of equestrian, agricultural and residential uses. The project site is located within the Southwest Area Plan and is within the Temecula Valley Wine Country Policy Area – Equestrian District which encourages incidental commercial uses, while still promoting the equestrian lifestyle. The Class II Winery will include a tasting room and the sale of wine. The single story metal structure, which includes reclaimed wood will be more in keeping with the equestrian aesthetic of the surrounding area.
4. The plan for the proposed use shall consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and shall take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof. The project will include AC improvements to Pauba Road, protected shoulders, a left turn pocket and acceleration and deceleration lanes to ensure safe ingress and egress from the Project site. The applicant is also proposing infiltration basins located on the project site within the vineyard planting area to assist in the reduction in the flowrate during times of storms.
5. All use permits 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 proposed Project will result in the construction of an exterior bathroom facility all other structures on site are existing. However, a standard condition of approval is included to ensure that prior to sale of any individual structure a subdivision shall be required.

Development Standards Findings:

The existing Zoning Classification for the Project site is Wine Country – Equestrian (WC-E). Development standards for the proposed Class II winery are as follows:

General Standards:

1. Lot Width – Lots shall have a minimum average width of two hundred feet (200'). The Project site is approximately 293 feet in width. The Project site complies with this development standard.
2. Lot Depth – The minimum average lot depth shall be 100 feet. The lot is irregularly shaped but as measured from the midpoint of the parcel the length is approximately 1,074 feet. Therefore the Project complies with this development standard.
3. The minimum front setback for buildings and structures shall be 50 feet from the front property line. The winery building is located approximately 325 feet from the front property line. The Project complies with this development standard.
4. The minimum side setback for buildings and structures shall be thirty feet from the property line. The winery building is located approximately 85 feet from the side property line. The Project complies with this development standard.
5. The minimum rear setback for buildings and structures shall be thirty feet from the property line. The existing mobile home is located approximately 475 feet from the rear property line. The Project complies with this development standard.
6. The minimum road right of way setback for all winery buildings and structures shall be a minimum of one hundred feet (100') when the site is located next to Rancho California Road, Monte De Oro Road, Anza Road, Glen Oaks Road, Pauba Road, DePortola Road, Buck Road, Borel Road, Butterfield Stage Road, Calle Contento Road, Camino Del Vino Road, and Highway 79 South. The Project site is located adjacent to Pauba Road and meets the minimum 100' setback in that the winery building is located approximately 325 feet from the front property line.
7. The number of habitable stories above a building's lowest above ground finished floor shall not exceed two (2). The winery building is one story and will not exceed a height of 19'6". The Project complies with this development standard.
8. Height. The maximum height for a building shall not exceed forty feet (40'). Architectural elements such as spires, minarets, chimneys or similar structures may exceed the prescribed height limits where such structures do not provide additional floor space. The maximum height for a structure shall exceed fifty feet (50') in height, unless a greater height is approved pursuant to Section 18.34 of this ordinance. In no event, however, shall a structure exceed seventy-five (75') feet in height, unless a variance is approved pursuant to Section 18.27 of this ordinance. The existing height of the metal structure is 19'6" and existing mobile home is 12'. The proposed restroom facility and trash enclosure will be 12'5" in height. The Project complies with this development standard.
9. Site layouts and building designs will minimize noise impacts to surrounding properties and will be subject to the requirements of Ordinance No. 847. The Project site is located on approximately 10 acres of land. The existing metal structure is setback approximately 85 feet from the closest

property line and 325 feet from the front property line. Presently, no sensitive uses are located within the project vicinity. Vacant land is located to the north and east and agricultural and equestrian uses are located to the south and west. The Project complies with this development standard.

10. Drainage channels shall be constructed to avoid undermining or eroding to roadbed. No drainage channels are proposed on the Project site; therefore, the Project complies with this development standard.
11. Site layout and design shall be consistent with existing and planned recreational trails and bike paths set forth in the General Plan and the Temecula Valley Wine Country Design Guidelines. No General Plan trails or bike paths are required within the Project vicinity. Therefore, the Project is in compliance with this development standard.
12. All utilities shall be installed underground except electrical lines rated at 33kV or greater which may be installed above ground. Standard conditions of approval have been applied to ensure that appropriate utilities are installed underground. The Project complies with this development standard.
13. All exterior lighting shall comply with applicable requirements of Ordinance Nos 655 and 915. The Project site is located within Zone A of the Mt Palomar Observatory specific requirements as they pertain to outdoor lighting will be incorporated into AND statements and standard conditions of approval to ensure compliance with this development standard.
14. All exterior lighting, including spotlights, floodlights, electric 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 and direct illumination of streets or adjoining property. Compliance with Ordinance No. 655 and 915 will ensure that any exterior lighting will be focused and directed to prevent any glare or spillage of light onto the streets or adjoining properties. The Project complies with this development standard.
15. On-site advertising signs shall be consistent with Temecula Valley Wine Country Design Guidelines and comply with all applicable County signage requirements. Signage is not a part of this Project. All signage proposed will be subject to the development standards of Ordinance No. 348 Section 19.4 and the Temecula Valley Wine Country Design Guidelines.
16. All residential developments shall record a Right-to-Farm covenant, pursuant to Ordinance No. 625 to protect the vineyard and equine uses from residential encroachment and conflicting land uses. This project is not a residential use and so this standard is not applicable.

In addition to the standard development standards the following Winery Standards are required for all wineries in the WC-E zone:

1. A total of seventy-five percent (75%) of the net project area shall be planted in vineyards prior to issuance of certificate of occupancy or final inspection, whichever occurs first. Fifty percent (50%) of the vineyard requirement shall be planted prior to issuance of building permit for the winery. The applicant is proposing to plant approximately 78% of the net project area in vineyards. Standard conditions of approval will be applied to ensure that compliance with this development standard will be met.

2. To achieve the seventy-five (75%) percent requirement, fifteen percent (15%) of the net project area may include the planting of olive trees and the remaining sixty percent (60%) of the net project area shall be planted in vineyards. The applicant will not be planting olive trees. The Project complies with this development standard.
3. The seventy-five (75%) planting requirement shall not include water features, natural or man-made lakes or the planting of grapevines in parking lots, but may include planting in the road right of way as may be approved by the Director of Transportation or his designee. Approximately 78% of the development area will be planted in vineyards which includes planting in the infiltration basins. An additional 5,645 square feet of vineyard planting will be occurring within the right-of-way along Pauba Road fronting along the western property line. The Project complies with this development standard.
4. Vineyards used to meet the above planting requirement shall have a minimum average density of 450 vines per acre. Olive trees used to meet the above planting requirement shall have a minimum average density of 100 olive trees per acre. Standard conditions of approval will be applied to ensure that this vineyard density is met. The Project complies with this development standard.
5. The seventy-five (75%) planting requirement shall be maintained for the life of the permit. Standard conditions of approval will ensure that this development standard is met.
6. No amplified sound shall be permitted outdoors, unless an exception to Ordinance No. 847 has been applied for and approved. The project does not propose any uses that would generate amplified sound. Standard conditions of approval will ensure that this development standard is met.
7. Prior to obtaining a Certificate of Occupancy, a winery operator shall obtain all applicable permits or licenses required by the California Department of Beverage Control. Standard conditions of approval will ensure that this development standard is met.
8. A minimum of seventy-five percent (75%) of the grapes utilized in wine production and retail wine sales shall be grown in Riverside County. Standard conditions of approval will ensure that this development standard is met.
9. For winery entitlements and revised entitlements approved after the effective date of Ordinance No. 348.4818, at least fifty percent (50%) of the wine sold by a winery shall be produced on the winery site. This development standard does not apply to wineries approved and operating under an existing valid entitlement before the effective date of Ordinance No. 348.4818. Any change or expansion by these wineries requiring a revised entitlement shall be consistent with this development standard. Since the proposed Project will be approved after the effective date of Ordinance No. 348.4818 a standard condition of approval shall be applied to ensure that fifty (50%) percent of the wine sold shall be produced on the winery site. The Project complies with this development standard.

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. The project site is not located within an Airport Influence Area (“AIA”) boundary and is therefore not subject to the Airport Land Use Commission (“ALUC”) review.
3. The Project is exempt from CEQA and therefore is not required to go through the AB52 notification process. However, standard AND statements and conditions of approval will ensure that should any cultural or tribal resources be encountered proper protocol will be required for the protection and preservation of these resources.
4. The project site is located within Zone A. of the Mount Palomar Observatory Lighting Zone boundary, as identified by Ordinance No. 655 (Mt. Palomar). The project is required to comply with all lighting standards specified within Ordinance No. 655, pursuant to Zone A.
5. The project site is not located within the Fee Assessment Area of the Stephen’s Kangaroo Rat Habitat Conservation Plan (“SKRHCP”).

Fire Findings:

1. The project site is located within a Cal Fire State Responsibility Area (“SRA”) and is within high and very high fire hazard severity zones. As a part of being within an SRA, the Director of the Department of Forestry and Fire Protection or his/her designee must be notified of applications for building permits, tentative tract/parcel maps, and use permits for construction or development within an SRA. Riverside County Ordinance No. 787 Section 5.D states that the Fire Chief is authorized and directed to enforce all applicable State fire laws and provisions of this ordinance and to perform such duties as directed by the Board of Supervisors. As designated, the Riverside County Assistant Fire Marshall shall have the authority to enforce all applicable State fire laws that the notification requirement of Title 14 has been met. The following additional findings are required to be met:
 - a. The Project site has been designed so that development is in compliance sections 4290 and 4291 of the Public Resources Code and Ordinance No. 787 by requiring any building constructed shall comply with special construction provisions as required by this Ordinance.
 - b. Fire protection and suppression services will be available for the proposed Project through Riverside County Fire Department.
 - c. With incorporation of standard conditions of approval the Project meets the regulations regarding road standards for fire equipment access adopted pursuant to Section 4290 of the Public Resources Code and Riverside County Ordinance No. 787. All necessary roadway infrastructure exists and the Project site is located adjacent to Pauba Road.

Conclusion:

1. For the reasons discussed above 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 2,400 feet of the project site. As of the writing of this report, Planning Staff has not received written communication/phone calls from any person who indicated support/opposition to the proposed project.

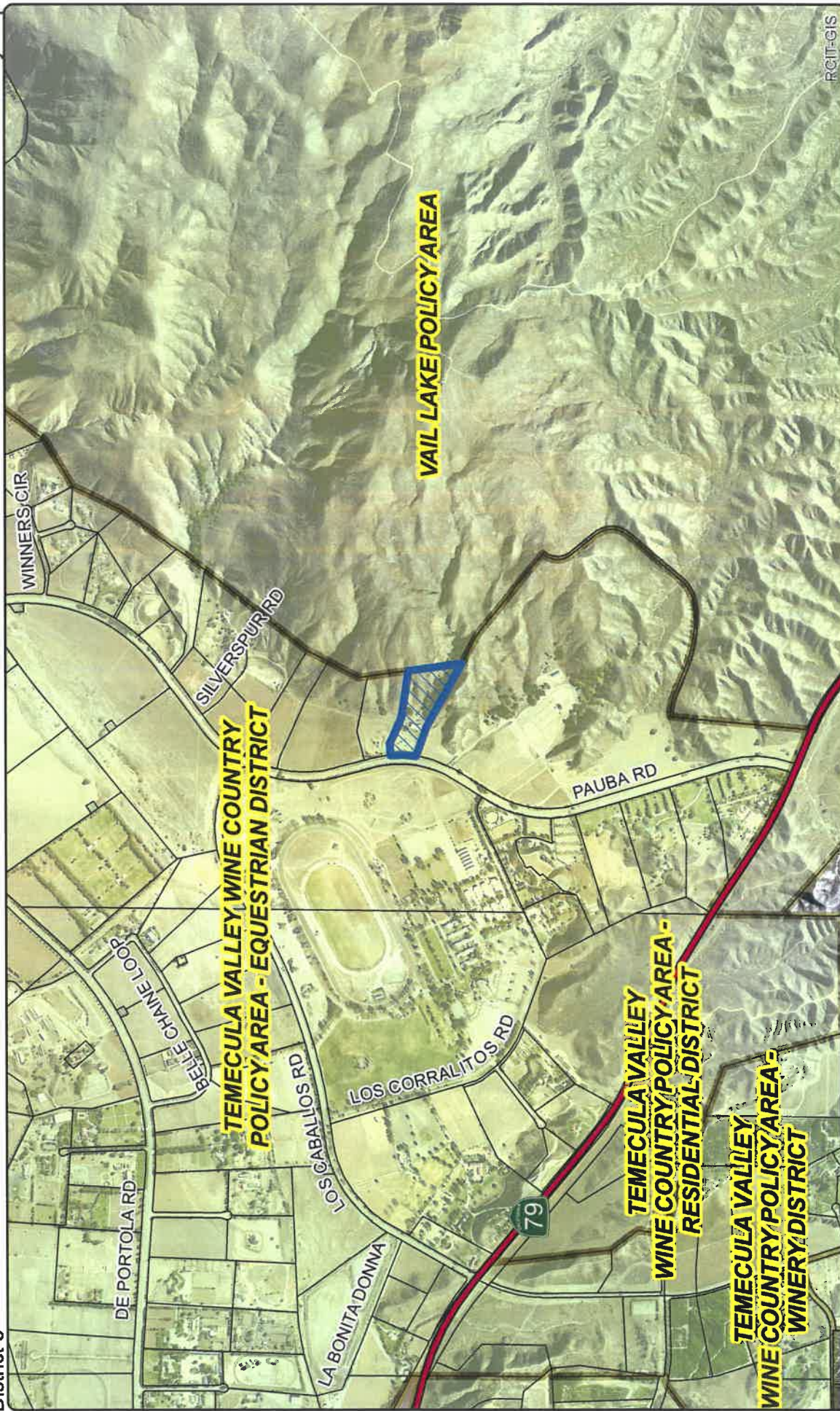
APPEAL INFORMATION

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
PPT170001
VICINITY/POLICY AREAS

Date Drawn: 04/08/2020
Vicinity Map

Supervisor: Washington
District 3



Zoning Area: Rancho California

Author: Vinnie Nguyen

DISCLAIMER: On October 7, 2009, the County of Riverside adopted a new General Plan. The new General Plan may contain different types 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)309-2777 (Eastern County) or website: <http://www.riversideca.gov>

RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT170001

LAND USE

Supervisor: Washington
District 3

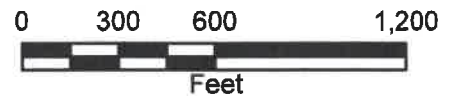
Date Drawn: 04/08/2020

Exhibit 1



Zoning Area: Rancho California

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.rctma.org>

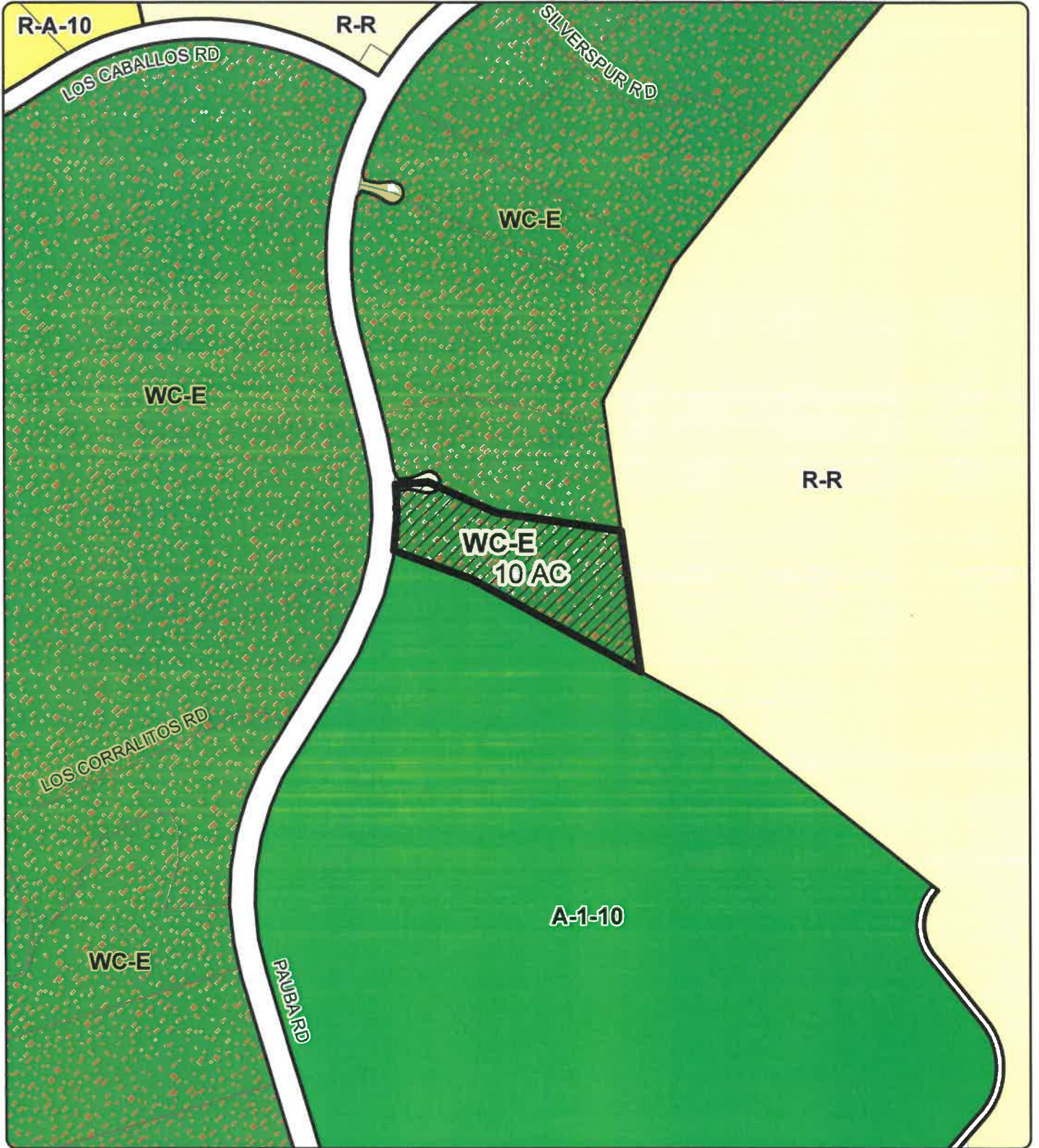
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT170001

EXISTING ZONING

Supervisor: Washington
District 3

Date Drawn: 04/08/2020
Exhibit 2



Zoning Area: Rancho California

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)955-8200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://planning.rctdms.org>

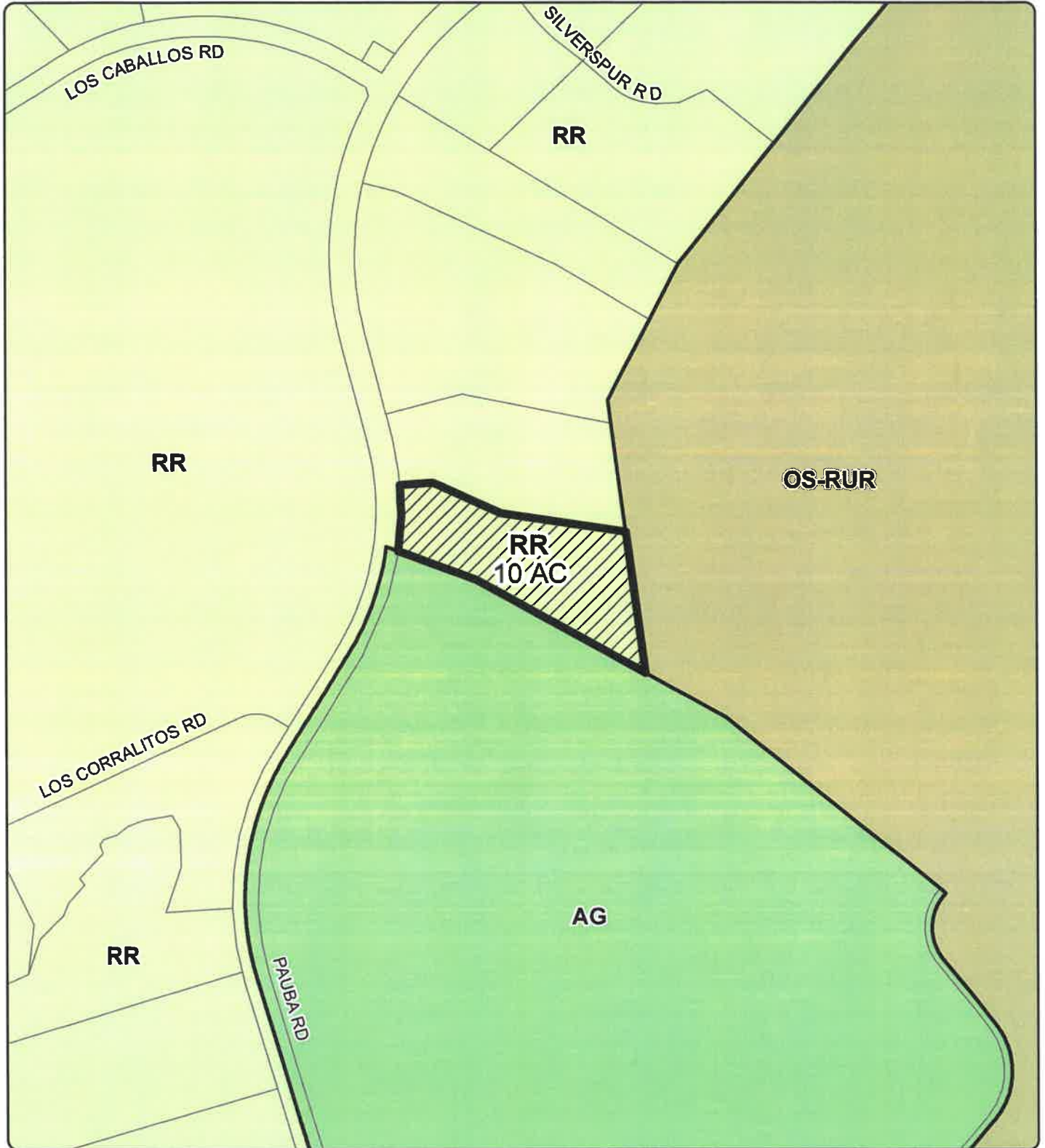
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT170001

EXISTING GENERAL PLAN

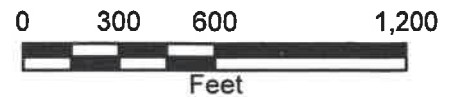
Supervisor: Washington
District 3

Date Drawn: 04/08/2020
Exhibit 5



Zoning Area: Rancho California

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.redima.org>

PROJECT INFORMATION:

ARCHITECT: WALTER R. ALLEN, AIA
 25400 COT TOWN CENTER DRIVE, SUITE 201
 TEMECULA, CA 92590
 TEL: (951) 699-0200

PROJECT DESCRIPTION:

GENERAL INFORMATION:
 REFER TO CIVIL
 PROJECT LOCATION:
 REFER TO CIVIL
 PROJECT ADDRESS:
 26255 LANDING CIRCLE
 TEMECULA, CA 92592
 OWNER:
 P. & S. B. HOLDINGS
 1715 W. 10TH STREET
 ANAHEIM, CALIFORNIA 92801
 CONTRACTOR:
 SHAWKIN CONSTRUCTION COMPANY
 10000 W. 10TH STREET
 ANAHEIM, CALIFORNIA 92801

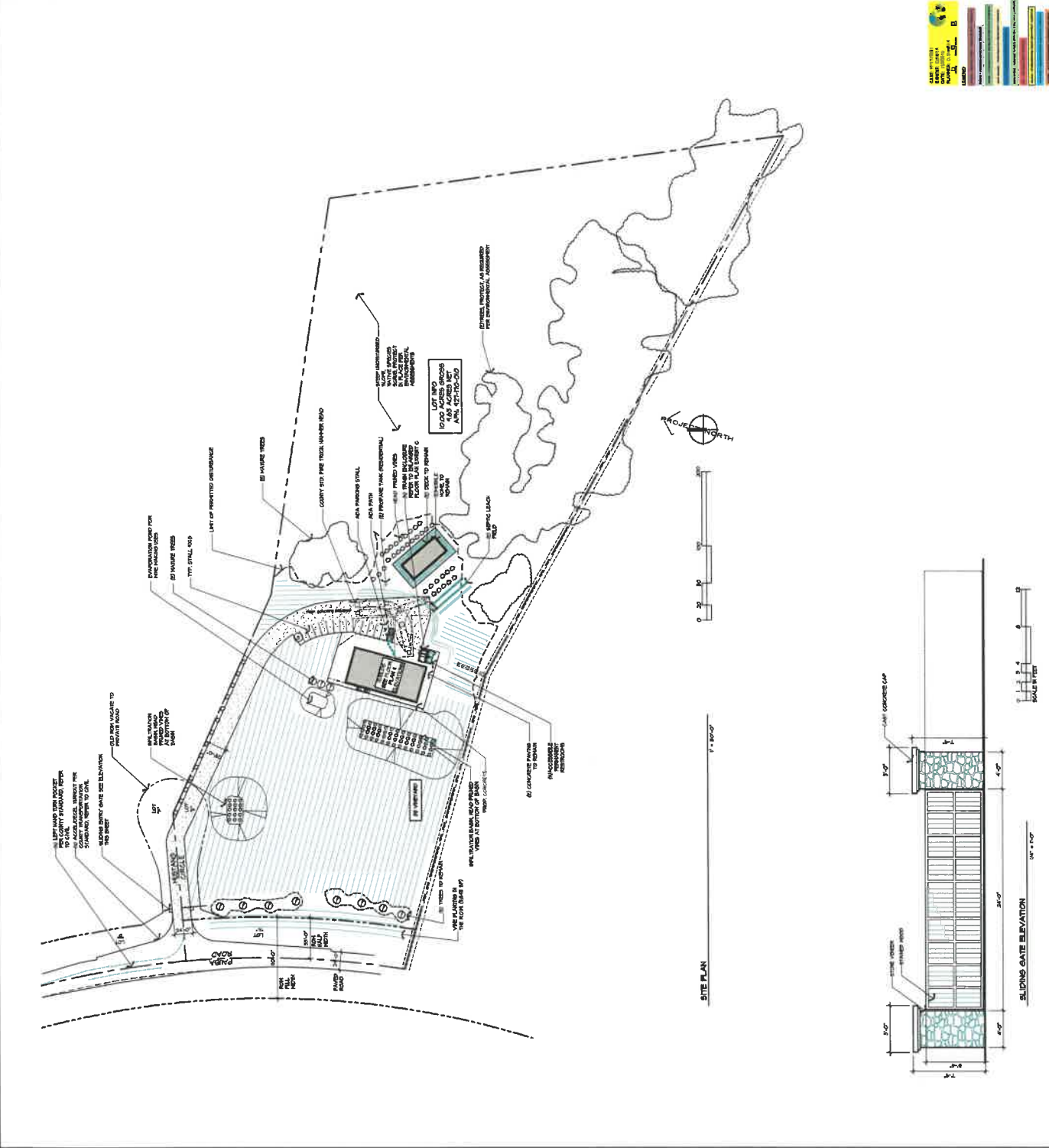
UTILITY FURNISHERS:

WATER: SAN DIEGO WATER DISTRICT
 TEL: (619) 291-4000
 SEWER: SAN DIEGO WATER DISTRICT
 TEL: (619) 291-4000
 GAS: SAN DIEGO WATER DISTRICT
 TEL: (619) 291-4000
 ELECTRIC: SOUTHERN CALIFORNIA Edison
 TEL: (800) 644-4000
 TELEPHONE: VERIZON - BELL
 TEL: (800) 465-4000
 CABLE: VERIZON
 TEL: (800) 465-4000

AREA CALCULATION

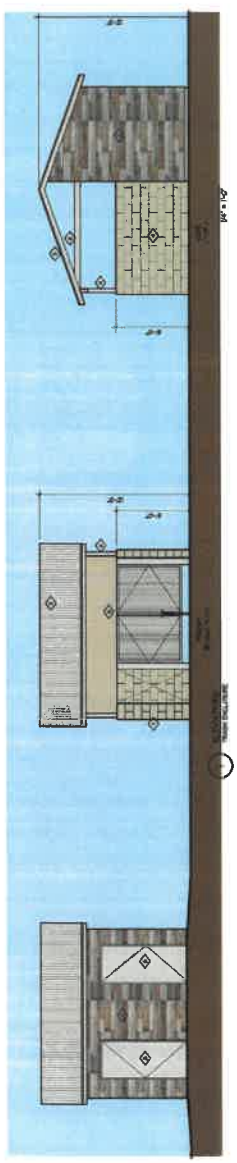
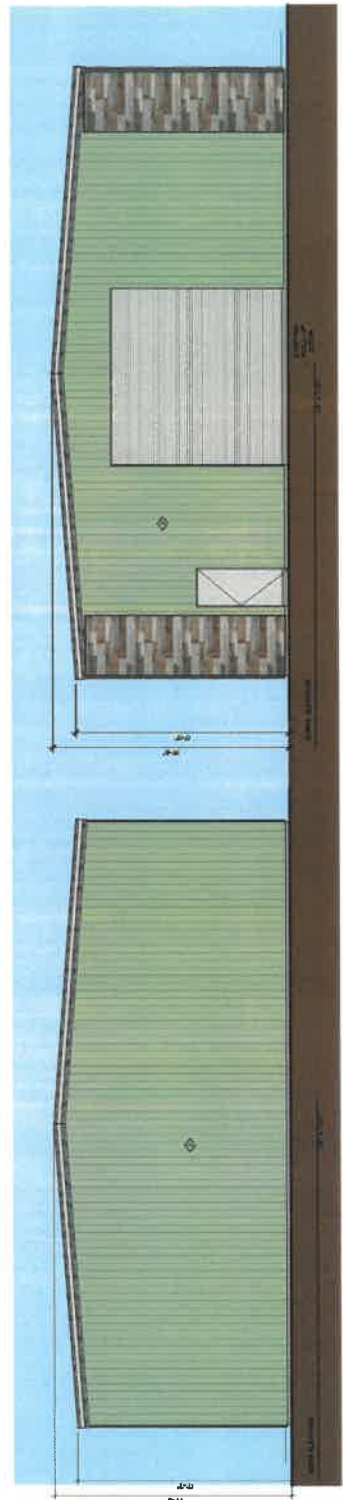
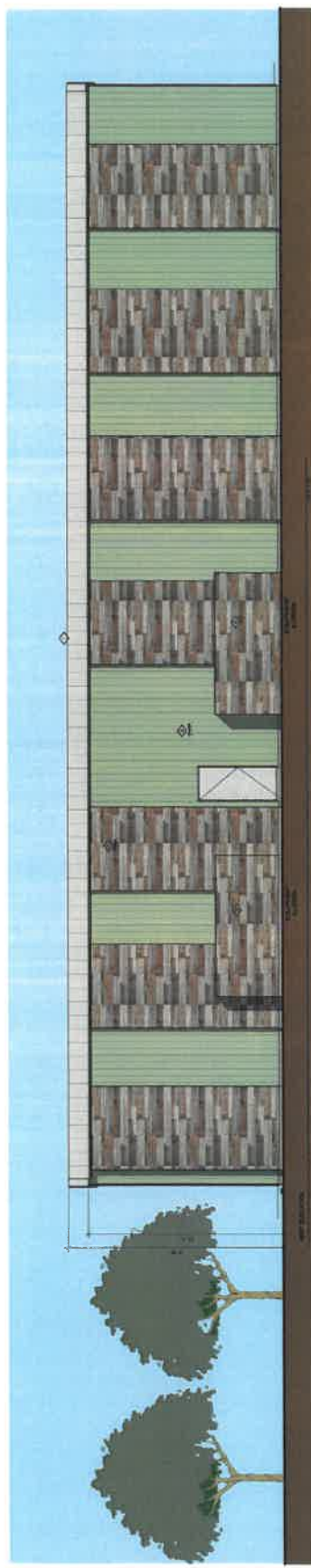
ITEM	AREA (SQ. FT.)	PERCENTAGE
TOTAL LOT AREA	10,000	100%
IMPERVIOUS SURFACE	1,000	10%
PERVIOUS SURFACE	9,000	90%
TOTAL PERVIOUS SURFACE	9,000	90%

VICINITY MAP





NO.	DESCRIPTION	DATE	BY	CHKD.
1	PRELIMINARY	10/15/20	WRA	
2	REVISED	11/01/20	WRA	
3	REVISED	11/15/20	WRA	
4	REVISED	12/01/20	WRA	
5	REVISED	12/15/20	WRA	
6	REVISED	01/01/21	WRA	
7	REVISED	01/15/21	WRA	
8	REVISED	02/01/21	WRA	
9	REVISED	02/15/21	WRA	
10	REVISED	03/01/21	WRA	
11	REVISED	03/15/21	WRA	
12	REVISED	04/01/21	WRA	
13	REVISED	04/15/21	WRA	
14	REVISED	05/01/21	WRA	
15	REVISED	05/15/21	WRA	
16	REVISED	06/01/21	WRA	
17	REVISED	06/15/21	WRA	
18	REVISED	07/01/21	WRA	
19	REVISED	07/15/21	WRA	
20	REVISED	08/01/21	WRA	
21	REVISED	08/15/21	WRA	
22	REVISED	09/01/21	WRA	
23	REVISED	09/15/21	WRA	
24	REVISED	10/01/21	WRA	
25	REVISED	10/15/21	WRA	
26	REVISED	11/01/21	WRA	
27	REVISED	11/15/21	WRA	
28	REVISED	12/01/21	WRA	
29	REVISED	12/15/21	WRA	
30	REVISED	01/01/22	WRA	
31	REVISED	01/15/22	WRA	
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87	REVISED	05/15/24	WRA	
88	REVISED	06/01/24	WRA	
89	REVISED	06/15/24	WRA	
90	REVISED	07/01/24	WRA	
91	REVISED	07/15/24	WRA </tr	



RECLAIMED WOOD



METAL SIDING - KYMAR COATED, PATINA GREEN



METAL ROOFING - PARCHEMENT



STEEL DOOR

- REVISIONS - EXTERIOR FINISH**
- 1. ROOFING MATERIAL - METAL FINISHED STRONG BASH METAL ROOFING - COOL ROOF
 - 2. WALL FINISH VERTICAL METAL SIDING, VERTICALLY SPACED PANELS
 - 3. FINISHED COLOR - DARK TO PARCHEMENT FINISH
 - 4. DARKER SIDING - FINISHED RECLAIMED WOOD
 - 5. TRIM INCLUDE WALL CORNER BLOCK, BUSHY TRIM BY ROOF BLOCK
 - 6. TRIM INCLUDES CORNER, CORNER, CORNER METAL ROOFING, METAL BUSHY TRIM, BUSHY TRIM
 - 7. TRIM INCLUDES METAL FINISHED STEEL METAL FINISH COLOR TO MATCH PATINA
 - 8. RECLAIMED WOOD SIDING
 - 9. STEEL DOOR - FINISHED COLOR TO FINISH - GRAY



CASE PPT1001
EDITOR Dana C
DATE 11/20/08
PROJECT 1968 Cellars

LEGEND

- 1.0000 - 1968 Cellars
- 1.0100 - 1968 Cellars
- 1.0200 - 1968 Cellars
- 1.0300 - 1968 Cellars
- 1.0400 - 1968 Cellars
- 1.0500 - 1968 Cellars
- 1.0600 - 1968 Cellars
- 1.0700 - 1968 Cellars
- 1.0800 - 1968 Cellars
- 1.0900 - 1968 Cellars
- 1.1000 - 1968 Cellars
- 1.1100 - 1968 Cellars
- 1.1200 - 1968 Cellars
- 1.1300 - 1968 Cellars
- 1.1400 - 1968 Cellars
- 1.1500 - 1968 Cellars
- 1.1600 - 1968 Cellars
- 1.1700 - 1968 Cellars
- 1.1800 - 1968 Cellars
- 1.1900 - 1968 Cellars
- 1.2000 - 1968 Cellars
- 1.2100 - 1968 Cellars
- 1.2200 - 1968 Cellars
- 1.2300 - 1968 Cellars
- 1.2400 - 1968 Cellars
- 1.2500 - 1968 Cellars
- 1.2600 - 1968 Cellars
- 1.2700 - 1968 Cellars
- 1.2800 - 1968 Cellars
- 1.2900 - 1968 Cellars
- 1.3000 - 1968 Cellars
- 1.3100 - 1968 Cellars
- 1.3200 - 1968 Cellars
- 1.3300 - 1968 Cellars
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- 1.3600 - 1968 Cellars
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- 1.3800 - 1968 Cellars
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- 1.4200 - 1968 Cellars
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- 1.4500 - 1968 Cellars
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- 1.8800 - 1968 Cellars
- 1.8900 - 1968 Cellars
- 1.9000 - 1968 Cellars
- 1.9100 - 1968 Cellars
- 1.9200 - 1968 Cellars
- 1.9300 - 1968 Cellars
- 1.9400 - 1968 Cellars
- 1.9500 - 1968 Cellars
- 1.9600 - 1968 Cellars
- 1.9700 - 1968 Cellars
- 1.9800 - 1968 Cellars
- 1.9900 - 1968 Cellars
- 2.0000 - 1968 Cellars

Walter R. Allen, AIA
 28405 Old Town Point Street, Suite 201
 Fremont, CA 94550
 PH (925) 942-0001

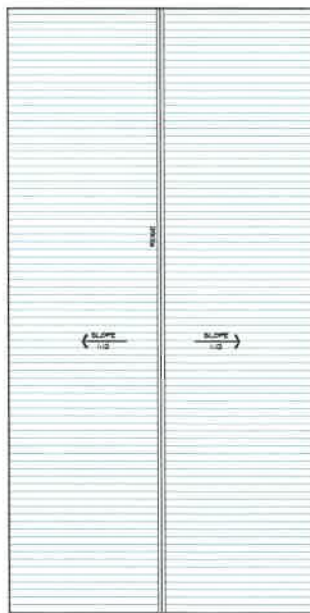
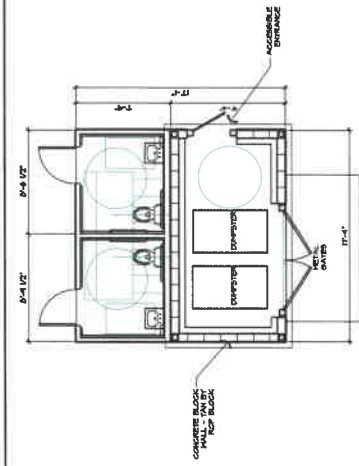
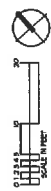
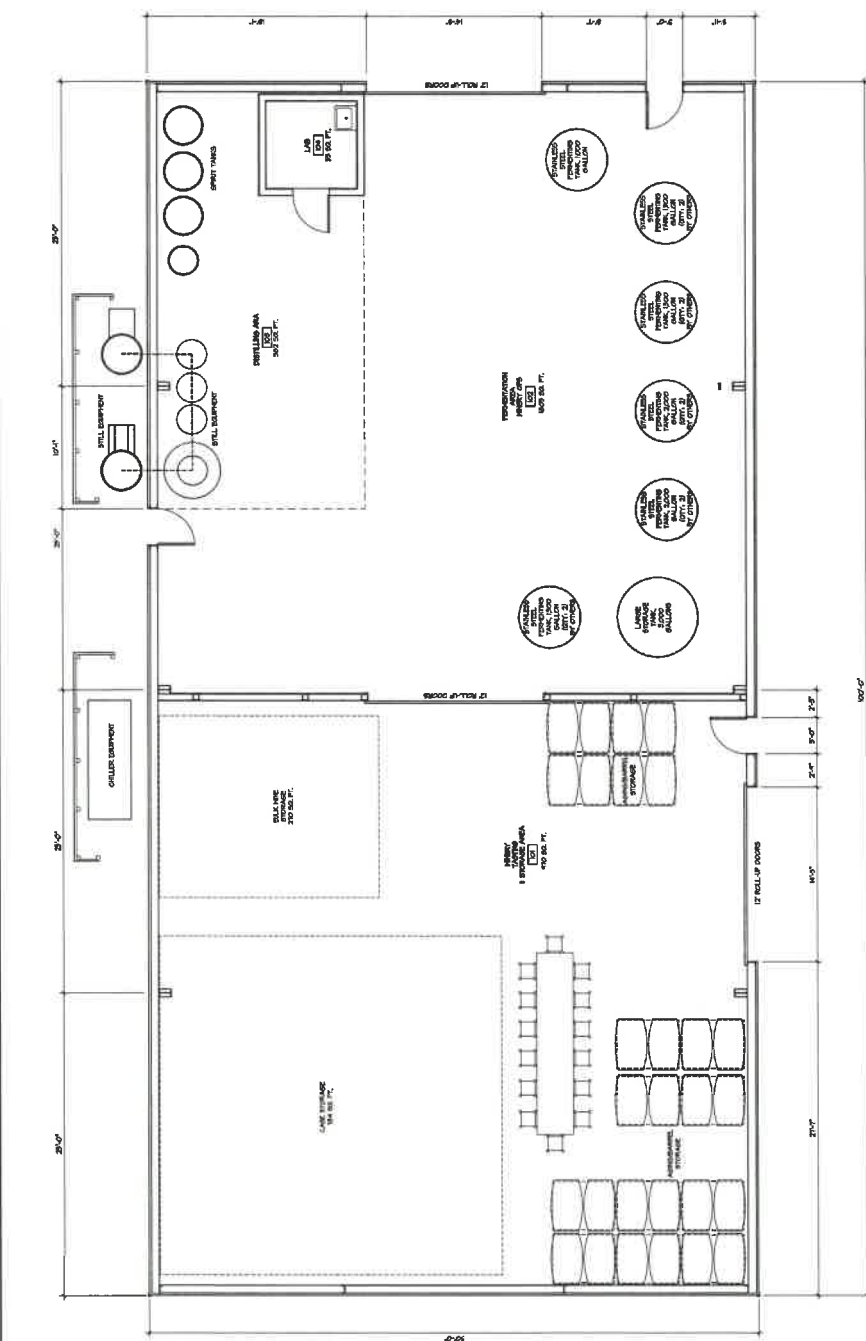


Checked	DATE
Drawn By	DATE
Revised	DATE
Scale	DATE

1968 Cellars
 28405 Harding Circle
 Fremont, CA 94522

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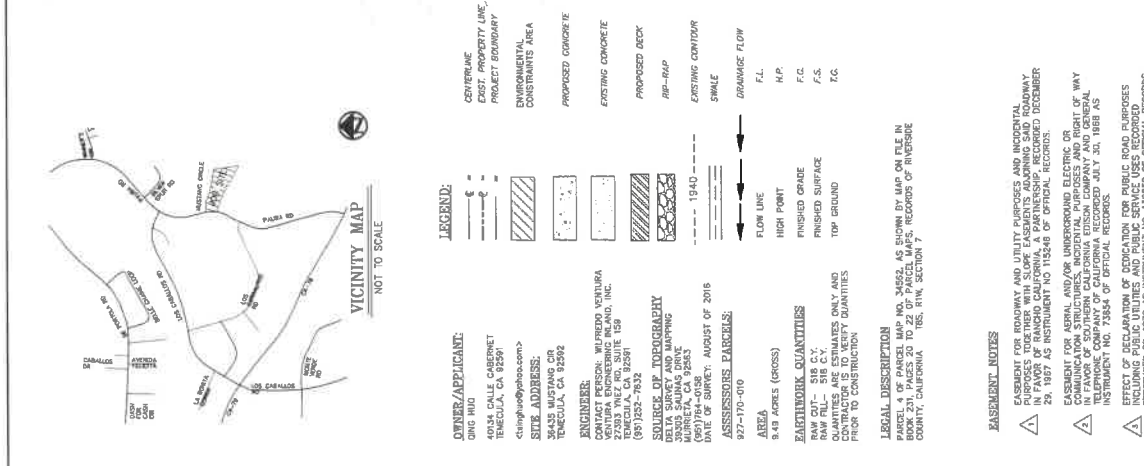
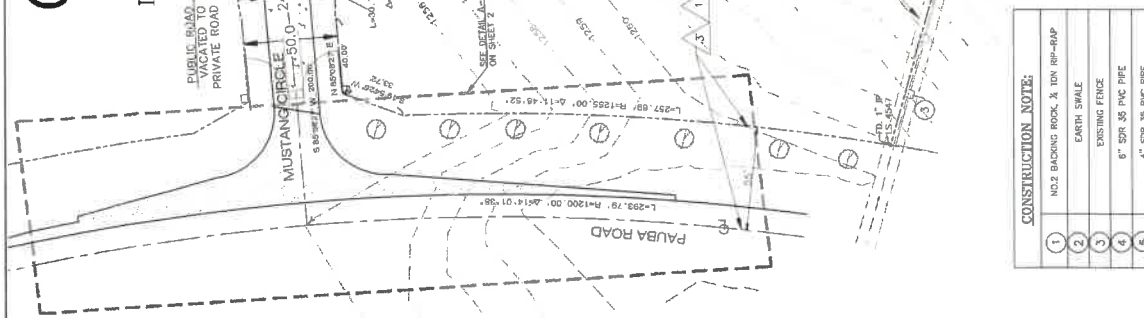
1 28405 HARDING CIR. FEMONT, CALIF. 94522

BAR PLAN



CONCEPTUAL GRADING PLAN PPT 170001

FOR APN 927-170-010
IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



- LEGEND:**
- CENTERLINE
 - - - - - EAST. PROPERTY LINE
 - - - - - PROJECT BOUNDARY
 - - - - - ENVIRONMENTAL CONSTRAINTS AREA
 - ▨ PROPOSED CONCRETE
 - ▩ EXISTING CONCRETE
 - ▧ PROPOSED DECK
 - ▦ RE-RAP
 - ▧ EXISTING CURB/TOP
 - ▧ SWALE
 - ▧ DRAINAGE FLOW
 - ▧ F.L.
 - ▧ H.P.
 - ▧ F.G.
 - ▧ F.S.
 - ▧ T.G.

OWNER/APPLICANT:
DING MID
4034 CALLE CABERNET
THERESA, CA 92591
STMP@dingmid.com

SITE ADDRESS:
3643 MUSTANG CIR
THERESA, CA 92592

ENGINEER:
CONTACT PERSON: WILFREDO VENTURA
VENTURA ENGINEERING INC.
27203 VINEY RD, SUITE 159
THERESA, CA 92591
(951)522-7632

SOURCE OF GEOGRAPHY:
AERIAL PHOTOGRAPHY
30325 SHAWNA DRIVE
THERESA, CA 92592
(951)744-0158

DATE OF SURVEY: AUGUST OF 2016

ASSESSMENTS/PARCELS:
927-170-010

AREA:
9.43 ACRES (GROSS)

ZONING/COUNTY QUANTITIES:
FINISHED GRADE
TOP SURFACE
TOP GROUND

QUANTITIES ARE ESTIMATES ONLY AND SHOULD BE USED AS GUIDELINES ONLY. QUANTITIES PRIOR TO CONSTRUCTION.

LEGAL DESCRIPTION:
PARCEL 4 OF PARCEL MAP NO. 34622, AS SHOWN BY LUMP AND FILE IN COUNTY OF CALIFORNIA, REC. R1K, SECTION 7.

BASEMENT NOTES:

- △ EASEMENT FOR ROADWAY AND UTILITY PURPOSES AND INCIDENTAL PURPOSES TOGETHER WITH SLOPE EASEMENTS ADJOINING SAID ROADWAY, AS SHOWN ON INSTRUMENT NO. 115448 OF OFFICIAL RECORDS, 24, 1987 AS INSTRUMENT NO. 115448 OF OFFICIAL RECORDS.
- △ EASEMENT FOR AERIAL AND/OR UNDERGROUND ELECTRIC OR COMMUNICATION STRUCTURES, INCIDENTAL PURPOSES AND RIGHT OF WAY FOR THE CONSTRUCTION AND MAINTENANCE OF SAID STRUCTURES, AS SHOWN ON INSTRUMENT NO. 73854 OF OFFICIAL RECORDS.
- △ EFFECT OF DECLARATION OF DEDICATION FOR PUBLIC ROAD PURPOSES AS SHOWN ON INSTRUMENT NO. 100550 OF OFFICIAL RECORDS, SEPTEMBER 20, 1972 AS INSTRUMENT NO. 100550 OF OFFICIAL RECORDS.

CONSTRUCTION NOTE:

1	NO.2 BACKING ROCK, 3' TO 18" RIP-RAP
2	EARTH SHALE
3	EXISTING FENCE
4	6" SDR 35 PVC PIPE
5	4" SDR 35 PVC PIPE

REVISIONS

NO.	DATE	DESCRIPTION

ENGINEER OF WORK

WILFREDO J. VENTURA
REGISTERED PROFESSIONAL ENGINEER
NO. 44118888
RIVERSIDE, CALIFORNIA

DATE: 10/10/19

PROJECT: CONCEPTUAL GRADING PLAN
PARCEL 4 PM 34622
THERESA, CA 92592

BENCHMARK:
THE BENCHMARK WAS SET (1884.41 AND 1884.41) NORTH OF THE INTERSECTION OF 78TH AND 79TH ST. (12.5' NORTH OF THE CENTERLINE OF 78TH ST.) AND 12 FEET EAST OF THE CORNER AND OTHER POLE NUMBER 188498.35 (188498.35) IS A BENCHMARK SET BY TRANSPIRE WITH TRANSPIRE A FIRE/CASUALTY WINNERS POST 1 FOOT CULVERT STAMPED RIV. CO. SUR. B.M. 175-31, 1046 BSI, 44118888.

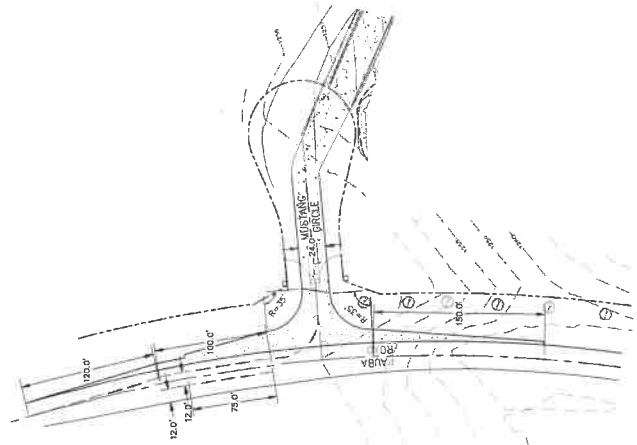
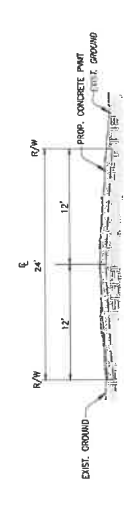
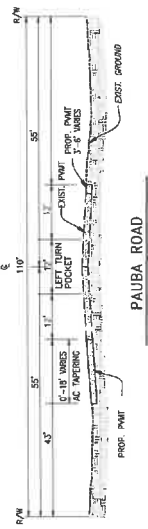
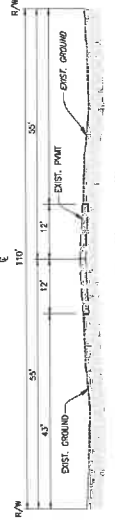
COUNTY OF RIVERSIDE
CONCEPTUAL GRADING PLAN
PARCEL 4 PM 34622
927-170-010

SHEET NO. 1
OF 2 SHEETS
FILE NO.

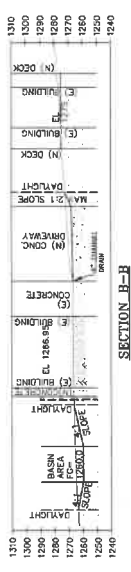
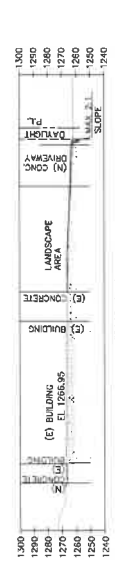
VENTURA ENGINEERING INC.
1000 S. GARDEN ST.
THERESA, CA 92592
TEL: 951-522-7632

CONSTRUCTION NOTE:

1	NO.2 BACKING ROCK, 3' TO 18" RIP-RAP
2	EARTH SHALE
3	EXISTING FENCE
4	6" SDR 35 PVC PIPE
5	4" SDR 35 PVC PIPE



DETAIL A-A
SCALE 1:50



WORK CONTAINED WITHIN THESE SHEETS IS FOR INFORMATION ONLY. NO WARRANTY IS MADE BY THE ENGINEER FOR ANY ENFORCEMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

NO.	DATE	REVISIONS



ENGINEER OF RECORD
VENTURA ENGINEERING INLAND, INC.
PROFESSIONAL ENGINEERS
SANTA ANA, CALIFORNIA
DATE: 10/10/19

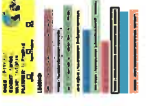
BENCHMARK:
USGS BENCHMARK D55045: 2800 FEET (853.4 M) AND
D55046: 2800 FEET (853.4 M) NORTH OF THE CENTERLINE
OF HWY. 193, 2.4 FEET (0.7 M) SOUTH OF 6 FOOT (1.8 M)
CONCRETE CURB AND 12.5 FEET (3.8 M) WEST OF
FENCE CORNER AND OTHER POLE NUMBER 1634556.35
FEET (10.7 M) SOUTHWEST OF POWER POLE NUMBER
1634556.35 FEET (10.7 M) WEST OF THE
POST 11 FOOT CYPRESS STAMPER HWY. CO. SUR. D.M.
7-5-SI. (NAND 88) E-11189.24

DATE	BY	CHECKED	DATE

PROJECT: COUNTY OF RIVERSIDE
CONCEPTUAL GRADING PLAN
PARCEL 4 PM 34582
927-170-010
SHEET NO. 2 OF 2 SHEETS
DATE NO. REV. NO. REV. NO.



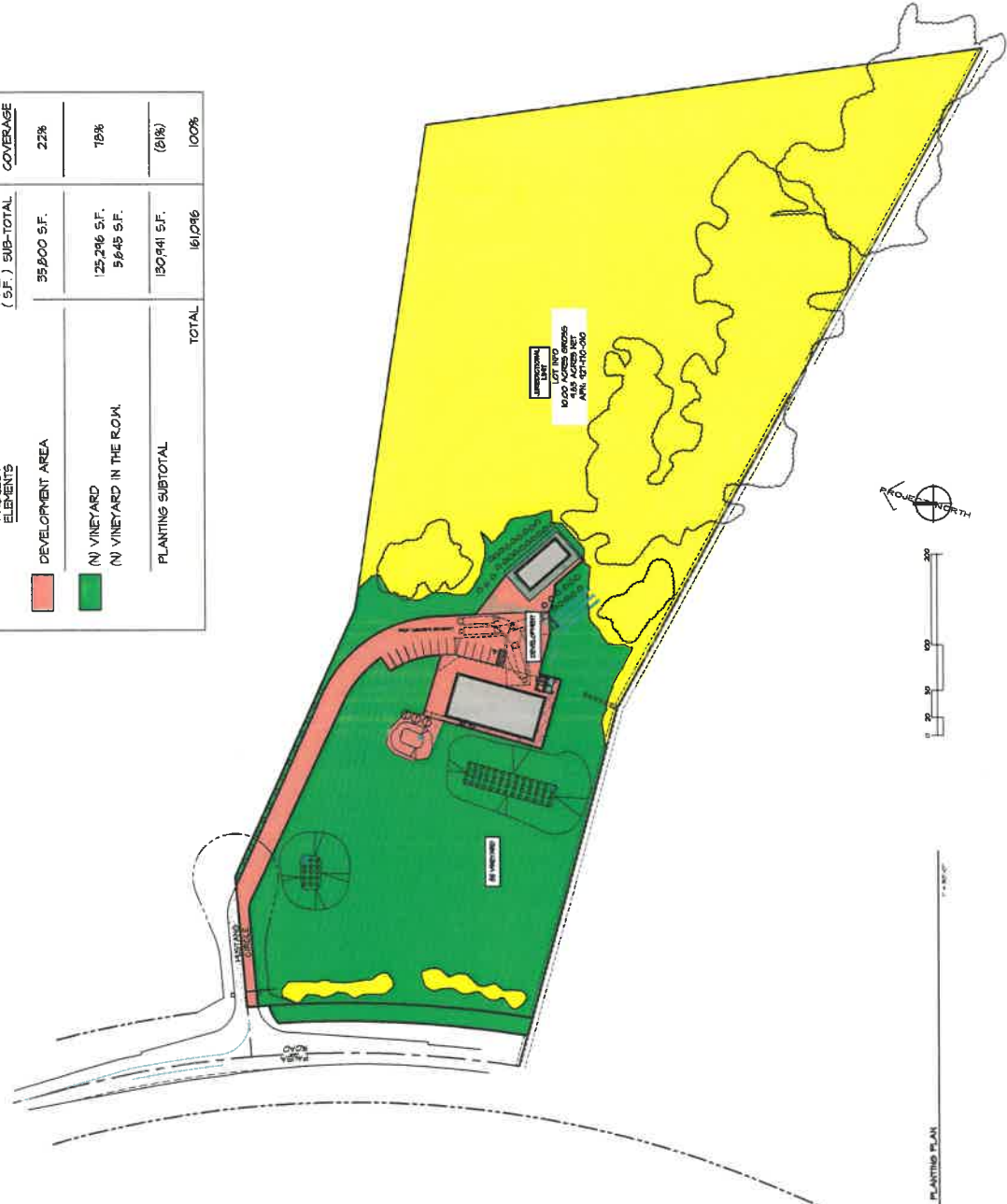
Project Name	1968 Cellars
Client	
Site No.	
Scale	
Sheet No.	
Job Number	
Drawn By	
Checked By	
Date	



MODIFIED NET AREA:
 AREAS IDENTIFIED BY
 PROJECT ENVIRONMENTAL
 ASSESSMENTS LOCATING
 SENSITIVE + NATIVE FLORA
 + FAUNA IN RIPARIAN AND
 RIVERINE HABITAT HAS
 BEEN EXCLUDED FROM THE
 NET SITE AREA.

SITE AREA ANALYSIS		JURISDICTIONAL LIMIT	
GROSS (AC/SF)	10.00 / 435,814		
NET (AC/SF)	9.63 / 414,111		6.02 / 261,969
BASIC NET	3.61 / 151,151		
MODIFIED NET**			

LOT COVERAGE ANALYSIS:		(COVERAGE % OF NET** LOT AREA)	
PROJECT ELEMENTS	AREA (S.F.)	SUB-TOTAL	% COVERAGE
DEVELOPMENT AREA	35,800 S.F.		22%
(N) VINEYARD	125,296 S.F.		19%
(N) VINEYARD IN THE ROW	5,645 S.F.		
PLANTING SUBTOTAL	130,941 S.F.		(31%)
TOTAL	161,026		100%



PLANTING PLAN



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Juan C. Perez
Agency Director



04/15/20, 10:24 am

PPT170001

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT170001. 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 (PPT170001) 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

The Plot Plan proposes to operate a Class II Winery within an existing metal building, including a tasting room that will be open to the public on a 10.0 gross acre parcel. The existing metal structure is 5,056 square feet. Included on the Project site is an existing mobile home (1,500 square feet) that is currently occupied by the property owner/caretaker of the Project site. Approximately 0.82 acres (35,800 square feet) of the site will be developed, approximately three (3) acres (130,941 sq.ft.) of the site will be planted with vineyards. The remaining area, approximately six (6) acres will be undisturbed due to topography of the Project Site and the protection of existing oak trees.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:

1. 3rd & 5th District Design Guidelines
2. County Design Guidelines
 - Temecula Valley Wine Country (Adopted 3/11/2014)

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on the PLOT PLAN Exhibit A (Site Plan), dated November 11, 2019.
Exhibit B (Elevations), dated November 11, 2019.
Exhibit C (Floor Plans), dated November 11, 2019.
Exhibit G (Conceptual Grading Plan), dated November 11, 2019.
Exhibit L (Conceptual Landscaping and Planting Plans), dated November 11, 2019.

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

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

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

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)
 - 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. 457 (Building Requirements)
 - Ord. No. 461 (Road Improvement Standards)
 - Ord. No. 484 (Control of Blowing Sand)
 - Ord. No. 625 (Right to Farm)
 - Ord. No. 655 (Regulating Light Pollution)
 - Ord. No. 671 (Consolidated Fees)
 - Ord. No. 742 (Fugitive Dust/PM10 Emissions in Coachella Valley) {Geographically based}
 - 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)

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

Advisory Notification. 6 AND - Hold Harmless

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(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 PPT170001 or its associated environmental documentation; and,

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Hold Harmless (cont.)

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning PPT170001, 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. 7 AND - Winery Development Standards

The following standards shall apply to all wineries as stated in Ordinance No. 348 Section 14.96.D:1

A total of seventy-five percent (75%) of the net project area shall be planted in vineyards prior to issuance of certificate of occupancy or final inspection, whichever occurs first. Fifty percent (50%) of the vineyard requirement shall be planted prior to issuance of building permit for the winery.

2. To achieve the seventy-five (75%) percent requirement, fifteen percent (15%) of the net project area may include the planting of olive trees and the remaining sixty percent (60%) of the net project area shall be planted in vineyards.

3. The seventy-five (75%) planting requirement shall not include water features, natural or man-made lakes or the planting of grapevines in parking lots, but may include planting in the road right of way as may be approved by the Director of Transportation or his designee.

4. Vineyards used to meet the above planting requirement shall have a minimum average density of 450 vines per acre. Olive trees used to meet the above planting requirement shall have a minimum average density of 100 olive trees per acre.

5. The seventy-five (75%) planting requirement shall be maintained for the life of the permit.

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 7 AND - Winery Development Standards (cont.)

6. No amplified sound shall be permitted outdoors, unless an exception to Ordinance No. 847 has been applied for and approved.
7. Prior to obtaining a Certificate of Occupancy, a winery operator shall obtain all applicable permits or licenses required by the California Department of Beverage Control.
8. A minimum of seventy-five percent (75%) of the grapes utilized in wine production and retail wine sales shall be grown in Riverside County, except during the following:
 - a. When the Board of Supervisors declares an Agricultural Emergency for the Temecula Valley Wine Country Area. The declaration shall be for a specific period of time and any winery within the Temecula Valley Wine Country Area Policy Area may take advantage of the exemption.
 - b. The first two years from the plot plan's or conditional use permit's effective date.
9. For winery entitlements and revised entitlements approved after the effective date of Ordinance No. 348.4818, at least fifty percent (50%) of the wine sold by a winery shall be produced on the winery site. This development standard does not apply to wineries approved and operating under an existing valid entitlement before the effective date of Ordinance No. 348.4818. Any change or expansion by these wineries requiring a revised entitlement shall be consistent with this development standard.
10. A Class II Winery shall be at least fifteen hundred (1,500) square feet in size and shall produce at least three thousand five hundred (3,500) gallons of wine annually as determined by the County Agricultural Commissioner.
11. Prior to the issuance of a building permit for any incidental commercial uses, the winery shall be constructed.
12. Prior to the issuance of a certificate of occupancy for any incidental commercial uses, the winery shall be operational.

BS-Plan Check

BS-Plan Check. 1 Gen - Custom

BUILDING AND SAFETY COMMENTS

To assist in providing an expeditious review, please cloud all corrections on revised exhibit. Items labeled as "Corrections" must be addressed prior to entitlement approval. Items labeled as "Notifications" are for your information only and are not required for entitlement approval. Include a comment response list addressing each correction on the comment list. Thank You.

Notifications:

1- ACCESSIBLE PATH OF TRAVEL:

Please provide a revised site plan to indicate the required continuous accessible paved path of travel. The accessible path of travel details shall include;

1. Accessible path construction type (Asphalt or concrete).
2. Accessible path width.
3. Accessible path directional slope % and cross slope %.
4. All accessible ramp and curb cut-out locations and details where applicable.

The Accessible path of travel shall:

1. Connect to the public R.O.W.
2. Connect to all building(s).

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1

Gen - Custom (cont.)

3. Connect to all accessible parking loading/unloading areas.
4. Connect to accessible sanitary facilities.
5. Connect to areas of public accommodation.

Please be aware that the approved site plan with accessibility requirements should be included with any building plan submittals. The plan review staff may have additional comments depending on the additional information or revisions provided during the plan review process. Additional accessible requirements within the structure shall be reviewed during the building plan review.

2- PERMANENT RESTROOMS ARE REQUIRED.

Provide revised plans to show either restrooms inside the winery building or permanent detached restroom building within 500 feet from that building.

The number of restrooms must be adequate as required per CBC 422.1 and table A.

3- The egress for the assembly testing area shall not pass through storage area CBC 1016.2.

4- Fire separation is required per table 508.4 between assembly and the storage area. Show the required separation at the testing area.

CODE/ORDINANCE REQUIREMENTS:

The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply.

NOTE: The new updated 2019 California Building Codes will be in effect as of January 1st 2020, as mandated by the state of California. Any building plan and fee payment submitted to the building department on or after January 1st, 2020 will be subject to the new updated California Building Code(s).

PERMITTED BUILDINGS:

Where existing structures are identified on the site plan, revise site plan to include the building permit number for each applicable structure shown. You may contact the Building & Safety Records Department @ (951) 955-2017 for assistance with building permit number retrieval.

CWP:

Where any building, structure, equipment, alteration, use, change of use, or utility has been fully or partially constructed, placed or installed on a property without permit, the applicant shall comply with current Building Department policies and procedures with regards to construction without permit (CWP).

The applicant may obtain a demolition permit to remove the CWP item from the property, or may begin the process to obtain the required building permit(s). Due to public safety concerns, time frames have been reduced to ensure that all minimum code and safety requirements per all applicable departments have been satisfied. Building plans and supporting documents and required verification documents shall be submitted to the building department with fee payment for review prior to any approval of the current planning case.

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1

Gen - Custom (cont.)

NOTE: Where a building and/or structure has been constructed, altered, or placed on the property without permit, the applicable building/structure shall not be occupied or in use until a final approved building inspection has been received. If the non-permitted/non-approved use and/or occupancy persists without full approval from applicable county departments, the applicant/owner is doing so at their own risk.

PERMIT ISSUANCE:

Per section 105.1 (2016 California Building Code, CBC): Where any owner or authorized agent intends to construct, enlarge, alter, repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the regulation of which is governed by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit.

The applicant shall obtain the required building permit(s) from the building department prior to any construction or placement of any building, structure or equipment on the property.

The applicant shall obtain an approved final building inspection and certificate of occupancy from the building department prior to any use or occupancy of the building, or structure.

At no time shall the approval of the planning case exhibit allow for the construction or use of any building, structure, or equipment. In residential applications, each separate structure will require a separate building permit.

Plan Info

Plans prepared, stamped and signed by a design professional (California licensed Architect, or California Licensed Engineer) may not be altered with hand drawn information. The jurisdictional plan review and/or inspection staff is unable to determine when such information has been placed, and if in fact either the design professional or applicable park authority has in fact approved the added information.

All added structural components, cabinets/counter, or utility additions shall be included within the printed designed plans.

E Health

E Health. 1

ECP COMMENTS FOR PPT170001

Due to the limited scope of actual construction being proposed as part of PPT170001 and new disturbance, RCDEH-ECP (Riverside County Department of Environmental Health – Environmental Cleanup Program) is not requiring any further assessment at this time.

If scope of work changes or contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact RCDEH-ECP at (951) 955-8980, for further information.

E Health. 2

Gen - Custom

For any proposed food service beyond wine tasting, food facility plans must be reviewed by DES to ensure compliance with applicable California Health and Safety Code/California Retail Food Code and an annual

ADVISORY NOTIFICATION DOCUMENT

E Health

E Health. 2 Gen - Custom (cont.)

operating permit would be required.

Planning

Planning. 1 Planning - Basin Vineyard Planting

Vineyard planting in the basin is permitted provided the slope of the basin is 4:1. Other options may include planting only on the basin bottom, or widening out the basin to blend in with the vineyard. Consult with Transportation Department regarding the technical aspects of planting vineyards within the basin area and whether it would be able to function properly and be maintained adequately. Please include a detail of which option you choose on your vineyard planting plan prior to public hearing.

Planning. 2 Planning - Basis For Parking

Parking for this project was determined primarily on the basis of County Ordinance No. 348, Section 18.12.

Wine Storage 1 space/1,000 sq. ft., Distilling Area 1 space/500 sq. ft., Wine Tasting Area 1 space/45 sq. ft. serving area.

Mobile Home: 2 spaces/mobile home.

15 parking spaces are required.

Planning. 3 Planning - Color and Materials

Building colors and materials shall be in substantial conformance with those shown on APPROVED EXHIBIT B.

Planning. 4 Planning - Gen - Causes for Revocation

In the event the use hereby permitted under this permit is found:

(a) to be in violation of the terms and conditions of this permit; and/or,

(b) to have been obtained by fraud or perjured testimony; and/or,

(c) to be detrimental to the public health, safety or general welfare, or is a public nuisance,

then this permit shall be subject to revocation procedures.

Planning. 5 Planning - Gen - 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. 6 Planning - Gen - Permit Expiration

This approved permit shall be used within eight (8) years from the approval date; otherwise, the permit

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 6 Planning - Gen - Permit Expiration (cont.)

shall be null and void. The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the eight (8) years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

Planning. 7 Planning - Gen - Review Fees

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan, or mitigation and monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning. 8 Planning - General - NO RESIDENT OCCUPANCY

No permanent occupancy shall be permitted within the property approved under this plot plan as a principal place of residence except the mobile home/caretaker's dwelling as shown on the APPROVED EXHIBIT A. No person, except the caretaker and members of the caretaker's family, shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

Planning. 9 Planning - General - Annex CSA 149A

All new wineries with tasting rooms shall annex into CSA 149A prior to building permit issuance.

Planning. 10 Planning - General - Business Licensing

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department.

Planning. 11 Planning - General - LAND DIVISION REQUIRED

Prior to the sale of any individual structure as shown on APPROVED EXHIBIT A, a land division shall be recorded in accordance with Riverside County Ordinance No. 460, and any other pertinent ordinance.

Planning. 12 Planning - Lighted Hooded/Directed

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

Planning. 13 Planning - No Outdoor Advertising

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 2 UNANTICIPATED RESOURCES (cont.)

by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-EPD

Planning-EPD. 1 0015-Planning-EPD-MSHCP consistency analysis

MET

Planning-GEO

Planning-GEO. 1 GEO190041 ACCEPTED

County Geologic Report GEO No. 190041, submitted for the project PPT170001, APN 927-170-010, was prepared by Earth Strata Geotechnical Services, Inc., and is titled; "Preliminary Geotechnical Interpretive Report, Proposed Commercial Building and Modular Building, Assessor's Parcel Number 927-170-010, Located at 36435 Mustang Circle, Temecula Area, Riverside County, California," dated September 30, 2019. In addition, Earth Strata has also submitted the following document:

"Response to the County of Riverside Review Comments Regarding County Geologic Report 190041, Proposed Commercial Building and Modular Building, Assessor's Parcel Number 927-170-010, Located at 36435 Mustang Circle, Temecula Area, Riverside County, California," dated February 6, 2020.

GEO No. 190041 concluded:

1. The site is not located within an Alquist-Priolo Earthquake Fault Zone, but is located within a Riverside County Fault Hazard Zone for the Agua Tibia Mountain Fault.
2. A previous fault hazard evaluation for the site cleared the subject site of active faulting.
3. Landslide debris was not observed during our subsurface evaluation and no ancient landslides are known to exist on the site.
4. The liquefaction analyses of post graded conditions determined that potentially liquefiable earth materials were encountered in Boring B-1, from 5 to 20 feet and may cause settlement of 4.8 inches. However, due to the recommended grading, the depth of the liquefiable earth materials, and the volume of overburden materials above the liquefiable zone, any liquefaction that occurs should not manifest itself at the surface.
5. We estimate that dynamic settlement of sands due to liquefaction will be on the order of 1 inch after the recommended grading of 10 to 12 feet within the alluvial material is completed.
6. The settlement characteristics of the earth materials that underlie the building site are on the order of 5 inches. If the foundations are upgraded, then the settlement can be reduced to 1 inch or less.
7. Based on the results of preliminary laboratory testing, site soils have a "Very Low" expansion potential.

GEO No. 190041 recommended:

1. Vegetation including trees, grasses, weeds, brush, shrubs, or any other debris should be stripped from the areas to be graded and properly disposed of offsite.
2. For each area to receive compacted fill, the removal of low density, compressible earth materials, such as upper alluvial materials and undocumented artificial fill, should continue until firm competent alluvium is encountered.

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1 GEO190041 ACCEPTED (cont.)

3. The removal bottoms should be quantitatively verified with relative compaction testing.
4. Please note that due to the existing structure, pressure grouting or similar approved method will be employed to densify the soils below the building to obtain the required minimum densities.
5. Remedial grading should extend beyond the perimeter of the proposed structures a horizontal distance equal to the depth of excavation or a minimum of 5 feet, whichever is greater.
6. Based on the subsurface exploration, the anticipated removal depths should vary from 10 to 12 feet below existing grade.

This update to GEO No. 190041 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 190041 is hereby accepted for planning purposes. Engineering and other Building Code parameters were not included as a part of this review or approval. This approval is not intended and should not be misconstrued as approval for grading permit. Engineering and other building code parameters should be reviewed and additional comments and/or conditions may be imposed by the County upon application for grading and/or building permits.

Planning-PAL

Planning-PAL. 1 Gen - LOW PALEO

According to the County's General Plan, this site has been mapped as having a "Low Potential" for paleontological resources. This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this project is not anticipated to require any direct mitigation for paleontological resources. However, should fossil remains be encountered during site development:

1. All site earthmoving shall be ceased in the area of where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.
2. The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery.
3. The applicant shall retain a qualified paleontologist approved by the County of Riverside.
4. The paleontologist shall determine the significance of the encountered fossil remains.
5. Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.
6. If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains.
7. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data

ADVISORY NOTIFICATION DOCUMENT

Planning-PAL

Planning-PAL. 1

Gen - LOW PALEO (cont.)

will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. * Per the County of Riverside "SABER Policy", paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the City of Hemet.

8. 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.

Transportation

Transportation. 1

Gen - Transportation

1. The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.
2. 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.
3. Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.
4. 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.
5. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.
6. The Project shall obtain approval of street improvement plans from the Transportation Department.

Improvement plans shall be based upon a design profile extending a minimum of 300 feet beyond the project limits.
7. 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

Traffic Management Plan (TMP)

Traffic Management Plan for 170001 Prepared By the Applicant
03/26/19

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2

Traffic Management Plan (TMP) (cont.)

1. Introduction

The purpose of this Traffic Management Plan is to describe the way vehicles will enter and leave the property, and uses of the property.

2. Project Description / Location

The site is located on 36435 Mustang Cir, Temecula, CA 92592. The project is on 10.00 acres (3.7 ac modified gross due to environmental constraints gross) and is currently vacant. Tasting space is 970 SQ. FT. A 5,056 square foot winery/tasting room are proposed for the site. Over 78% of Plot Plan 170001 is planted as vineyard.

3. Ingress/Egress

The project takes access from Pauba Road. The street is currently paved to a width of 24 feet.

Access to this site is provided by a 25 ft. wide driveway, which connects directly to Pauba Road.

A left turn pocket and A.C. pavement transition to taper between the existing road, and the proposed driveway shall be provided in accordance with the following design parameters:

- i. The left turn pocket at the propose driveway (Mustang Circle) shall be 12' wide minimum (6' west and 6' east of the centerline) AC pavement and 100 feet long with a 120 foot reverse curve transition tapering with a 270 foot transition tapering on the north and south side of the proposed driveway.
- ii. Provide 14 foot AC pavement transitions on each side of the left-turn pocket for a design speed of 45 m.p.h.
- iii. Provide acceleration and deceleration AC pavement lane at the driveway per County Standard No. 803, Ordinance 461.
- iv. Edge of pavement return at the driveway shall be 35' radius.

4. Parking

Onsite parking is in accordance with Riverside County Ordinance 348, Section 18.12. If capacity is expected to exceed maximum then provisions need to be made for offsite parking with shuttle services provided.

5. Hours of Operation / Employees

- For hours of operation see Planning Department conditions of approval.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2

Traffic Management Plan (TMP) (cont.)

- The winery is operated by the 1968 Cellars. In addition to family members, there will be 3 to 7 employees working at the winery.

6. Special Events

No private special events are permitted or proposed other than sanctioned Wine Growers Association gatherings, as defined for a class II winery.

7. Signage

A "Stop" sign will be placed on the access driveway where the driveway meets with Pauba Road. Sufficient "No Parking" signs shall be placed along Pauba Road to prohibit visitors from parking on the street.

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50. Prior To Map Recordation

Fire

050 - Fire. 1 Prior to recordation Not Satisfied

The proposed project will have a cumulative adverse impact on the Fire Department's ability to provide an acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased presence of structures, traffic and population. The project proponents/developers will be expected to provide for a proportional mitigation to these impacts via capital improvements and/or impact fees.

Planning-EPD

050 - Planning-EPD. 1 0050-EPD-MAP-ECS SHALL BE PREPARED Not Satisfied

The land divided shall prepare an Environmental Constraints Sheet (ECS) in accordance with Section 2.2 E. & F. of County Ordinance No. 460, which shall be submitted as part of the final exhibit for recordation. The ECS shall document the location of the conservation area as described in Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis, by Searal Biological Services, dated October 22, 2019.

An ECS note will also be required at recordation to reflect this parcel must show that the proposed project is consistent with Riverside County's MSHCP.

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 0060-BS GRADE - PPT - 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 offsite property, the owner/ applicant shall provide a copy of the recorded drainage easement or copy of Final Map.

060 - BS-Grade. 2 0060-BS GRADE - PPT -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 0060-BS GRADE - PPT -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 at (951) 955-6888 for additional information and requirements.

Planning

060 - Planning. 1 Planning - Fee Status Not Satisfied

Prior to the issuance of grading permits for Plot Plan No. 170001, the Planning Department shall determine the status of the deposit based fees. If the fees are in a negative status, the permit holder

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 1 Planning - Fee Status (cont.) Not Satisfied
 shall pay the outstanding balance.

Planning-EPD

060 - Planning-EPD. 1 0060-EPD-30-Day Burrowing Owl Preconstruction Survey 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 grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist who holds a Memorandum of Understanding with the County. The survey results shall be provided in writing to the Environmental Programs Division (EPD) of the Planning Department. If the grading permit is not obtained within 30 days of the survey, a new survey shall be required.

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.

Burrowing Owl relocation shall only be allowed to take place outside of the burrowing owl nesting season (nesting season is March 1 through August 31) and is required to be performed by a qualified biologist familiar with relocation methods. The County Environmental Programs Department shall be consulted to determine appropriate type of relocation (active or passive) and potential translocation sites. Burrowing Owl Protection and Relocation Plans and Biological Monitoring Plans are required to be reviewed and approved by the California Department of Fish and Wildlife.

060 - Planning-EPD. 2 0060-EPD-Nesting Bird Survey (MBTA) 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. Nesting bird season is February 15th through August 31st. If habitat or structures that support nesting birds must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted.

The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted. Prior to the issuance of a grading permit the project proponent must provide written proof to the Riverside County Planning Department, Environmental Programs Division (EPD) that a biologist who holds an MOU with the County of Riverside has been retained to carry out the required survey. Documentation submitted to prove compliance prior to grading permit issuance must at a minimum include the name and contact information for the Consulting Biologist and a signed statement from the Consulting Biologist confirming that they have been contracted by the applicant to conduct a Preconstruction Nesting Bird Survey. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a grading permit.

Prior to finalization of a grading permit or prior to issuance of any building permits the projects consulting biologist shall prepare and submit a report to Environmental Programs Division (EPD) documenting the results of the pre-construction nesting bird survey.

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 3 0060-EPD-Oak Tree Mitigation and Monitoring Plan - Prior to Not Satisfied

The following shall be mapped on all project exhibits:
1) All coast live oak trees being preserved on-site;
2) All coast live oak trees being removed or impacted;
3) Location of on-site mitigation planting areas for any trees being removed or impacted.

If coast live oak trees will be removed or impacted by the Project, then a Habitat Mitigation and Monitoring Plan (HMMP) shall be submitted prior to grading permit issuance.
The Oak Tree HMMP shall include the following information:

- Proposed oak tree replacement ratio
- Size and species of the replacement trees. Replacement trees must be the same species as trees being removed.
- Location of replacement/mitigation sites within the Project area
- Proposed long-term maintenance and monitoring strategy to ensure survival
- Discussion of expected survival rate and success criteria

Survey

060 - Survey. 1 Prior to Road Construction Not Satisfied

Prior to road construction, if survey monuments including centerline monuments, tie points, property corners and benchmarks found it shall be located and tied out and corner records filed with the County Surveyor pursuant to Section 8771 of the Business & Professions Code. Survey points destroyed during construction shall be reset, and a second corner record filed for those points prior to completion and acceptance of the improvements.

060 - Survey. 2 Vacation Not Satisfied

The project proponent, by his/her design, is requesting a vacation of the existing full-width dedicated rights of way along Mustang Circle. The project proponent shall apply under a separate application with the County Surveyor for a conditional vacation of Mustang Circle, and receive a Board of Supervisors decision. Should the Board of Supervisors fail to approve said vacation request, the project proponent shall re design the project, utilizing the existing rights of way.

NOTE:

If the conditional vacation of Mustang Circle approved by the Board of Supervisors, the project proponent shall provide a reciprocal access easement for the adjacent property APN: 927-170-009

Transportation

060 - Transportation. 1 0060-Transportation-USE – FINAL WQMP REQUIRED Not Satisfied

The project is located in the Santa Margarita watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at <http://rcflood.org/npdes/SMRWMA.aspx>, In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2,

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80. Prior To Building Permit Issuance

Fire

080 - Fire. 1 Prior to permit (cont.) Not Satisfied

1. Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

2. Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code, Riverside County Ordinance 787 and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance. The project is located in the "Very High State Responsibility Fire Hazard Severity Zone" of Riverside County as shown on a map titled Very High Fire Hazard Severity Zones, dated April 8, 2010 and retained on file at the office of the Fire Chief and supersedes other maps previously adopted by Riverside County designating high fire hazard areas.

Any building constructed on lots created by this project shall comply with the special construction provisions contained in Riverside County Ordinance 787, Title 14, the California Building Code and Riverside County Fire Department Information Bulletin #08-05. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

Planning

080 - Planning. 1 Planning - Conform to Elevations Not Satisfied

Elevations of all building submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBIT B for the associated; Tasting Room/Wine Production and Restrooms.

080 - Planning. 2 Planning - Conform to Floor Plans Not Satisfied

Floor plans shall be in substantial conformance with that shown on APPROVED EXHIBIT C for the associated; Tasting Room and Wine Production Area

080 - Planning. 3 Planning - Roof Equipment Shielding Not Satisfied

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval

080 - Planning. 4 Planning - School Mitigation Not Satisfied

Impacts to the Temecula Valley Unified School District shall be mitigated in accordance with California State law.

080 - Planning. 5 Planning - Underground Utilities Not Satisfied

The permit holder shall submit to the Department of Building and Safety and the Planning Department a written statement from the Southern California Edison Company (or the Imperial Irrigation District) confirming whether or not the overhead electrical lines within the Project site are capable of being installed underground and that all financial arrangements to do so have been completed, or the permittee shall submit a definitive statement to the above departments from the utility refusing to allow underground installation of the overhead electrical lines, in which case any requirement of these conditions to install electrical lines underground is null and void.

080 - Planning. 6 Planning - Vineyard Planting Inspections Not Satisfied

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 6 Planning - Vineyard Planting Inspections (cont.) Not Satisfied

Prior to building permit issuance, and in accordance with Ordinance 348 Section 14.96 D.

1, fifty percent (50%) of the planted vineyard planting (per Exhibit L) shall be planted prior to issuance of building permit for the winery. The permit holder shall contact the Land Use Division or Planning Department to request an inspection. The County field representative shall conduct a site visit inspection to verify that vineyard planting has occurred in accordance with the approved vineyard planting plan. Once verified, the representative shall satisfy the condition of approval referring to the need for fifty percent (50%) vineyard planting. If the total seventy-five percent (75%) vineyard planting area is planted prior to building permit issuance (per Exhibit L), the County field representative can clear this condition of approval and the condition of approval for prior to final inspection for verification of vineyard planted area of a total of seventy-five percent (75%). Vineyard planting shall conform to the approved vineyard planting plan exhibit (Exhibit L) for the approved project.

Survey

080 - Survey. 1 Vacation Not Satisfied

The project proponent, by his/her design, is requesting a vacation of the existing full-width dedicated rights of way along Mustang Circle. The project proponent shall apply under a separate application with the County Surveyor for a conditional vacation of Mustang Circle, and receive a Board of Supervisors decision. Should the Board of Supervisors fail to approve said vacation request, the project proponent shall redesign the project, utilizing the existing rights of way.

NOTE:

If the conditional vacation of Mustang Circle approved by the Board of Supervisors, the project proponent shall provide a reciprocal access easement for the adjacent property APN: 927-170-009.

Transportation

080 - Transportation. 1 0080-Transportation-ESTABLISH WQMP MAINT ENTITY Not Satisfied

A maintenance plan and signed WQMP/BMP maintenance agreement shall be submitted to the Transportation Department shall be approved and recorded against the property. A maintenance organization will be established with a funding source for the permanent maintenance.

080 - Transportation. 2 0080-Transportation-IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

080 - Transportation. 3 Utility Plan Not Satisfied

Electrical power, telephone, communication, 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

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 3 Utility Plan (cont.) Not Satisfied
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.

Waste Resources

080 - Waste Resources. 1 Gen - Recyclables Collection and Loading Area Not Satisfied

Prior to issuance of a building permit, the applicant shall submit three (3) copies 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, along with its dimensions and construction detail, including elevation/façade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

080 - Waste Resources. 2 Gen - 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.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 0090-BS GRADE - PPT - 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 Soils Compaction 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.
5. Submitting a "Wet Signed" copy of the Certification certifying the installation of any onsite storm drain systems not inspected by Riverside County Flood Control District or the Riverside County Transportation Department.

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90. Prior to Building Final Inspection

BS-Grade

- 090 - BS-Grade. 1 0090-BS GRADE - PPT - Precise Grade Approval (cont.) Not Satisfied
Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

E Health

- 090 - E Health. 1 Hazmat BUS Plan Not Satisfied
The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances.

Planning

- 090 - Planning. 1 Planning - Roof Shielding Equipment Not Satisfied
Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval and as shown on the APPROVED EXHIBIT B plans for all buildings.

- 090 - Planning. 2 Planning - ADA Parking Not Satisfied
A minimum of one (1) accessible parking space 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 reflective 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 owners 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. 3 Planning - Parking Paving Material Not Satisfied
A minimum of fifteen (15) parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department. The parking area shall be surfaced with concrete to current standards as approved by the Department of Building and Safety.

- 090 - Planning. 4 Planning - Trash Enclosures Not Satisfied
The trash enclosure which is adequate to enclose a minimum of two (2) bins shall be located as shown on the APPROVED EXHIBIT A, and shall be constructed prior to the issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with masonry block, reclaimed wood siding and a painted steel gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure(s) or as approved by the

Plan: PPT170001

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90. Prior to Building Final Inspection

Planning

090 - Planning. 4 Planning - Trash Enclosures (cont.) Not Satisfied

Riverside County Waste Management Department All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

090 - Planning. 5 Planning - Verification of Permits Not Satisfied

Prior to obtaining a Certificate of Occupancy, a winery operator shall provide verification to the appropriate County Agency that all applicable permits or licenses required by the California Department of Beverage Control have been obtained.

090 - Planning. 6 Planning - Vineyard Planting Inspection Not Satisfied

Prior to building permit final, and in accordance with Ordinance 348 Section 14.96 D. 1, the remaining twenty-five percent (25%) of the vineyard requirement shall be planted prior to final of the building permit for the winery. The permit holder shall contact the Land Use Division or Planning Department to request an inspection. The County field representative shall conduct a site visit inspection to verify that vineyard planting has occurred in accordance with the approved vineyard planting plan. Once verified, the representative shall satisfy the condition of approval referring to the need for the remaining twenty-five percent (25%) vineyard planting. Vineyard planting shall conform to the approved vineyard planting plan exhibit (Exhibit V) for the approved project.

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 Improvement Not Satisfied

Pauba is a paved County maintained road designated as a Mountain Arterial Road and shall be improved along and outside project boundaries with AC pavement, protected shoulders, within the 110' full width dedicated right of way as follows:

1. The left turn pocket at the propose driveway (Mustang Circle) shall be 12' wide minimum (6' west and 6' east of the centerline) AC pavement and 100 feet long with a 120 foot reverse curve transition tapering.
2. Provide 270, minimum, foot AC pavement transition taper on each side of the left turn pocket.
3. Provide acceleration and deceleration AC pavement lane at the driveway per County Standard No. 803, Ordinance 461.
4. Edge of pavement return at the driveway shall be 35' radius.
5. 'No parking' sign shall be installed along Pauba Road and as directed by the Transportation Department.

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Parcel: 927170010

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 2 Improvement (cont.) Not Satisfied

6. Gate shall be installed 35', minimum, radial from the flow line of adjacent street.

090 - Transportation. 3 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:

- Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 824.

090 - Transportation. 4 Utility Install Not Satisfied

Electrical power, telephone, communication, 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.

Waste Resources

090 - Waste Resources. 1 Gen - 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 stamped by the Riverside County Department of Waste Resources, and as verified by the Riverside County Building and Safety Department through site inspection.

090 - Waste Resources. 2 Gen - 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: December 21, 2017

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
P.D. Archaeology Section
Board of Supervisors - Supervisor: 3rd District-
Washington
Planning Commissioner: 3rd District- Taylor-
Berger

Eastern Municipal Water District (EMWD)

PLOT PLAN NO. 170001 — Applicant: 1968 Cellars LLC/Andrew Sebok – Engineer: Secutrac Engineering/Leonard Urquiza – Third Supervisorial District – Rancho California Zoning Area – Southwest Area Plan: Rural: Rural Residential (R:RR) – Zoning: Wine Country - Equestrian (WC-E) Location: North of Los Carralitos Road, South of Los Corralitos Road, East of Pauba Road, and West of Oak Mountain – 9.49 Acres — **REQUEST:** The Plot Plan proposes to construct a single story wine production warehouse, tasting room, office and a bed and breakfast with four guest units and one caretakers unit. Total square footage added will be approximately 12,469 square feet. – APN: 927-170-010. **BBID: 399-314-049**

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 Land Management System (LMS) 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 LMS routing on or before the above date. This case is scheduled for a **DAC internal review on January 4, 2018.** Once the route is complete, and the approval screen is approved with or without corrections, the project can be scheduled for a public hearing.

DATE: _____ SIGNATURE: _____

PLEASE PRINT NAME AND TITLE: _____

TELEPHONE: _____

If you do not include this transmittal in your response, please include a reference to the case number and project planner’s name. Thank you.



P1700001

RIVERSIDE COUNTY PLANNING DEPARTMENT

Steve Weiss, AICP
Planning Director

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: 1968 Cellars LLC

Contact Person: Andrew Sebok E-Mail: agsebok@msn.com

Mailing Address: 40134 Calle Cabernet
Temecula CA 92591
City State ZIP

Daytime Phone No: (951) 699-4607 Fax No: () _____

Engineer/Representative Name: Secutrac Engineering Ventura Engineering Inland, Inc

Contact Person: Leonard Urquiza Jinglin Luo (Kelly) E-Mail: Leonard@secutracengineering.com Kelly@venturaengineeringinland.com

Mailing Address: 43300 Business Park Drive, Ste. 205 27393 Inez Rd, Suite 159
Temecula CA 92590 92591
City State ZIP

Daytime Phone No: (951) 240-5677 ~~695-3900~~ Fax No: () _____

Property Owner Name: 1968 Cellars LLC

Contact Person: Andrew Sebok E-Mail: _____

Mailing Address: 40134 Calle Cabernet
Temecula CA 92591
City State ZIP

Daytime Phone No: (951) 699-4607 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

"Planning Our Future... Preserving Our Past"

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.)

QING HUO

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): 927-170-010

Approximate Gross Acreage: 10 acres

General location (nearby or cross streets): North of Los Corralitos Road, South of Los Caballos Road, East of Pauba Road, West of Oak Mountain.

APPLICATION FOR LAND USE AND DEVELOPMENT

PROJECT PROPOSAL:

Describe the proposed project.

Project will construct a 1 story wine production warehouse, tasting room, and employee office.

add lodging -

Identify the applicable Ordinance No. 348 Section and Subsection reference(s) describing the proposed land use(s): _____

Number of existing lots: 1

EXISTING Buildings/Structures: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>						
No.*	Square Feet	Height	Stories	Use/Function	To be Removed	Bldg. Permit No.
1	5000		1	Production Warehouse	<input type="checkbox"/>	N/A
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	3049		1	Tasting Room	
2	871		1	Employee office	
3					
4					
5					
6					
7					
8					
9					
10					

PROPOSED Outdoor Uses/Areas: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
No.*	Square Feet	Use/Function
1	2178	Recreation/ Open Area
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:

Are there previous development applications filed on the subject property: Yes No

If yes, provide Application No(s). _____
(e.g. Tentative Parcel Map, Zone Change, etc.)

Initial Study (EA) No. (if known) _____ EIR No. (if applicable): _____

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes No

If yes, indicate the type of report(s) and provide a signed copy(ies): _____

Is the project located within 1,000 feet of a military installation, beneath a low-level flight path or within special use airspace as defined in Section 21098 of the Public Resources Code, and within an urbanized area as defined by Government Code Section 65944? Yes No

Is this an application for a development permit? Yes No

If the project located within either the Santa Ana River/San Jacinto Valley watershed, the Santa Margarita River watershed, or the Whitewater River watershed, check the appropriate checkbox below.

If not known, please refer to [Riverside County's Map My County website](#) to determine if the property is located within any of these watersheds (search for the subject property's Assessor's Parcel Number, then select the "Geographic" Map Layer – then select the "Watershed" sub-layer)

If any of the checkboxes are checked, click on the adjacent hyperlink to open the applicable Checklist Form. Complete the form and attach a copy as part of this application submittal package.

- [Santa Ana River/San Jacinto Valley](#)
- [Santa Margarita River](#)
- [Whitewater River](#)

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: _____

Address: _____

Phone number: _____

Address of site (street name and number if available, and ZIP Code): _____

Local Agency: County of Riverside

Assessor's Book Page, and Parcel Number: _____

Specify any list pursuant to Section 65962.5 of the Government Code: _____

Regulatory Identification number: _____

Date of list: _____

Applicant: _____ Date _____

HAZARDOUS MATERIALS DISCLOSURE STATEMENT

[Government Code Section 65850.2](#) requires the owner or authorized agent for any development project to disclose whether:

1. Compliance will be needed with the applicable requirements of Section 25505 and Article 2 (commencing with Section 25531) of Chapter 6.95 of Division 20 of the Health and Safety Code or the requirements for a permit for construction or modification from the air pollution control district or air quality management district exercising jurisdiction in the area governed by the County. Yes No
2. The proposed project will have more than a threshold quantity of a regulated substance in a process or will contain a source or modified source of hazardous air emissions. Yes No

I (we) certify that my (our) answers are true and correct.

Owner/Authorized Agent (1) _____ Date _____

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\295-1010 Land Use and Development Condensed Application.docx
Created: 04/29/2015 Revised: 06/06/2016



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.

 Oct 22, 2019

Property Owner(s) Signature(s) and Date

QING HUO

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.*

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) 863-7040

"Planning Our Future... Preserving Our Past"

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

A PUBLIC HEARING has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the RIVERSIDE COUNTY DIRECTOR'S HEARING to consider the project shown below:

PLOT PLAN NO. 170001 – Exempt from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Sections 15303(c) (New Construction or Conversion of Small Structures) – Applicant: 1968 Cellars, LLC/Qing Huo – Engineer: ZJS Engineering Services Inc. – Third Supervisorial District – Rancho California Zoning Area – Southwest Area Plan: Rural: Rural Residential (R-RR) – Zoning: Wine Country – Equestrian (WC-E) Location: Easterly of Pauba Road and southerly of Mustang Circle and Los Caballos Road – 10.0 Gross Acres – **REQUEST:** Plot Plan No. 170001 is a proposal to operate a Class II Winery within an existing metal building, including a tasting room that will be open to the public on a 10.0 gross acre parcel. The existing metal structure is 5,056 sq. ft. Included on the Project site is an existing mobile home (1,500 sq. ft.) that is currently occupied by the property owner/caretaker of the Project site. Approximately 0.82 acres (35,800 sq. ft.) of the site will be developed, approximately three (3) acres (130,941 sq. ft.) of the site will be planted with vineyards. The remaining area, approximately six (6) acres will be undisturbed due to topography of the Project Site and the protection of existing trees.

TIME OF HEARING: 1:30 pm or as soon as possible thereafter
DATE OF HEARING: **MAY 4, 2020**
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER
1ST FLOOR, CONFERENCE ROOM 2A
4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the Planning Department website at: <https://planning.rctlma.org/>.

For further information regarding this project, please contact Project Planner: Deborah Bradford at (951) 955-6646 or email at dbradfor@rivco.org, or go to the County Planning Department's Director's Hearing agenda web page at <http://planning.rctlma.org/PublicHearings.aspx>.

The Riverside County Planning Department has determined that the above-described application is exempt from the provisions of the California Environmental Quality Act (CEQA). The Planning Director will consider the proposed application at the public hearing.

The case file for the proposed project is available for review via email by contacting the project planner. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. Please note that access to the meeting is limited. All comments received prior to the public hearing will be submitted to the Planning Director for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received during or after the meeting will be distributed to the Planning Commission and retained for the official record.

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: Deborah Bradford
P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on April 08, 2020,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PPT170001 for

Company or Individual's Name RCIT - GIS,

Distance buffered 2400'

Pursuant to application requirements furnished by the Riverside County Planning Department. Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

TITLE: GIS Analyst

ADDRESS: 4080 Lemon Street 9TH Floor

Riverside, Ca. 92502




TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

Riverside County GIS Mailing Labels

PPT170001 (2400 feet buffer)



Legend

-  County Boundary
-  Cities
-  World Street Map

Notes



0 1,505 3,009 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... 4/8/2020 10:34:34 AM

© Riverside County RCIT

927140011
DONNA K. DENNIS
564 SAN LUCAS DR
SOLANA BEACH CA 92075

927140012
RANCHO CALIF WATER DIST
P O BOX 9017
TEMECULA CA 92589

927160001
SFT REALTY GALWAY DOWNS
27711 DIAZ RD
TEMECULA CA 92590

927160035
JEROME T. AMERMAN
38951 PAUBA RD
TEMECULA CA 92592

927160054
HANDLE IT MMS
43620 RIDGE PARK DR NO 340
TEMECULA CA 92590

927170001
RICH RANCH
36540 SILVER SPUR RD
TEMECULA CA 92592

927170002
JANET RICH
P O BOX 4347
FULLERTON CA 92834

927170006
XIAO YAN ZHANG
1335 OAK VIEW
SAN MARINO CA 91108

927170015
1968 CELLARS
40134 CALLE CABERNET
TEMECULA CA 92591

927170016
HUO FAMILY TRUST DTD 5/18/2018
40134 CALLE CABERNET
TEMECULA CA 92591

Visit Temecula Valley Wine Country
28690 Mercedes Avenue, Suite A
Temecula, CA 92590

Visit Temecula Valley Wine Country
28690 Mercedes Avenue, Suite A
Temecula, CA 92590

Lorraine F. Harrington
35820 Pauba Rd.
Temecula CA 92592

Lorraine F. Harrington
35820 Pauba Rd.
Temecula CA 92592

Temecula Valley Winegrowers Assoc.
P.O. Box 1601
29377 Rancho California Rd., Suite 203
Temecula, CA 92593

Temecula Valley Winegrowers Assoc.
P.O. Box 1601
29377 Rancho California Rd., Suite 203
Temecula, CA 92593

RCHA
P.O. Box 1622
Temecula, CA 92593

RCHA
P.O. Box 1622
Temecula, CA 92593

Terilee Hammett
40540 Chaparral Drive
Temecula, CA 92592

Terilee Hammett
40540 Chaparral Drive
Temecula, CA 92592

The GlenOak Hills HOA
Avalon Management Group, John Ellett
43529 Ridge Park Drive
Temecula, CA 92590

The GlenOak Hills HOA
Avalon Management Group, John Ellett
43529 Ridge Park Drive
Temecula, CA 92590

Eastern Municipal Water District
Atten: Joe Mouawad, Asst. Gen. Mgr.
P.O. Box 8300
Perris, CA 92572-8300

Eastern Municipal Water District
Atten: Joe Mouawad, Asst. Gen. Mgr.
P.O. Box 8300
Perris, CA 92572-8300

Larry Smalley
35725 Los Nogales Rd.
Temecula, CA 92592

Larry Smalley
35725 Los Nogales Rd.
Temecula, CA 92592

Pechanga Temecula Band of Luiseño
Indians
Ebru Ozdil, Planning Specialist
P.O. Box 2183
Temecula, CA 92593

Ventura Engineering Inland, Inc.
Attention: Kelly Luo
27393 Ynez Rd., Suite 159
Temecula, CA 92591

Ventura Engineering Inland, Inc.
Attention: Kelly Luo
27393 Ynez Rd., Suite 159
Temecula, CA 92591

Ventura Engineering Inland, Inc.
Attention: Wilfred Ventura
27393 Ynez Rd., Suite 159
Temecula, CA 92591

Qing Huo
36435 Mustang Circle
Temecula, CA 92592

Qing Huo
36435 Mustang Circle
Temecula, CA 92592

Walter R. Allen, AIA
28465 Old Town Front St., Suite 201
Temecula, CA 92590

Walter R. Allen, AIA
28465 Old Town Front St., Suite 201
Temecula, CA 92590

Richard Drury
Komalpreet Toor
Lozeau Drury, LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612

Kirkland West
Habitat Defense Council
PO Box 7821
Laguna Niguel, Ca, 92607-7821



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

NOTICE OF EXEMPTION

TO: Office of Planning and Research (OPR) FROM: Riverside County Planning Department
P.O. Box 3044 4080 Lemon Street, 12th Floor 38686 El Cerrito Road
Sacramento, CA 95812-3044
 County of Riverside County Clerk P. O. Box 1409 Palm Desert, CA 92201
Riverside, CA 92502-1409

Project Title/Case No.: PPT170001

Project Location: North of Los Carralitos Road, South of Los Carralitos Road, East of Pauba Road, and West of Oak Mountain

Project Description: Plot Plan No. 170001 is for the operation of a Class II Winery within an existing 5,056 square foot metal building, which will include a tasting room that is open to the public. Approximately 75% of the development area will be planted in vineyards. The project site is comprised of 10 gross acres. Approximately, six acres of the project site will remain undisturbed open space. APN 927-170-018

Name of Public Agency Approving Project: Riverside County Planning Department

Project Applicant & Address: Qing Huo, 36435 Mustang Circle, Temecula, CA 92592

Exempt Status: (Check one)

- Ministerial (Sec. 21080(b)(1); 15268)
- Declared Emergency (Sec. 21080(b)(3); 15269(a))
- Emergency Project (Sec. 21080(b)(4); 15269 (b)(c))
- Categorical Exemption (Sec. 15303)
- Statutory Exemption (_____)
- Other: _____

Reasons why project is exempt: The proposed project has been determined to be categorically exempt from California Environmental Quality Act (CEQA) review pursuant to Article 19 - Categorical Exemptions, Section 15303 (New Construction or Conversion of Small Structures). Section 15303(c) allows for projects in urbanized areas, up to four commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances, necessary public services and facilities are available, and the surrounding area is not environmentally sensitive.

The Project would result in the conversion of an existing 5,056 square feet metal structure into a Class II winery and would not require the use of significant amounts of hazardous substances. The project site is located in an area where all necessary public services would be provided to serve the proposed use, and the surrounding area is not environmentally sensitive.

The Project site is zoned Wine Country - Equestrian, which allows, pursuant to Section 14.96 of Ordinance No. 348, Class II Wineries. Section 15387 allows the Lead Agency to determine whether an area meets the criteria for an "Urbanized Area." For this Project, the County has determined that the Project site is qualified as "urbanized" based on the 2010 U. S. Census Urbanized Area Map, in that the Project site is adjacent to the City of Temecula, which exceeds a population of 100,000. The Project will not result in any specific or general exceptions to the use of the categorical exemption as detailed under State CEQA Guidelines Section 15300.2. The Project will not cause any impacts to scenic resources, historic resources, or unique sensitive biological environments. Further, no unusual circumstances or potential cumulative impacts would occur that may reasonably create an environmental impact. Therefore, the Project meets these criteria and would be consistent with CEQA.

FOR COUNTY CLERK'S USE ONLY

Deborah Bradford (951) 955-6646
County Contact Person Phone Number

Signature Title Date

Date Received for Filing and Posting at OPR: _____

NOTICE OF EXEMPTION

Page 2

Please charge deposit fee case#: ZEA No. 43016 ZCFG No. 6386 - County Clerk Posting Fee

FOR COUNTY CLERK'S USE ONLY



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

Agenda Item No.


3.4

Director's Hearing: May 4, 2020

PROPOSED PROJECT

Case Number(s): Plot Plan No. 180038
EA No.: CEQ180128
Area Plan: Mead Valley
Zoning Area/District: North Perris Area
Supervisory District: First District
Project Planner: Russell Brady
Project APN(s): 314-110-073, 314-260-018, 314-270-024, 314-270-025

Applicant(s): Majestic Realty Co.
Representative(s): T&B Planning, Inc.


 Charissa Leach, P.E.
 Assistant TLMA Director

PROJECT DESCRIPTION AND LOCATION

PLOT PLAN NO. 180038 is a proposal for the construction and operation of a 147,249 square foot warehouse/distribution/manufacturing facility on 8.51-acres (gross). No refrigerated warehouse space is proposed as part of this project.

The project will be accessed from Markham Street, Harvill Avenue, and Commerce Center Drive. Truck access will be limited to the 2 driveways located on Markham Street and Commerce Center, 1 each. There are 2 driveways proposed on Harvill Avenue that are exclusive for regular vehicle access. Markham Street, Harvill Avenue, and Commerce Center Drive are already improved with paving. Gutter, curb, and sidewalk exist on Harvill Avenue. Gutter and curb exist on Markham Street and Commerce Center Drive and sidewalk is proposed.

Grading for the site is anticipated to require import of approximately 47,000 cubic yards of fill. A detention basin is proposed along the eastern 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 easterly of Harvill Avenue, southerly of Markham Street, northerly of Commerce Center Drive, and westerly of Interstate 215.

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. 180038, 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:	I-215 Freeway, City of Perris
South:	Light Industrial (LI)
West:	Light Industrial (LI)
Existing Zoning Classification:	Manufacturing – Service Commercial (M-SC)
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Manufacturing – Service Commercial (M-SC)
East:	I-215 Freeway, City of Perris
South:	Manufacturing – Service Commercial (M-SC)
West:	Manufacturing – Service Commercial (M-SC)
Existing Use:	Vacant land
Surrounding Uses	
North:	Industrial
East:	Railroad, I-215 Freeway
South:	Vacant land
West:	Vacant land

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	8.51 gross	N/A
Proposed Building Area (SQFT):	147,249	N/A
Floor Area Ratio:	0.40	0.25 minimum, 0.60 maximum for Light Industrial
Building Height (FT):	41	40 feet at setback line, 50 feet beyond the setback line
Landscape Area (SQFT):	27.59% (100,302)	10% (36,361)

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	7,362	1 per 250	29.45	
Warehouse	139,887	1 per 2,000	69.94	
TOTAL:			100	100

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) 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 February 14, 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. 180038 was submitted to the County of Riverside on December 20, 2018.

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 represents an implementation of 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 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 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 an implementing Project for Planning Area 5 of Specific Plan No. 341 (Majestic Freeway Business Center), including 147,249 square feet (analyzed as 154,751 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. 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. This measure has been applied to this Project based on feasibility analysis provided and will be further implemented by the conditions of approval once a specific tenant is identified and more specific energy demand calculations can be calculated based on that specific tenant to determine the amount of renewable energy generation that is necessary. This is anticipated to be accommodated via rooftop mounted solar panels.

FINDINGS AND CONCLUSIONS

In order for the County to approve a 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 has a Zoning Classification of Manufacturing – Service Commercial (M-SC). This zone specifically allows 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 the 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, and/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, west, 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 east on the opposite side of the I-215 freeway are within the jurisdiction of the City of Perris. The Project incorporates visual buffering via landscaping. 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, and Commerce Center Drive are already improved with paving. Gutter, curb, and sidewalk exist on Harvill Avenue. Gutter and curb exist on Markham Street and Commerce Center Drive and

sidewalk is proposed. The Project has been designed to accommodate, treat, and outlet the existing drainage pattern on the Project site.

5. The proposed uses are consistent with Ordinance No. 348, in particular with the permitted uses and development standards of the Manufacturing – Service Commercial (M-SC) zone 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. The Manufacturing – Service Commercial (M-SC) zone 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) zone as detailed below.
 - a. *The minimum lot size shall be 10,000 square feet with a minimum average lot width of 75 feet, except that a lot size not less than 7,000 square feet and an average width of not less than 65 feet may be permitted when sewers are available and will be utilized for the development.* 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 size alone would exceed the minimum 10,000 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. *Setbacks.*
 - i. *Where the front, side, or rear yard adjoins a lot zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, the minimum setback shall be 25 feet from the property line.* The Project is not adjacent to any such zones, so this setback does not apply.
 - ii. *Where the front, side, or rear yard adjoins a lot with zoning classification other than those specified in the prior section, there is no minimum setback.* This condition exists on all sides of the site.
 - iii. *Where the front, side, or rear yard adjoins a street, the minimum setback shall be 25 feet from the property line.* The Project site is bordered by streets on the north, west, and south sides. The Project proposes minimum setbacks of 42 feet, 89 feet, and 29 feet for these four sides on Markham Street, Harvill Avenue, and Commerce Center Drive, respectively.

- iv. *Within the exception of those portions of the setback area for which landscaping is required by Subsection E. below, the setback area may only be used for driveways, automobile parking, or landscaping. A setback area which adjoins a street separating it from a lot with a zoning classification other than those zones specified in paragraph (1) above, may also be used for loading docks. No other uses or improvements are proposed within the designated setback areas other than driveways, parking, and landscaping.*
- c. *Height Requirements. The height of structures, including buildings, shall be as follows:*
- i. *Structures shall not exceed 40 feet at the yard setback line. As noted previously in the setbacks, the buildings are not located at the yard setback line, so this 40 foot height limitation is not applicable to the buildings proposed.*
 - ii. *Buildings shall not exceed 50 feet unless a height up to 75 feet is approved pursuant to Section 18.34 of Ordinance No. 348. The maximum height proposed for the building is 41 feet, which meets the 50 foot requirement.*
 - iii. *Structures other than buildings shall not exceed 50 feet unless a height up to 105 feet is approved pursuant to Section 18.34 of Ordinance No. 348. No other structures are proposed by the project for this to apply to.*
 - iv. *Broadcasting antennas shall not exceed 50 feet unless a greater height is approved pursuant to Section 18.34 of Ordinance No. 348. No broadcasting antennas are proposed for this to apply to.*
- d. *Masonry Wall. Prior to occupancy of any industrial use permitted in the M-SC zone, a six foot high solid masonry wall or combination landscaped earthen berm and masonry wall shall be constructed on each property line that adjoins any parcel specifically zoned for residential use, unless otherwise approved by the hearing officer or body. As noted previously in the setbacks section, the project site is not located adjacent to any parcels with residential zoning, so there are no other parcels that adjoin the subject site for this to be applicable to. Additionally, there are not any parcels with residential zoning on opposite sides of the streets that abut the project site.*
- e. *Landscaping.*
- i. *A minimum of ten percent of the site shall be landscaped and irrigated. The Project proposes 27% 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*
 - ii. *A minimum ten foot strip adjacent to street right-of-way lines shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular access ways. Said landscape strip shall not include landscaping located within the street right-of-way. Minimum landscape areas of 29 feet, 10 feet, and approximately 12 feet are provided on-site (outside of the right-of-way) along the frontages of Markham Street, Harvill Avenue, and Commerce Center Drive, respectively.*

- iii. *A minimum 20 foot strip adjacent to lots zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, or separated by a street from a lot with said zoning, shall be landscaped and maintained, unless a tree screen or other buffer treatment is approved by the hearing officer or body. However, in no case shall said landscaping be less than ten feet wide excluding curbing.* As noted previously, there are no parcels with residential zoning adjacent to or across the street from the project site, so this standard does not apply.

- f. *Parking Areas. Parking areas 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 7,362 square feet of office area and the remaining 139,887 square feet as warehouse area. At 1 space per 250 square feet, as required by Ordinance No. 348, the office area requires 29.45 spaces. At 1 space per 2,000 square feet, as required by Ordinance No. 348, the warehouse area requires 69.94 spaces. A total of 100 spaces is required. The building proposes 100 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.

- g. *Trash Collection Areas. Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area.* Loading areas for the building and trash and other service areas are proposed within the loading areas for the building. These loading areas are located on the east side of the buildings, which does not directly face any street or any residential area. Regardless, the project does propose a landscaping along its eastern boundary that will assist in screening the loading areas from views from the east, including from I-215.

- h. *Outside Storage and Service Areas. Outside storage shall be screened with structures or landscaping.* No outside storage or service areas are proposed with the Project. If future tenants desire to incorporate outside storage or service areas it will be required to be adequately screened consistent with the M-SC development standards.

- i. *Utilities. Utilities shall be installed underground except electrical lines rated at 33kV or greater.* The Project is conditioned to underground any new utilities, excluding electrical lines rated higher than 33 kV.

- j. *Mechanical Equipment. Mechanical equipment used in the manufacturing process shall be required to be enclosed in a building, and roof mounted accessory equipment may be required to be screened from view.* 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 M-SC zone 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.

- k. *Lighting. All lighting, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.* The Project is conditioned to comply with Ordinance No. 915 which similarly requires direction of lighting downward and away from adjoin properties.
- l. Per Specific Plan No. 341, Section D.1.f, "For buildings where truck loading faces the public street, truck loading shall be screened from the public street via 8' tall screening. Screening may be accomplished using ornamental iron fencing with landscaping in front of the fencing (i.e. a "living fence") or via concrete screen walls." As noted previously, the Project's loading areas do not face any public street, so this requirement does not apply.

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 December 27, 2018 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 1,000 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.

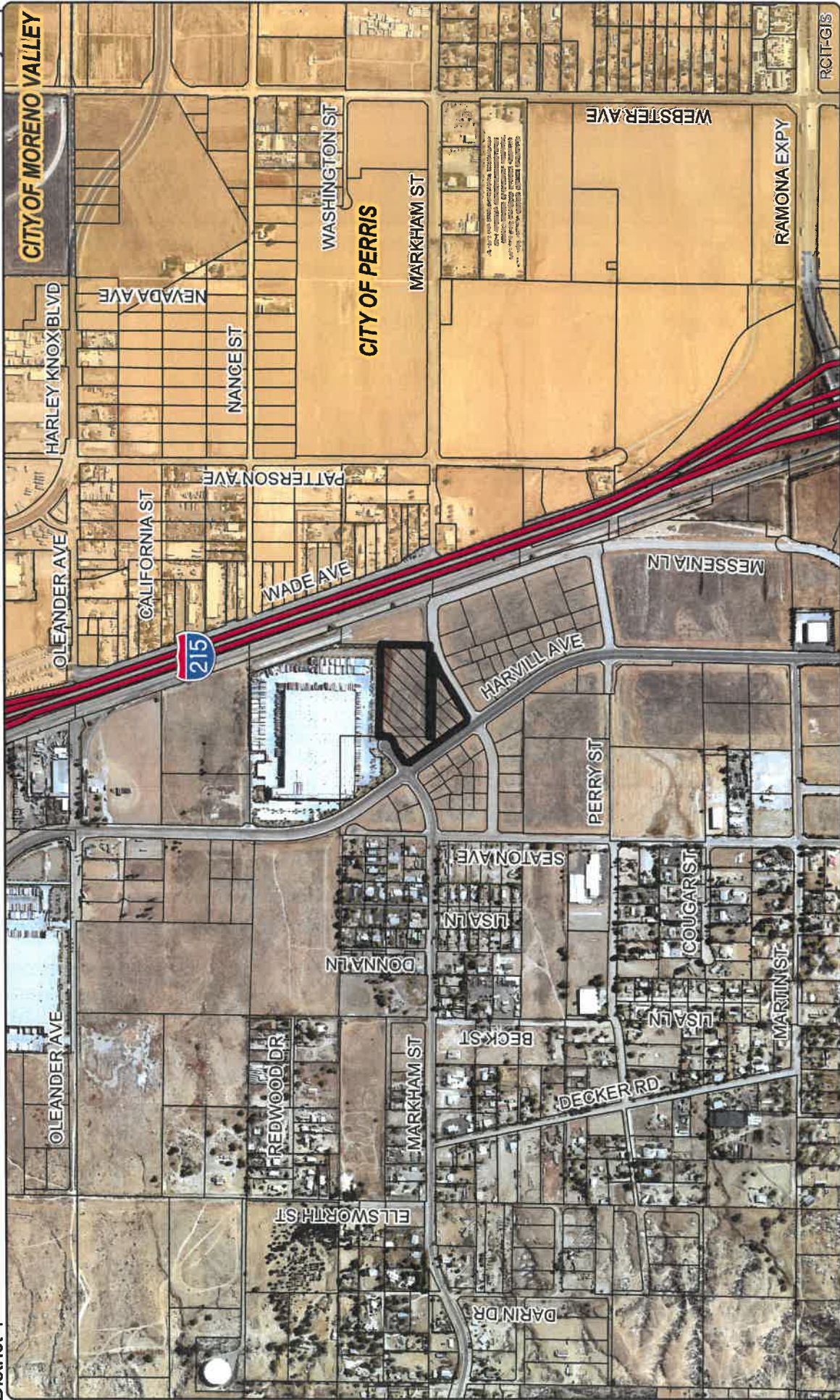
APPEAL INFORMATION

Planning Commission's decision may be appealed to the Board of Supervisors. 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 Commission's decision.

RIVERSIDE COUNTY PLANNING DEPARTMENT
PPT180038
VICINITY/POLICY AREAS

Supervisor: Jeffries
 District 1

Date Drawn: 01/21/2020
 Vicinity Map



Zoning Area: North Perris

Author: Vinnie Nguyen

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department office in Riverside at 951-955-5200 (Western County) or in Palm Desert at (760)632-7777 (Eastern County) or e-mail: planning@rcfgis.com

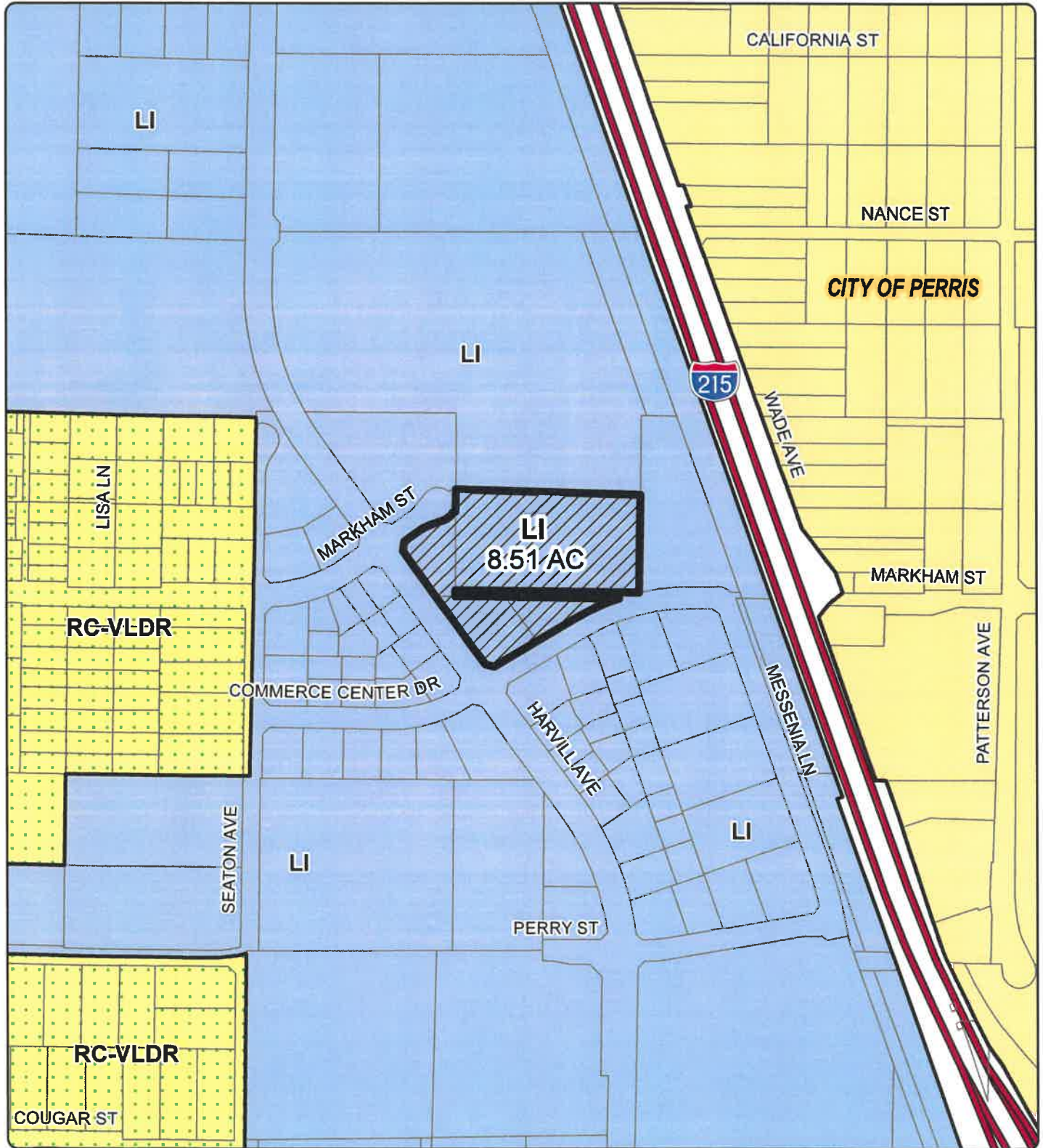
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT180038

EXISTING GENERAL PLAN

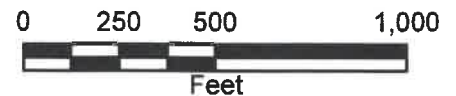
Supervisor: Jeffries
District 1

Date Drawn: 01/21/2020
Exhibit 5



Zoning Area: North Perris

Author: Vinnie Nguyen



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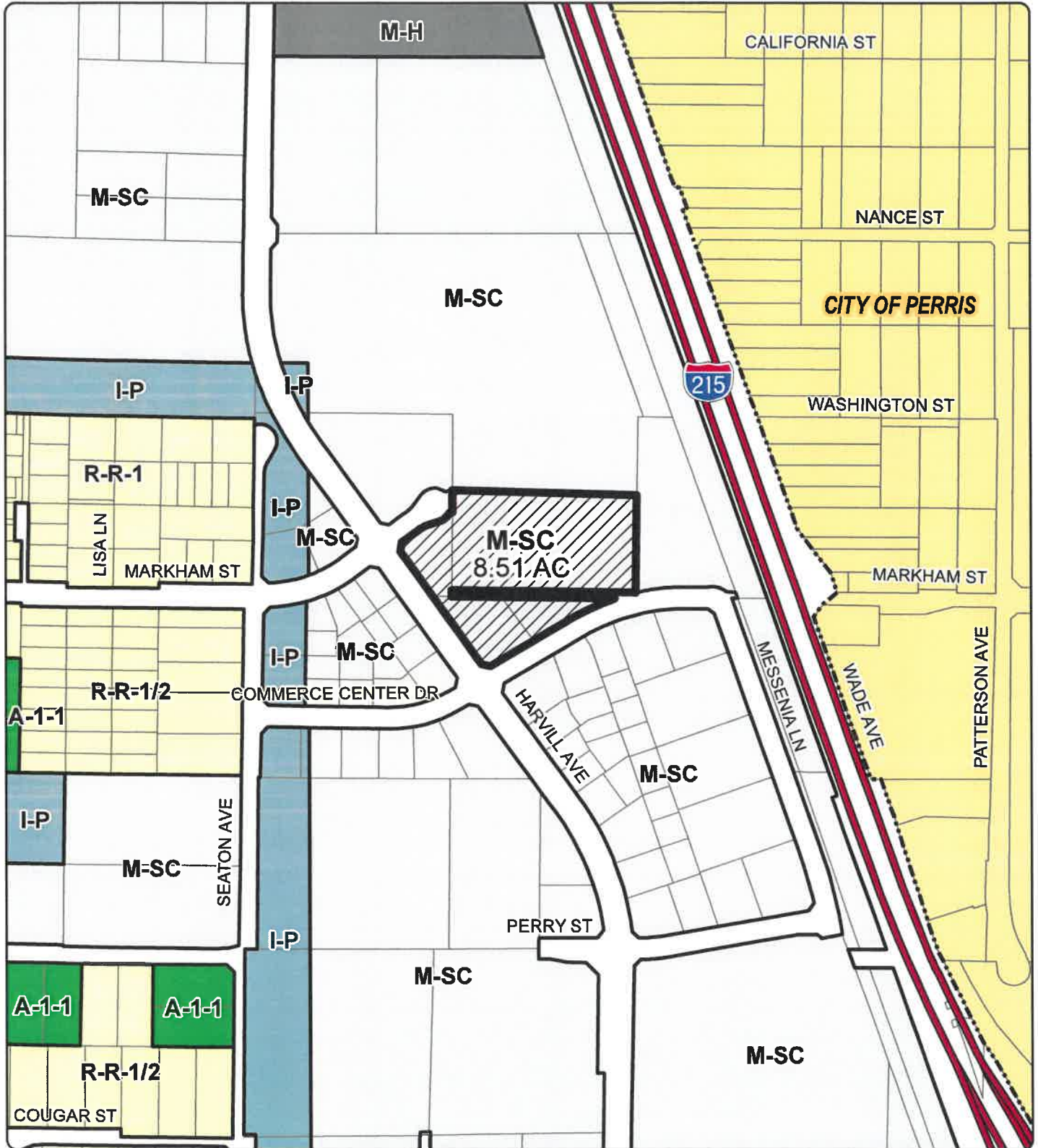
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT180038

EXISTING ZONING

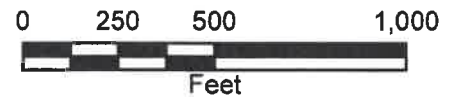
Supervisor: Jeffries
District 1

Date Drawn: 01/21/2020
Exhibit 2



Zoning Area: North Perris

Author: Vinnie Nguyen



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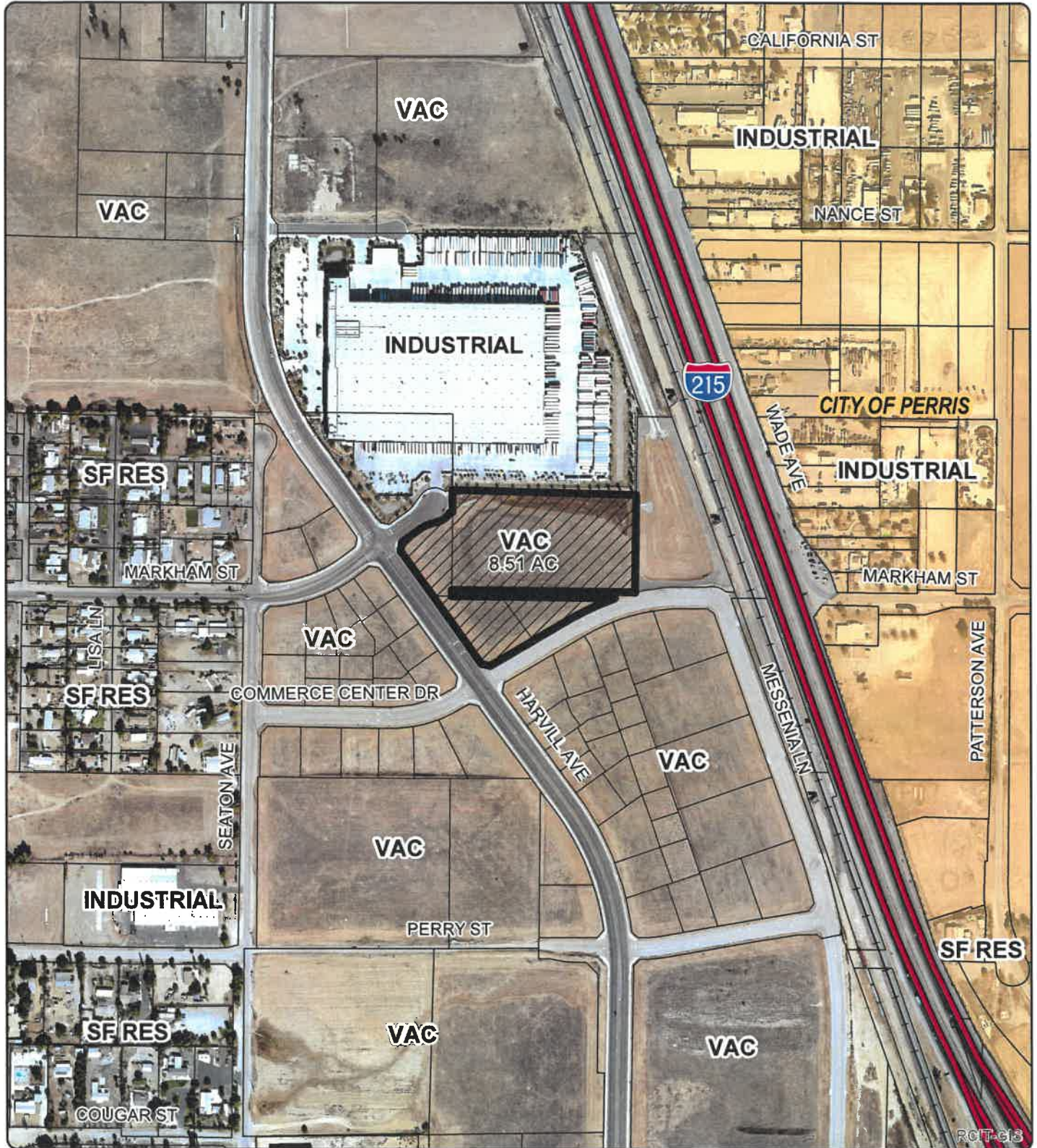
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT180038

LAND USE

Supervisor: Jeffries
District 1

Date Drawn: 01/21/2020
Exhibit 1



Zoning Area: North Perris

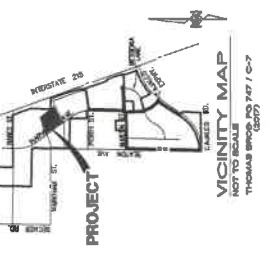
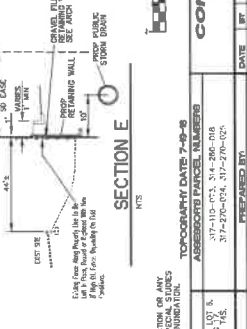
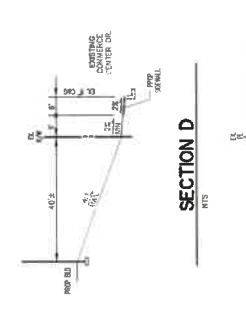
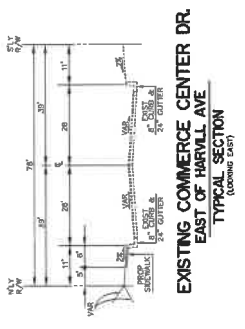
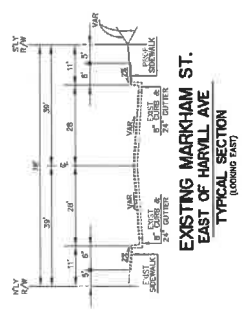
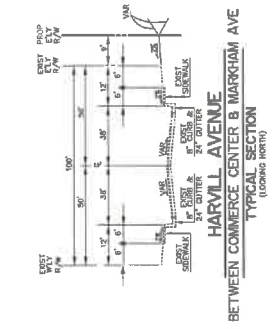
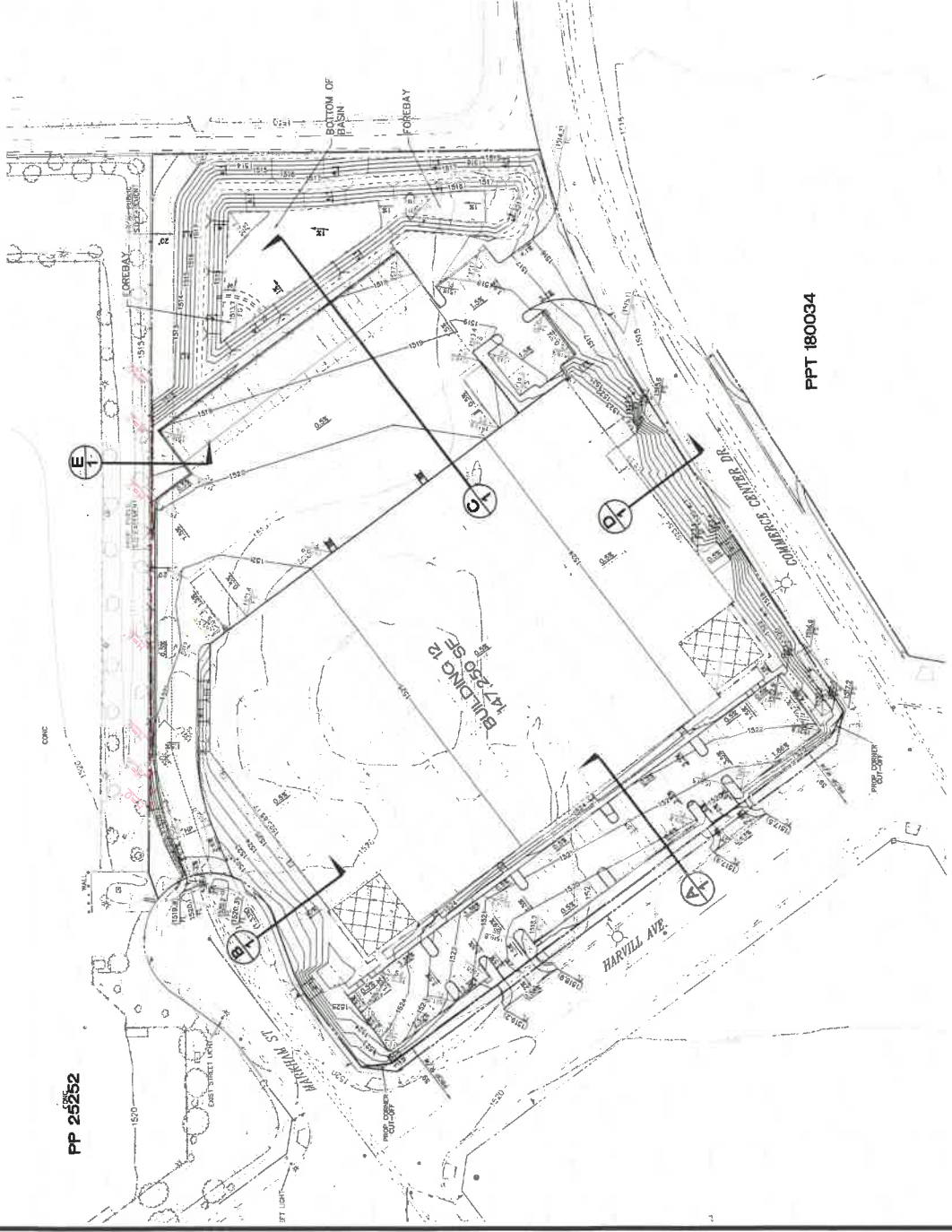
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PP 25252

PPT 180034



OVERALL SITE START/STOP QUANTITIES

DESCRIPTION	OUT	IN
BASE	17,220	6,940
F.P. CONC	5,840	1,200
F.P. ASPHALT	1,200	1,200
F.P. GRANULAR	4,772	1,200
F.P. ASPHALT	1,200	1,200
TOTAL	24,942	7,640

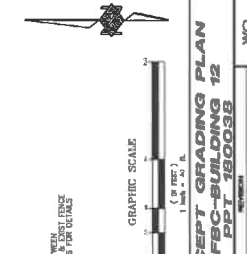
NET QUANTITY = 17,302

OVERALL SITE START/STOP QUANTITIES

DESCRIPTION	QUANTITY
CONC & GUTTER	1,200 LF
ASPHALT PAVEMENT	3,640 SF
GRAVEL	4,572 SF
TOTAL	9,412 SF

OVERALL SITE START/STOP QUANTITIES

DESCRIPTION	QUANTITY
CONC & GUTTER	0 LF
ASPHALT PAVEMENT	0 SF
GRAVEL	0 SF
TOTAL	0 SF

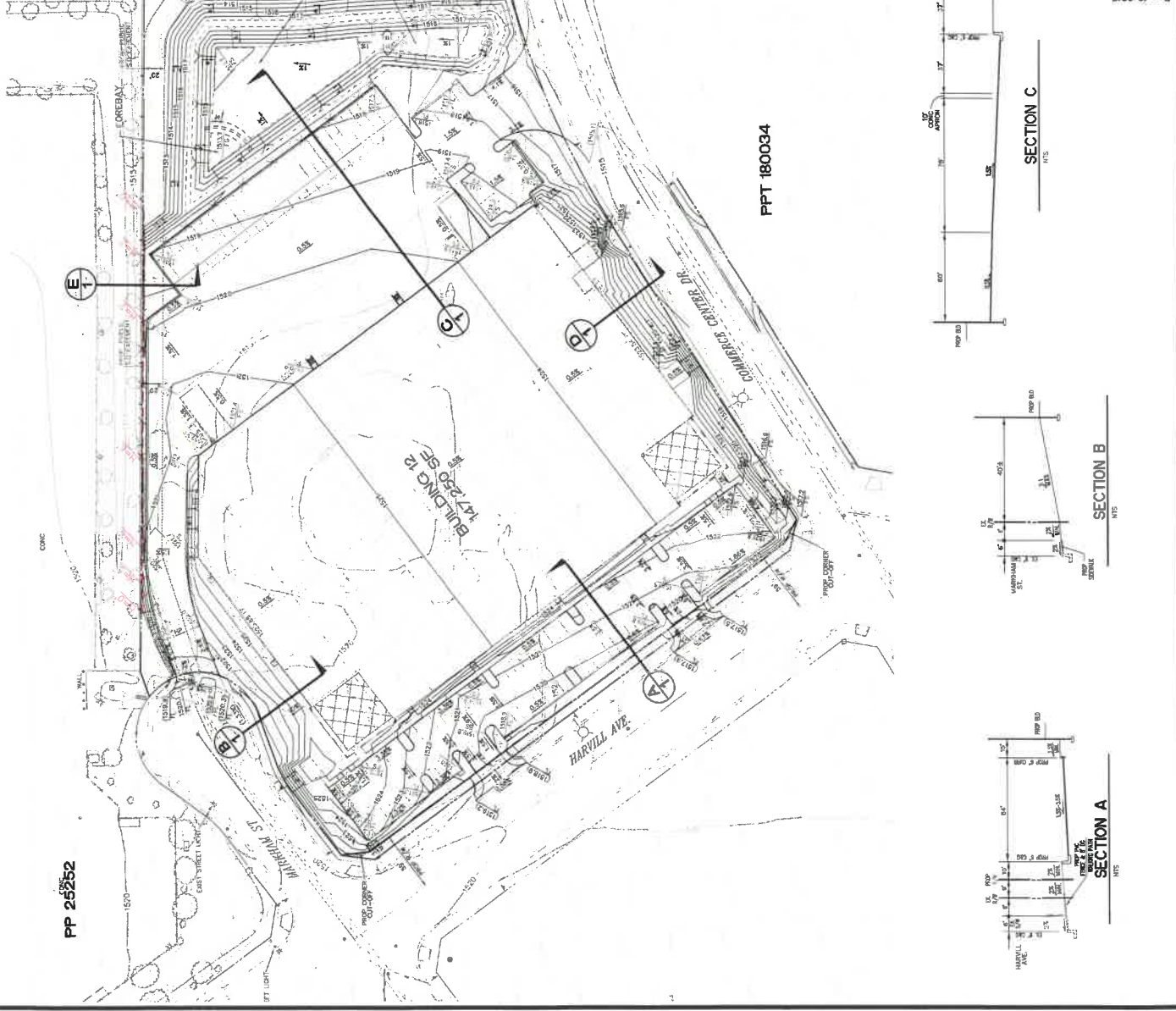


CONCEPT GRADING PLAN
MFC-BUILDING 12
PPT 180034

DATE	BY
12-10-08	SK

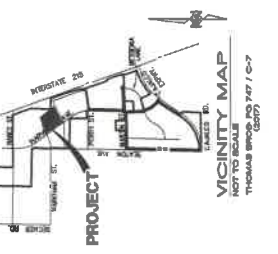
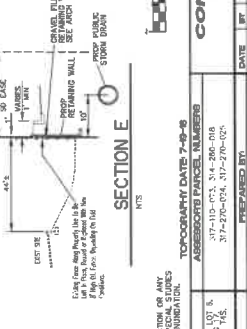
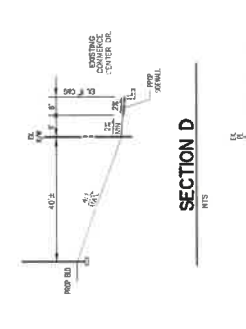
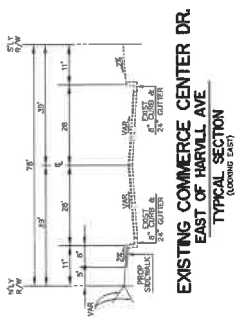
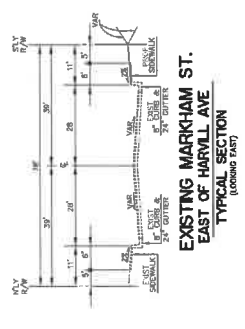
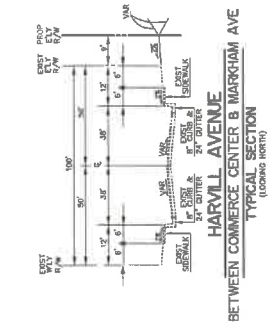
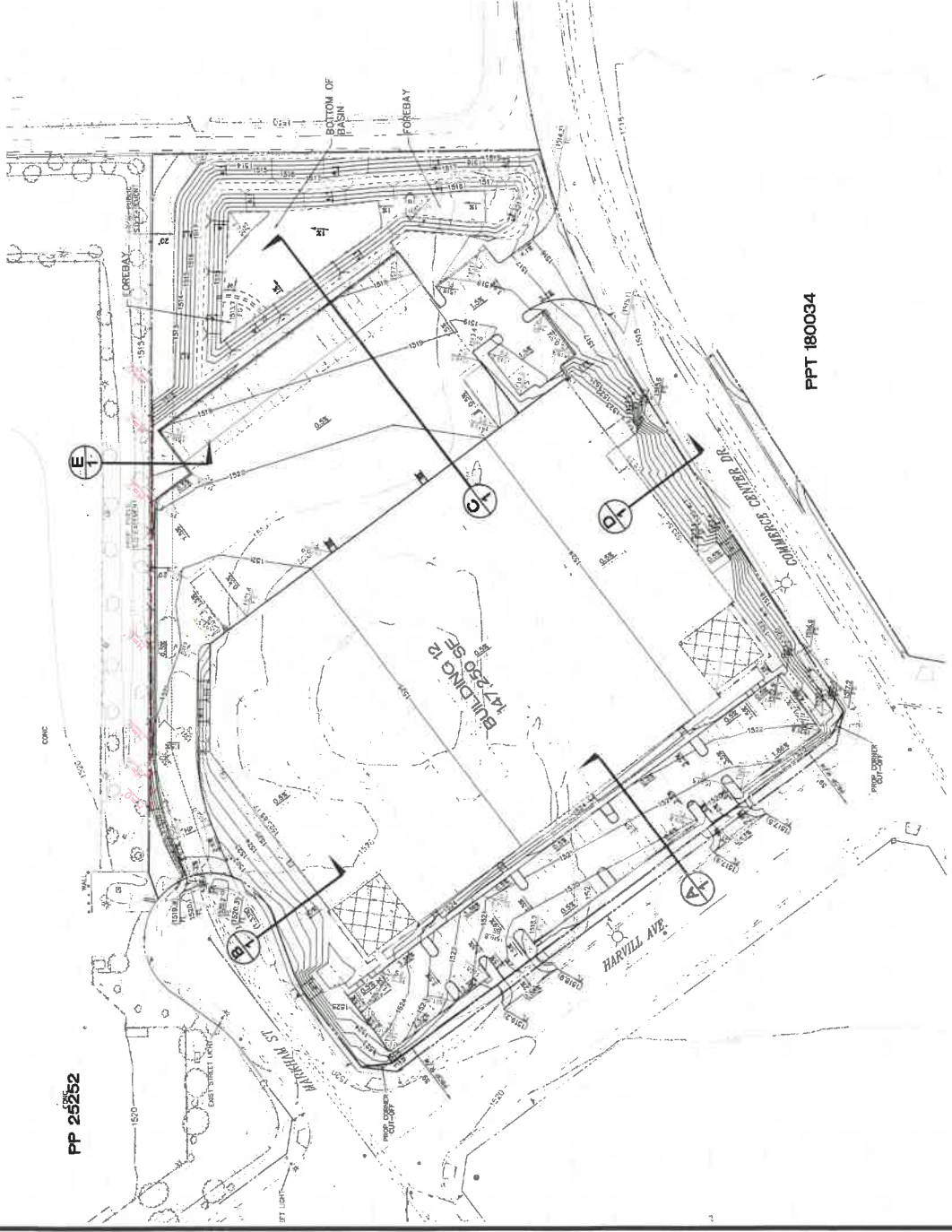
WC 100-04
BK 1 OF 2

NOTE: SITE IS NOT SUBJECT TO LIQUIDATION OR ANY OTHER ACTION THAT MAY BE REQUIRED BY THE STATE OF CALIFORNIA. THE PREPARED FOR: COMMERCE CONSTRUCTION CO. LP, 10000 HARVILL AVENUE, SUITE 100, HARVILL, CA 95941. LEGAL DESCRIPTION: PARCELS 12-2-2, 12-2-3, 12-2-4, 12-2-5, 12-2-6, 12-2-7, 12-2-8, 12-2-9, 12-2-10, 12-2-11, 12-2-12, 12-2-13, 12-2-14, 12-2-15, 12-2-16, 12-2-17, 12-2-18, 12-2-19, 12-2-20, 12-2-21, 12-2-22, 12-2-23, 12-2-24, 12-2-25, 12-2-26, 12-2-27, 12-2-28, 12-2-29, 12-2-30, 12-2-31, 12-2-32, 12-2-33, 12-2-34, 12-2-35, 12-2-36, 12-2-37, 12-2-38, 12-2-39, 12-2-40, 12-2-41, 12-2-42, 12-2-43, 12-2-44, 12-2-45, 12-2-46, 12-2-47, 12-2-48, 12-2-49, 12-2-50, 12-2-51, 12-2-52, 12-2-53, 12-2-54, 12-2-55, 12-2-56, 12-2-57, 12-2-58, 12-2-59, 12-2-60, 12-2-61, 12-2-62, 12-2-63, 12-2-64, 12-2-65, 12-2-66, 12-2-67, 12-2-68, 12-2-69, 12-2-70, 12-2-71, 12-2-72, 12-2-73, 12-2-74, 12-2-75, 12-2-76, 12-2-77, 12-2-78, 12-2-79, 12-2-80, 12-2-81, 12-2-82, 12-2-83, 12-2-84, 12-2-85, 12-2-86, 12-2-87, 12-2-88, 12-2-89, 12-2-90, 12-2-91, 12-2-92, 12-2-93, 12-2-94, 12-2-95, 12-2-96, 12-2-97, 12-2-98, 12-2-99, 12-2-100.



PP 25252

PPT 180034



OVERALL SITE START/STOP QUANTITIES

DESCRIPTION	OUT	IN
BASE	17,220	6,940
F.P. CONC	5,840	1,200
F.P. ASPHALT	1,200	1,200
F.P. GRANULAR	4,772	1,200
F.P. ASPHALT	1,200	1,200
TOTAL	24,942	7,640

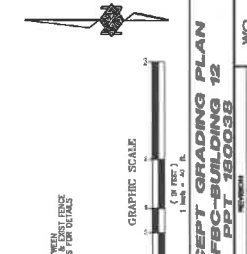
NET QUANTITY = 17,302

OVERALL SITE START/STOP QUANTITIES

DESCRIPTION	QUANTITY
CONC & GUTTER	1,200 LF
ASPHALT PAVEMENT	3,640 SF
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TOTAL	9,412 SF

OVERALL SITE START/STOP QUANTITIES

DESCRIPTION	QUANTITY
CONC & GUTTER	0 LF
ASPHALT PAVEMENT	0 SF
GRAVEL	0 SF
TOTAL	0 SF

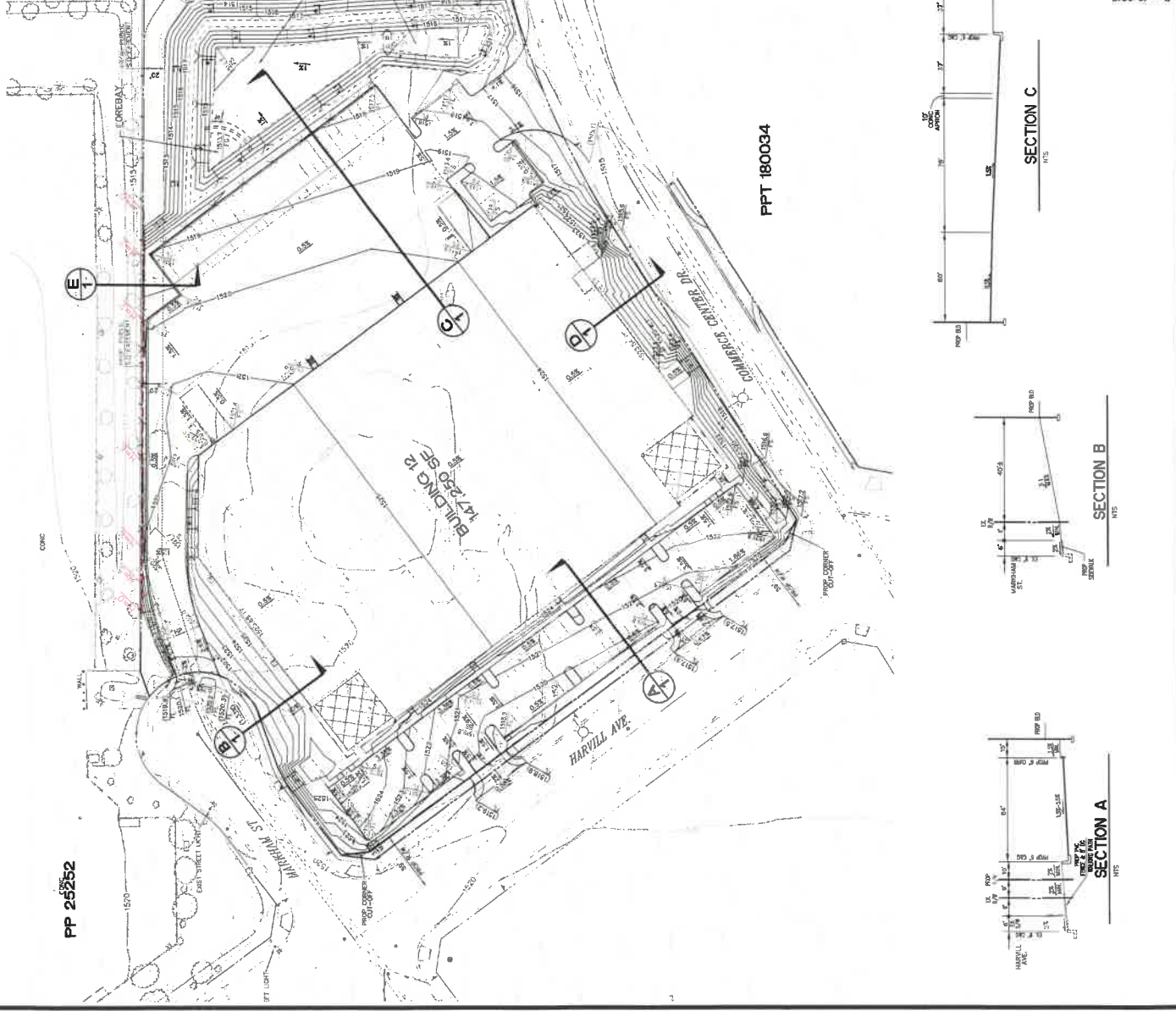


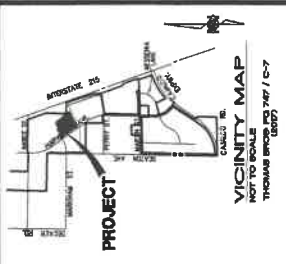
CONCEPT GRADING PLAN
MFC-BUILDING 12
PPT 180034

DATE	BY
12-10-08	SK

WC 100-04
BK 1 OF 2

NOTE: SITE IS NOT SUBJECT TO LIQUIDATION OR ANY OTHER ACTION THAT MAY BE REQUIRED BY THE STATE OF CALIFORNIA. THE PREPARED FOR: COMMERCE CONSTRUCTION CO. LP, 10000 HARVILL AVENUE, SUITE 100, HARVILL, CA 95941. LEGAL DESCRIPTION: PARCELS 12-2-2, 12-2-3, 12-2-4, 12-2-5, 12-2-6, 12-2-7, 12-2-8, 12-2-9, 12-2-10, 12-2-11, 12-2-12, 12-2-13, 12-2-14, 12-2-15, 12-2-16, 12-2-17, 12-2-18, 12-2-19, 12-2-20, 12-2-21, 12-2-22, 12-2-23, 12-2-24, 12-2-25, 12-2-26, 12-2-27, 12-2-28, 12-2-29, 12-2-30, 12-2-31, 12-2-32, 12-2-33, 12-2-34, 12-2-35, 12-2-36, 12-2-37, 12-2-38, 12-2-39, 12-2-40, 12-2-41, 12-2-42, 12-2-43, 12-2-44, 12-2-45, 12-2-46, 12-2-47, 12-2-48, 12-2-49, 12-2-50, 12-2-51, 12-2-52, 12-2-53, 12-2-54, 12-2-55, 12-2-56, 12-2-57, 12-2-58, 12-2-59, 12-2-60, 12-2-61, 12-2-62, 12-2-63, 12-2-64, 12-2-65, 12-2-66, 12-2-67, 12-2-68, 12-2-69, 12-2-70, 12-2-71, 12-2-72, 12-2-73, 12-2-74, 12-2-75, 12-2-76, 12-2-77, 12-2-78, 12-2-79, 12-2-80, 12-2-81, 12-2-82, 12-2-83, 12-2-84, 12-2-85, 12-2-86, 12-2-87, 12-2-88, 12-2-89, 12-2-90, 12-2-91, 12-2-92, 12-2-93, 12-2-94, 12-2-95, 12-2-96, 12-2-97, 12-2-98, 12-2-99, 12-2-100.





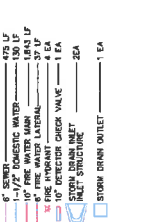
OVERALL PRIVATE UTILITY QUANTITIES

DESCRIPTION	QUANTITY
12" STORM DRAIN	300 LF
24" STORM DRAIN	33 LF
12" FIRE WATER MAIN	130 LF
12" DOMESTIC WATER	130 LF
10" FIRE WATER MAIN	184 LF
10" DOMESTIC WATER	184 LF
10" FIRE WATER MAIN LATERAL	2 LF
10" DOMESTIC WATER LATERAL	2 LF
10" DETECTOR CHECK VALVE	1 EA
10" DETECTOR CHECK VALVE	2 EA
STORM DRAIN INLET	1 EA
STORM DRAIN OUTLET	1 EA

OVERALL PUBLIC UTILITY QUANTITIES

DESCRIPTION	QUANTITY
3" FIRE HYDRANT	3 EA
3" WATER METER	3 EA
3" RPPD	3 EA
60" STREET DRAIN	604 LF
60" STREET LIGHT	2 EA

NOTE: RISES ARE TO EXISTING STREET LIGHTS ADJACENT TO THE SITE



CONCEPT UTILITY PLAN
MFC-BUILDING 12
PPT 180034

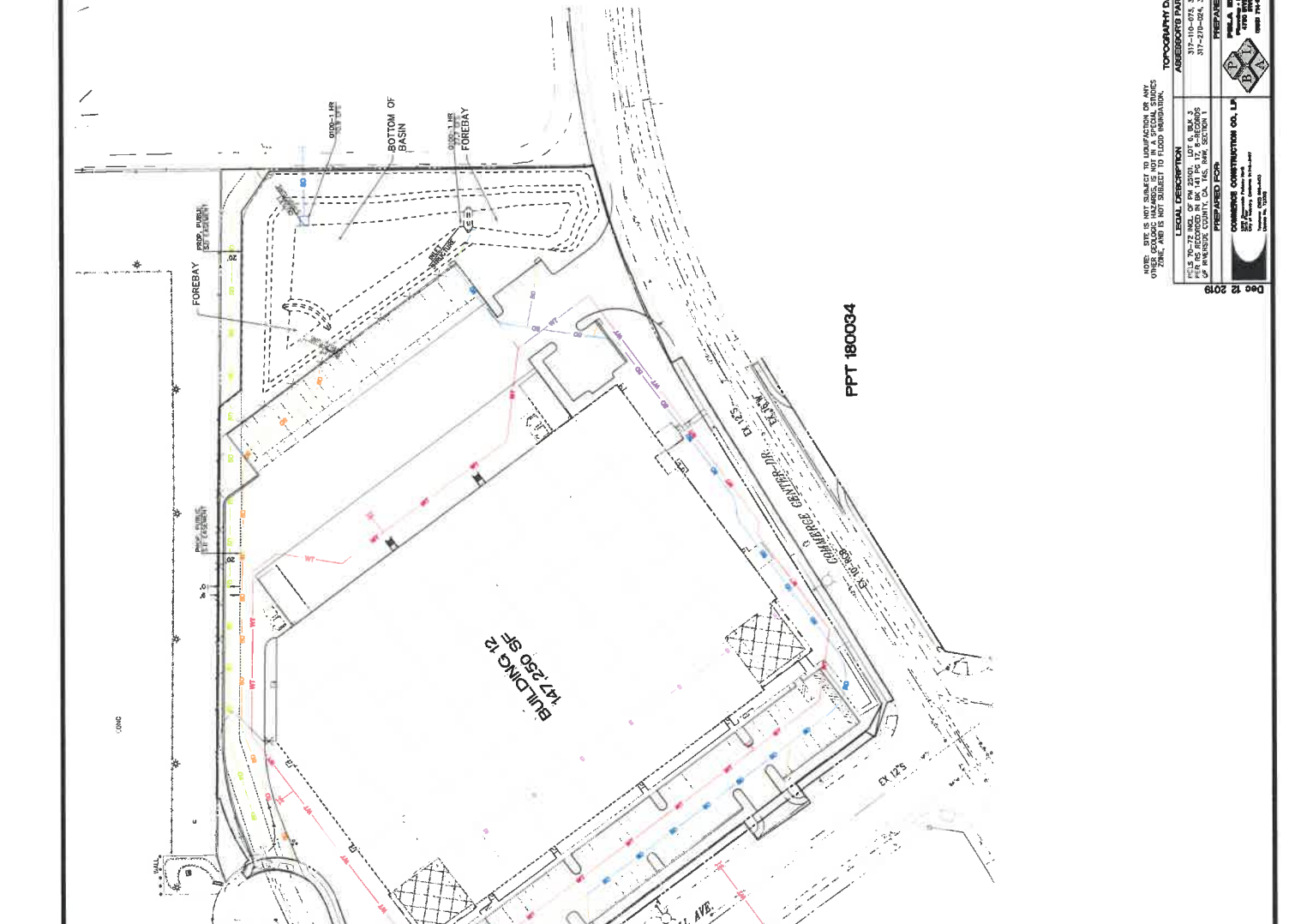
DATE	BY
12-10-18	SUL

TOPOGRAHY DATE: 2-20-18
 ASSESSED PARCEL NUMBERS: 317-110-075, 314-250-018, 317-270-024, 317-270-023
 PREPARED BY: PELLA ENGINEERING, INC.
 1000 W. HARRILL AVE., SUITE 100
 HARRILLVILLE, TN 37066
 (615) 446-1111
 WWW.PELLAENGINEERING.COM
 LICENSE NO. 11000
 EXPIRES 12/31/2019

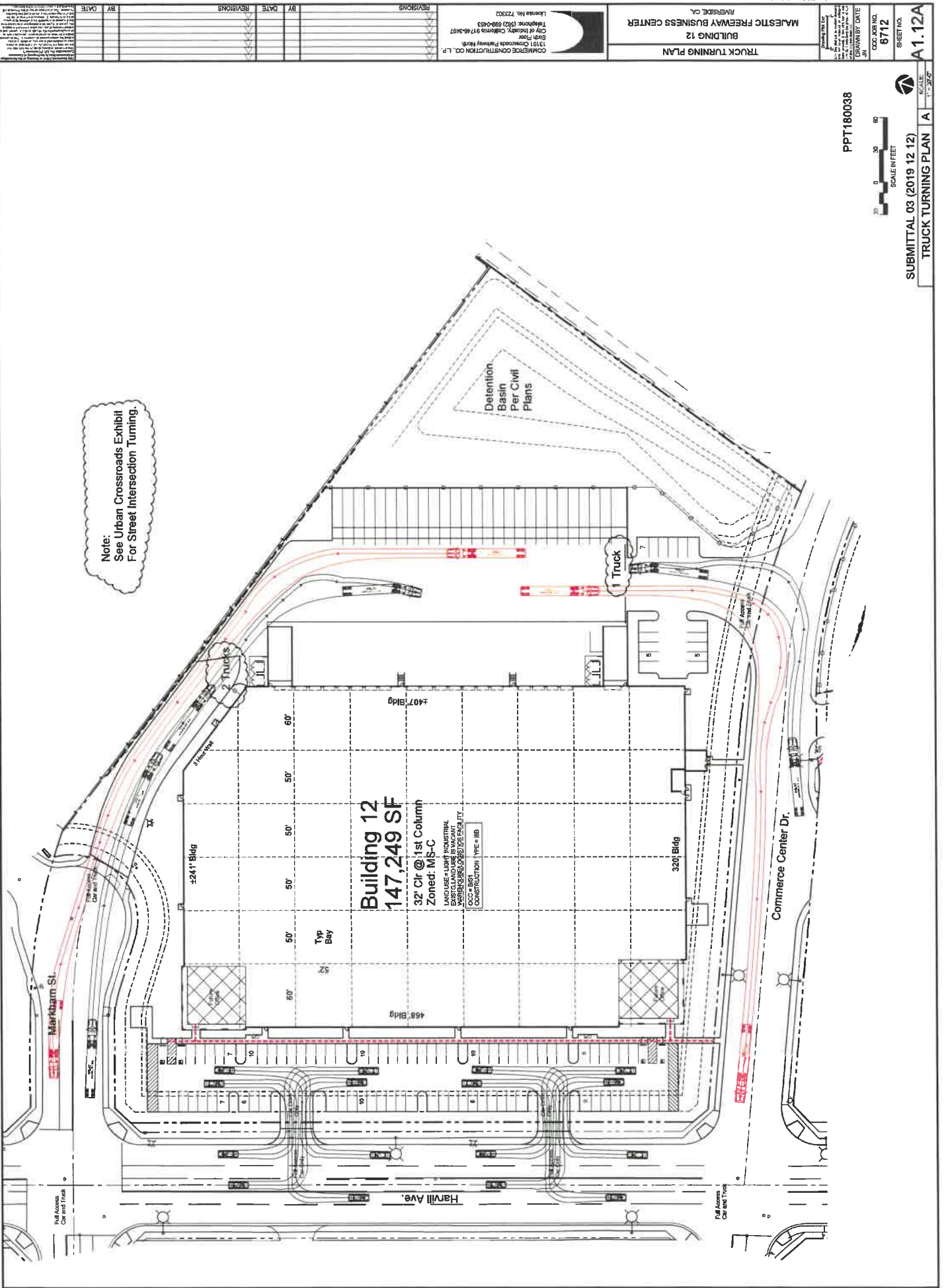
NOTE: SITE IS NOT SUBJECT TO MODIFICATION OR ANY OTHER CHANGES UNLESS SPECIFICALLY NOTED OTHERWISE AND IS NOT SUBJECT TO FLOOD INUNDATION.

LEGAL DESCRIPTION: PELLA ENGINEERING, INC. 1000 W. HARRILL AVE., SUITE 100, HARRILLVILLE, TN 37066. PARCELS 317-110-075, 314-250-018, 317-270-024, 317-270-023. PREPARED FOR: COMBINED CONSTRUCTION CO. LP, 1000 W. HARRILL AVE., SUITE 100, HARRILLVILLE, TN 37066. LICENSE NO. 11000, EXPIRES 12/31/2019.

DATE: Dec 12 2019



Note:
See Urban Crossroads Exhibit
For Street Intersection Turning.



REVISIONS	BY	DATE

COMMERCE CONSTRUCTION CO., L.P.
1311 Commodore Parkway North
Suite 700
City of Industry, California 91746-3497
Telephone: (927) 989-0633
License No. 72302

TRUCK TURNING PLAN
BUILDING 12
MAJESTIC FREEWAY BUSINESS CENTER
RIVERSIDE, CA

PROJECT NO. PPT180038
DRAWN BY DATE
CHECKED BY DATE
6712
SHEET NO.
A1.12A

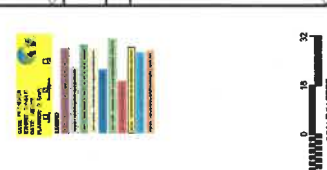
SCALE: 1" = 30'
SUBMITTAL 03 (2019 12 12)
TRUCK TURNING PLAN A

COLOR LEGEND

	SHERMAN WILLIAMS PURE WHITE
	SHERMAN WILLIAMS SW 7565 SUNNYVALE SILVER
	SHERMAN WILLIAMS SW 7565 WALL STREET
	SHERMAN WILLIAMS SW 7595 SCHMIDLER
	GLAZING SOLAR COOL GRAY

Building is 18 in. Up Concrete Parapet

Provides Roof Top Scaffolding of All A.C. Units Per County of Riverside Standards.
Total Maximum Height is 41' Above Finished Floor.



REVISIONS

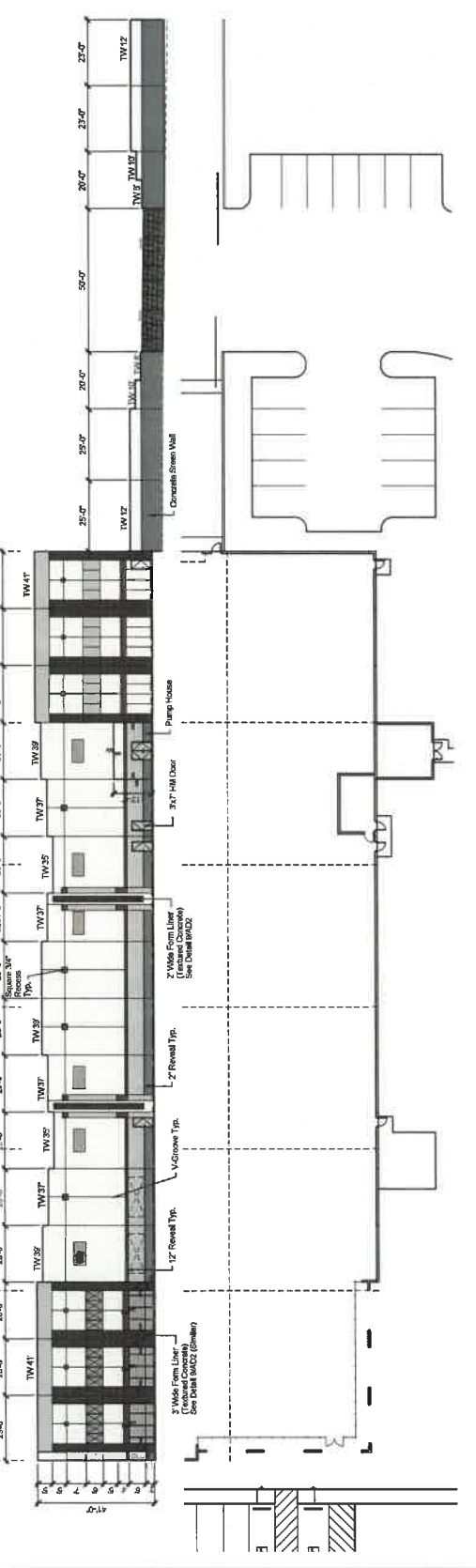
NO.	DATE	BY	REVISIONS

COMMERCE CONSTRUCTION CO., LP
13191 Comrade Parkway North
Brea, CA 92620
Telephone: (952) 659-0453
License No. 723302

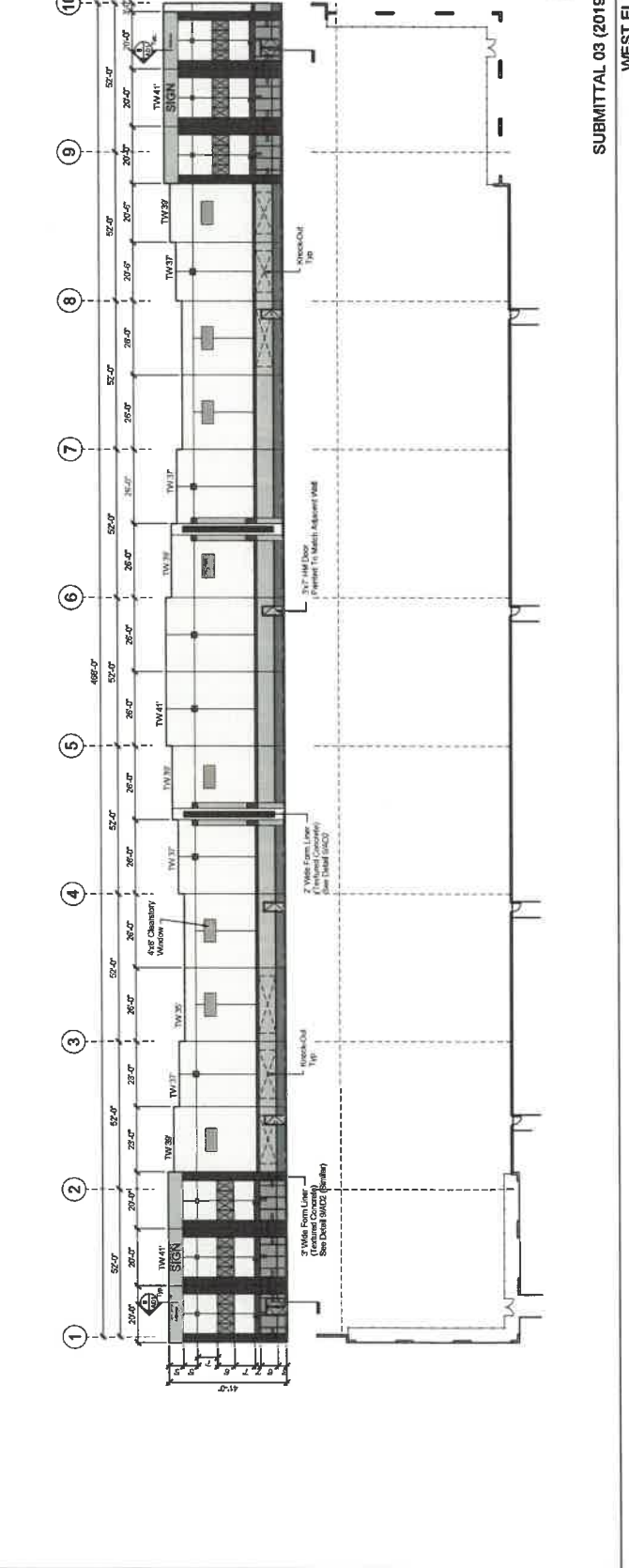
ELEVATIONS
BUILDING 12
MAJESTIC FREEWAY BUSINESS CENTER
RIVERSIDE, CA

DATE: 03/12/19
DRAWN BY: JAC
CHECKED BY: JAC
SCALE: 1/8\"/>

CDC CASE NO. 6712
SHEET NO. A3.12



SOUTH ELEVATION A SCALE: 1/8\"/>



WEST ELEVATION B SCALE: 1/8\"/>

REVISIONS	BY	DATE	REVISIONS

COMMERCE CONSTRUCTION CO., L.P.
 13181 Comradea Parkway North
 City of Industry, California 91746-4077
 Telephone: (951) 698-4455
 License No. 72302

ELEVATIONS
 BUILDING 12
 MAJESTIC FREEWAY BUSINESS CENTER
 RIVERSIDE, CA

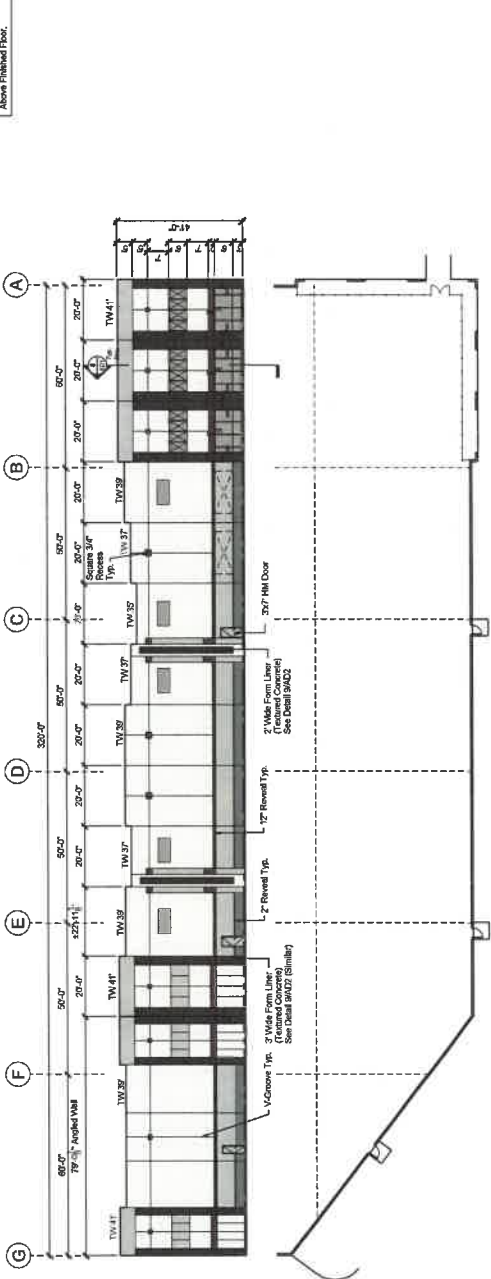
PROJECT NO. 6712
 SHEET NO. A3.12A

COLOR LEGEND

[Color Swatch]	SHERMAN WILLIAMS PURE WHITE
[Color Swatch]	SHERMAN WILLIAMS SW 7595 SHERMAN SILVER
[Color Swatch]	SHERMAN WILLIAMS SW 7595 WALL STREET
[Color Swatch]	SHERMAN WILLIAMS SW 7595 CONCRETE
[Color Swatch]	GLAZING SOLAR COOL GRAY

Roofing is T&E Concrete Panels

Provide Roof Top Screening at All A.C. Units Per County of Riverside Submittals
 Metal Minimum Height is 4" Above Finished Floor.



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



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

PPT180038

SUBMITTAL 03 (2019 12 12)

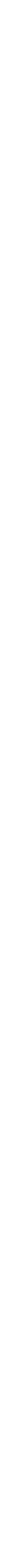
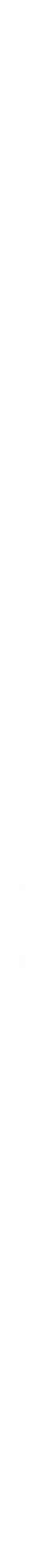
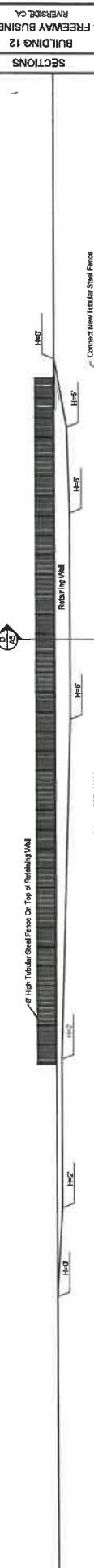
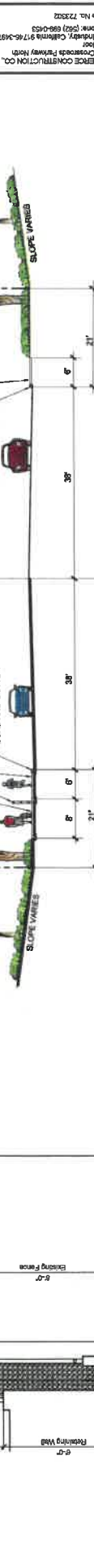
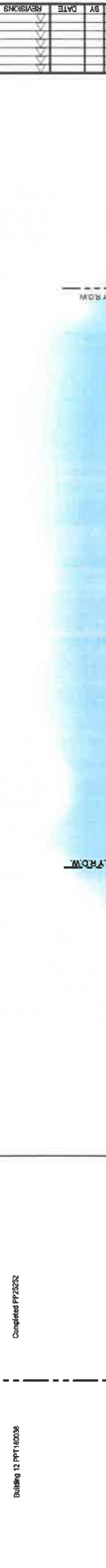
A3.12A

REVISIONS	DATE	BY

COMMERCIAL CONSTRUCTION CO., L.P.
 15191 Commodore Parkway North
 Houston, Texas 77060
 Telephone: (281) 699-0433
 Fax: (281) 699-0437
 License No. 72322

MAJESTIC FREEWAY BUSINESS CENTER
 RIVERSIDE, CA
 BUILDING 12
 SECTIONS

C.C. JOB NO. 6712
 SHEET NO. A5
 SUBMITTAL 03 (2019 12 12)
 ELEVATION OF FENCE AT NORTHERN PL C



SCALE: 1" = 3'-0"
 SCALE IN FEET

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

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

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

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

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

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

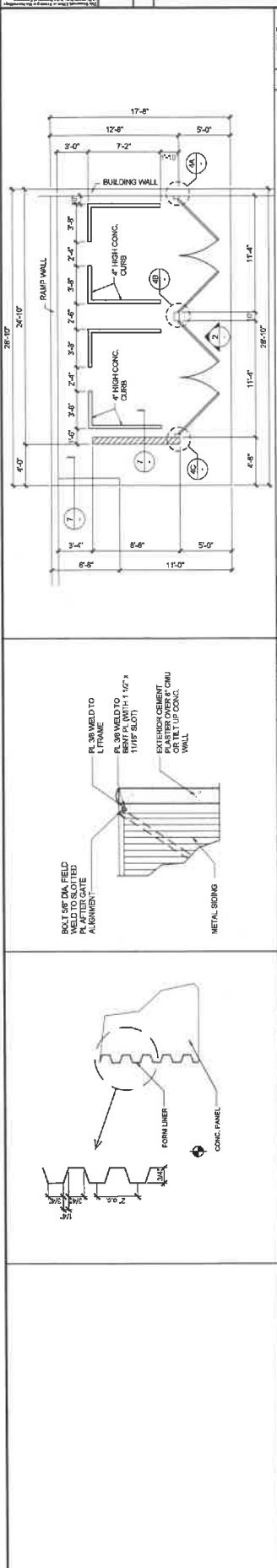
SCALE: 1/8" = 1'-0"
 SCALE IN FEET

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

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

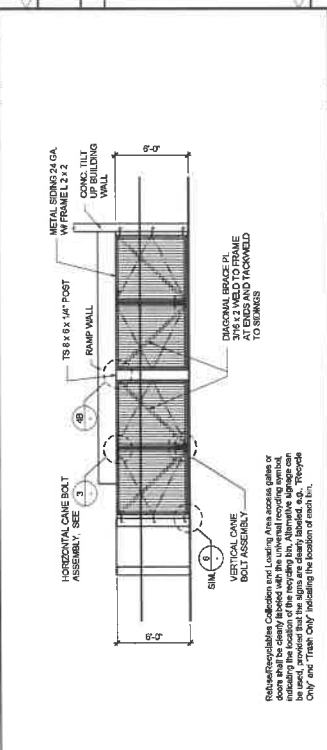
SCALE: 1/8" = 1'-0"
 SCALE IN FEET

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



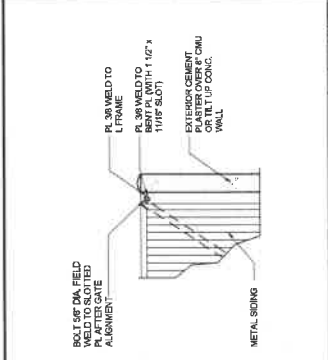
TRASH ENCLOSURE PLAN 1

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



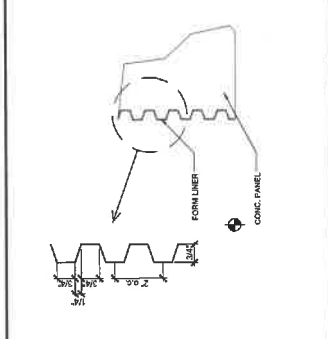
TRASH ENCLOSURE ELEVATION 2

SCALE: 3/8" = 1'-0"



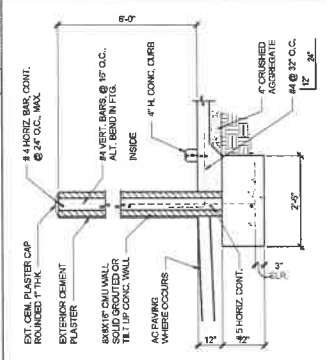
T.E. GATE DETAIL 6

SCALE: 3/4" = 1'-0"



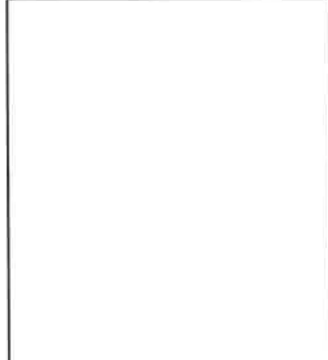
CONC. FORM LINER 9

SCALE: NTS



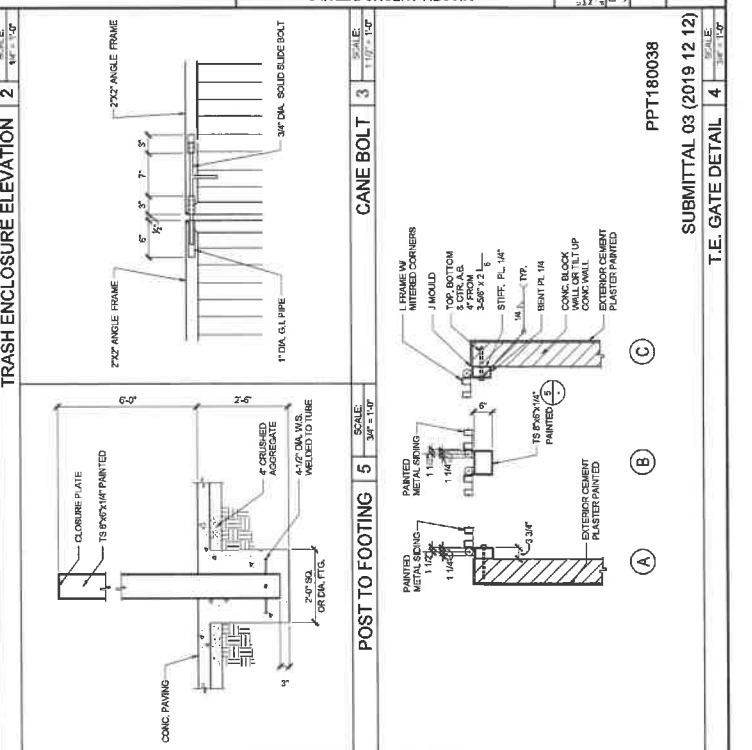
T.E. WALL SECTION 7

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



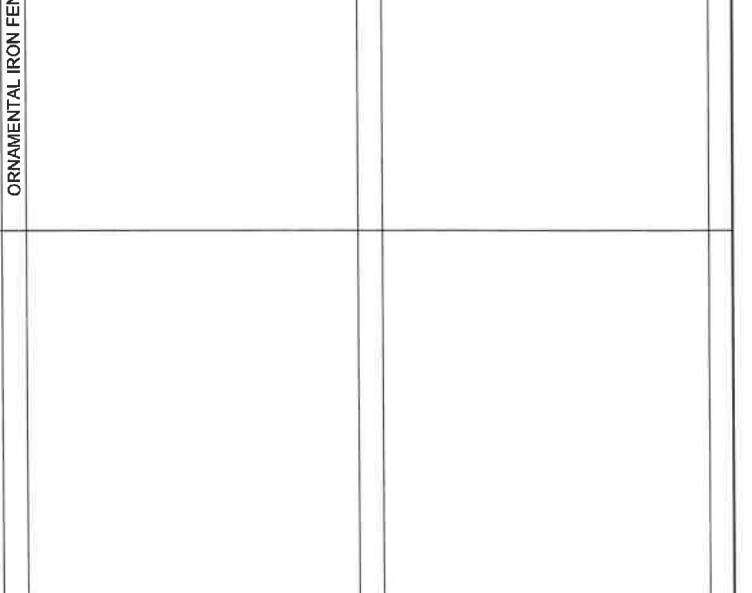
ORNAMENTAL IRON FENCE 10

SCALE: NTS



MISCELLANEOUS DETAILS 3-5

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



T.E. GATE DETAIL 8

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



BY	DATE	REVISIONS

COMMERCE CONSTRUCTION CO., L.P.
 1311 Colorado Parkway North
 Suite 100
 Fort Worth, Texas 76104
 Telephone: (817) 636-4977
 Fax: (817) 636-4978
 License No. 172302



FLOOR PLAN
 BUILDING 12
 MAJESTIC FREEWAY BUSINESS CENTER
 RIVERSIDE, CA

PROJECT NO.	PPT180038
DATE	03/20/19
DRAWN BY	JR
CHECKED BY	
SHEET NO.	6712
TOTAL SHEETS	



SCALE: 1" = 20'-0"

1" = 20'-0"
 0 20 40
 SCALE IN FEET

1" = 20'-0"

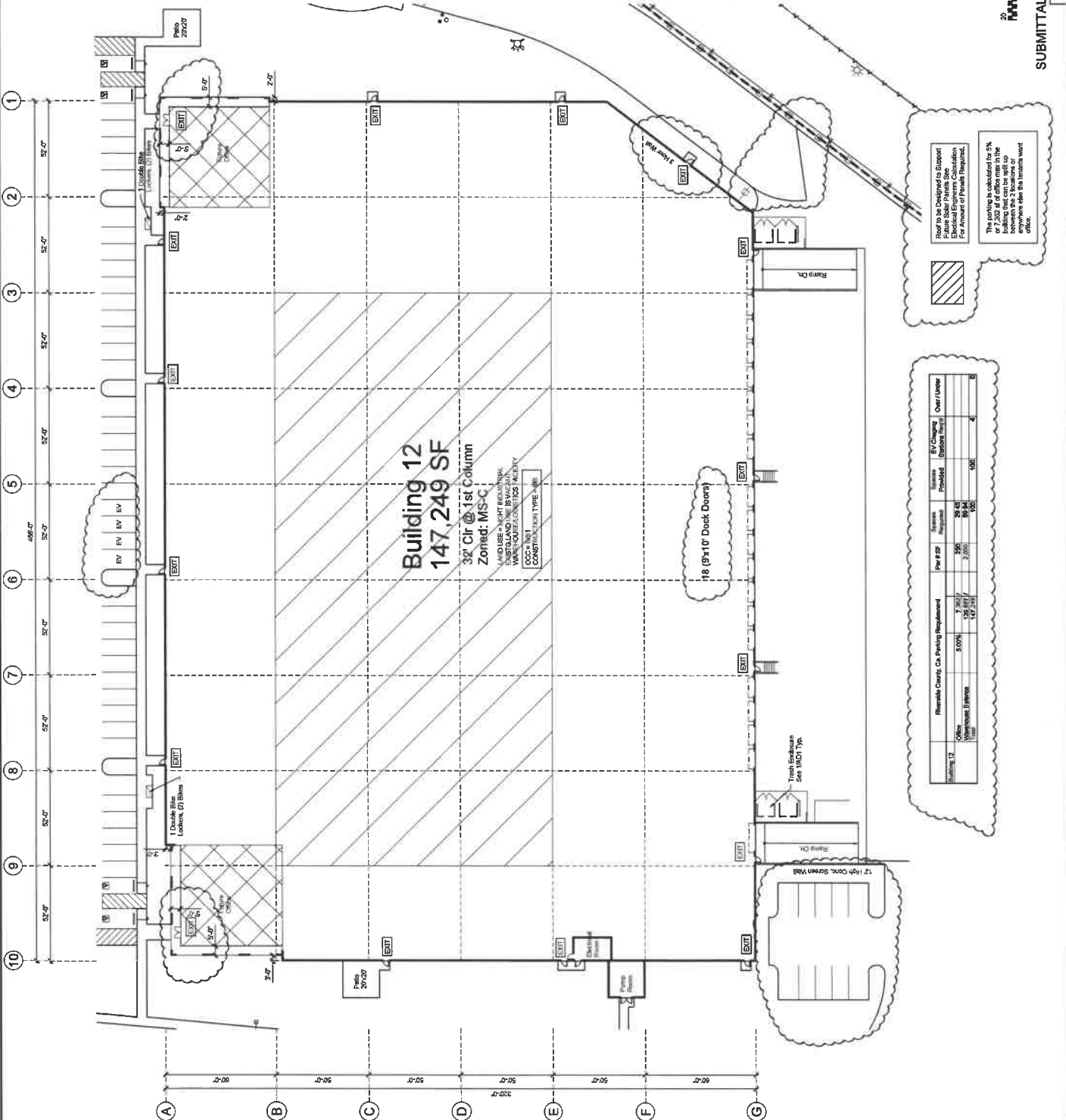
1" = 20'-0"

PPT180038

SUBMITTAL 03 (2019 12 12)

FLOOR PLAN A

A2.12



Building 12
147,249 SF
 32' Cir @ 1st Column
 Zoned: MS-C
 AND USE: LIGHT INDUSTRIAL
 INDUSTRIAL BUSINESS CENTER
 LOCAL PLAN 17.01
 CONSTRUCTION TYPE: III

Roof to be Decked to Support
 Future Solar Panels. See
 Attachment 1 for Structural
 Per Approval of Project Approval.

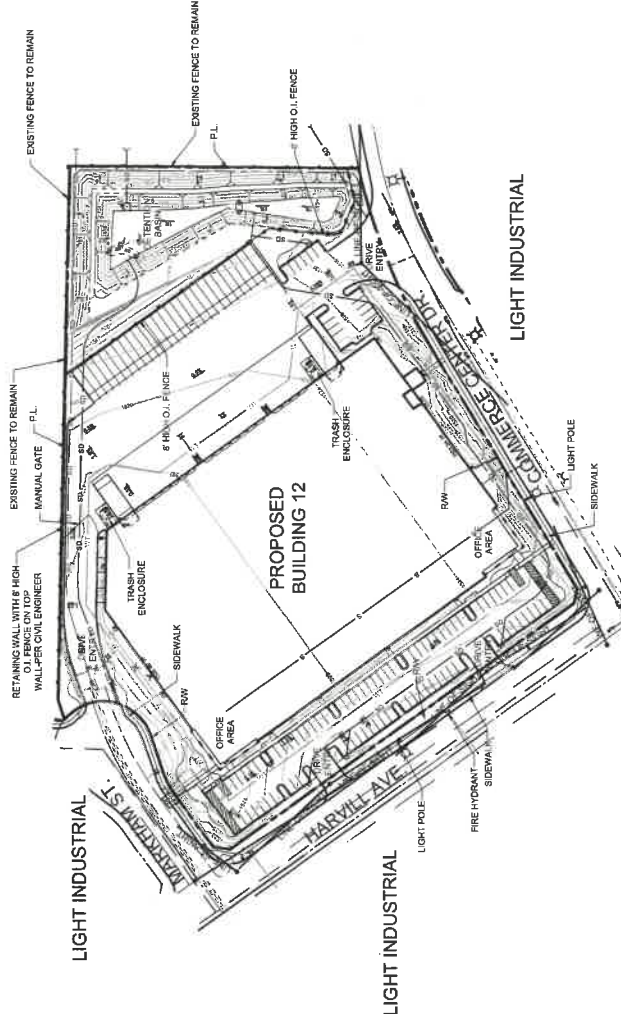
This section is calculated for 5%
 or 7,560 sq ft of office area in the
 building. This can be split up
 anywhere else in the structure worst
 office.

Item	Per # SF	Item	Per # SF	EV Change	Out / Under
Building 12	7,560	Item <td>Per # SF</td> <td>EV Change <td>Out / Under</td> </td>	Per # SF	EV Change <td>Out / Under</td>	Out / Under
Office	7,560	Item <td>Per # SF</td> <td>EV Change <td>Out / Under</td> </td>	Per # SF	EV Change <td>Out / Under</td>	Out / Under
Warehouse	7,560	Item <td>Per # SF</td> <td>EV Change <td>Out / Under</td> </td>	Per # SF	EV Change <td>Out / Under</td>	Out / Under
Warehouse	7,560	Item <td>Per # SF</td> <td>EV Change <td>Out / Under</td> </td>	Per # SF	EV Change <td>Out / Under</td>	Out / Under

BUILDING 12

MAJESTIC FREEWAY BUSINESS CENTER RIVERSIDE, CA

LANDSCAPE PLANS COUNTY OF RIVERSIDE



KEY MAP
NOT TO SCALE

PROPERTY OWNER:
1391 S. GARDENWAY PARKWAY, NORTH, SIXTH FLOOR
RIVERSIDE, CA 92507
OWNER CONTACT: JOHN BARBOUDIS (951) 948-4300
APPLICANT CONTACT: MATTHEW WALTER (951) 948-4305

NOTE: PRIOR TO PROJECT CONSTRUCTION, I AGREE TO SUBMIT A COMPLETE LANDSCAPE PLAN TO THE COUNTY OF RIVERSIDE FOR REVIEW AND APPROVAL. THE LANDSCAPE PLAN SHALL BE SUBJECT TO THE APPLICABLE ORDINANCES, INCLUDING BUT NOT NECESSARILY LIMITED TO ORDINANCE NO. 999.3, ORDINANCE 997, PROJECT CONDITIONS OF APPROVAL, AND IN SUBSTITUTION THEREOF, THE APPLICABLE ORDINANCES AND ANY OTHER ORDINANCES THAT SHOULD BE APPLIED TO THE PROJECT. THE ORDINANCES BE REVISED AND MAY BE SUBJECT TO CHANGE.

LANDSCAPE ARCHITECT'S SIGNATURE: *[Signature]* DATE: 8-12-19

MAINTENANCE NOTE:
THE LANDSCAPE ARCHITECT'S SIGNATURE AND OFFICE WITHIN RIGHT OF WAY TO BE PROVIDED BY MAJESTIC DEVELOPMENT LLC

LANDSCAPE AREA TOTALS:

SITE AREA GROSS (AC)	LANDSCAPE REQUIRED (SP/%)	LANDSCAPE PROVIDED (SP/%)
8.51	36.3% @ 5.5' / 10%	100.00 @ 6.5' / 27.69%

VICINITY MAP
NOT TO SCALE
THOMAS BROS. MAPS
PAGE 777, C-1

PROJECT LOCATION

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 SOAK TREES ARE TO BE SELECTED BY THE LANDSCAPE ARCHITECT.
 2. REMOVE STRIKES FROM ALL ESPALMERS AND VINES AND ATTACH TO WALLS, POSTS, ETC.

- SHEET INDEX**
- L-1 COVER SHEET
 - L-2 PRELIMINARY LANDSCAPE PLAN
 - L-3 PLANTING LEGEND & NOTES
 - L-4 SHADE PLAN AND SHADE CALCULATIONS
 - L-5 HYDROZONE MAP
 - L-6 SITE PHOTO PLAN



PLANNING AND DESIGN
 THE PLANNING AND DESIGN PHASE OF THIS PROJECT WILL BE MAINTAINED BY THE OWNER OF THE PROJECT.

CONTRACTOR
 COMMERCE CONSTRUCTION CO., LP
 1201 WEST 13TH AVENUE
 SUITE 1000
 DENVER, CO 80202
 PHONE: (303) 733-1100
 FAX: (303) 733-1101

CLIENT
 COMMERCE CONSTRUCTION CO., LP
 1201 WEST 13TH AVENUE
 SUITE 1000
 DENVER, CO 80202
 PHONE: (303) 733-1100
 FAX: (303) 733-1101

DATE
 08/27/19

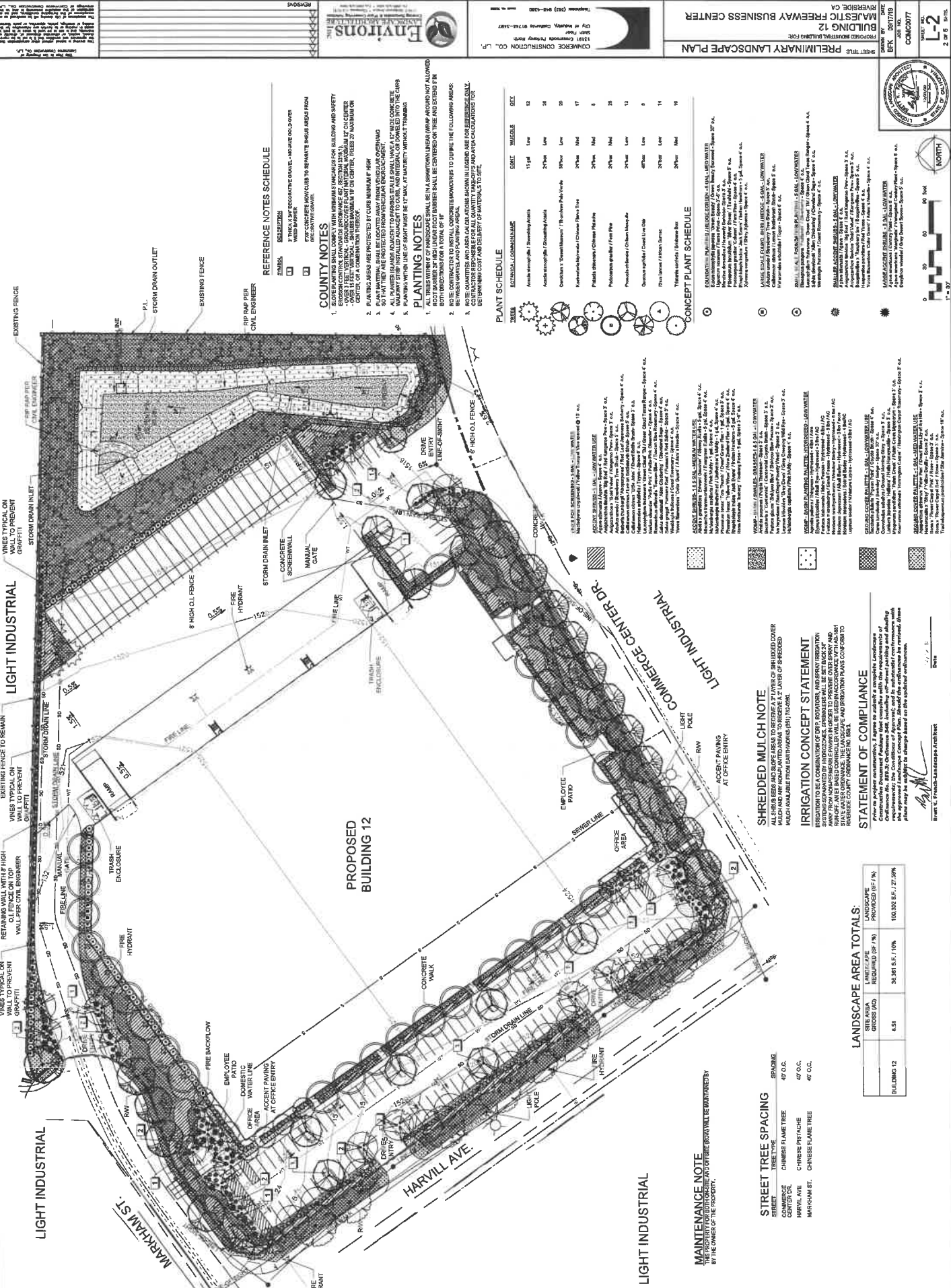
SHEET TITLE
 PRELIMINARY LANDSCAPE PLAN

PROJECT
 BUILDING 12
 MARIOTT PREWAY BUSINESS CENTER
 RIVERSIDE, CA

SCALE
 1" = 30'

DATE
 08/27/19

CONTRACT
 PRELIMINARY LANDSCAPE PLAN



REFERENCE NOTES SCHEDULE

ITEM | **DESCRIPTION**

1. 3\"/>

COUNTY NOTES

1. SCORE PLANTS SHALL COMPLY WITH MINIMUMS INDICATED FOR BUILDING AND SAFETY AND PROTECT PLANTS FROM PLANTING EQUIPMENT. PLANTS SHALL BE PLANTED IN A MANNER THAT PROVIDES PROTECTION TO EXISTING PLANTS AND PLANTS TO BE PLANTED. PLANTS TO BE PLANTED SHALL BE PLANTED IN A MANNER THAT PROVIDES PROTECTION TO EXISTING PLANTS AND PLANTS TO BE PLANTED.

2. PLANTING AREAS ARE PROTECTED BY CURB MINIMUM 18\"/>

PLANTING NOTES

1. ALL TREES NOTED IN THIS SCHEDULE SHALL BE IN A SHOWN FORM (WRAP SHOULD NOT BE ALLOWED). ALL TREES NOTED IN THIS SCHEDULE SHALL BE IN A SHOWN FORM (WRAP SHOULD NOT BE ALLOWED). ALL TREES NOTED IN THIS SCHEDULE SHALL BE IN A SHOWN FORM (WRAP SHOULD NOT BE ALLOWED).

2. NOTE CONTRACTOR TO INSTALL CONCRETE MOWCUTS TO DEFINE THE FOLLOWING AREAS: WALKWAY, PLANTING AREA, DRIVEWAY, AND DELIVERY/LOAD UNLOADING AREA. CONCRETE MOWCUTS SHALL BE INSTALLED AT ALL QUANTITY TAKEOFFS AND AREA CALCULATIONS FOR DELIVERING COST AND DELIVERY OF MATERIALS TO SITE.

PLANT SCHEDULE

ITEM	RECOMMENDED NAME	SIZE	QUANTITY
1	Acacia angustifolia / Desert Acacia	11 gal	10
2	Acacia greggii / Desert Acacia	2 1/2 gal	20
3	Callisaya thornii / Thorny Tree	2 1/2 gal	20
4	Callisaya thornii / Thorny Tree	2 1/2 gal	20
5	Callisaya thornii / Thorny Tree	2 1/2 gal	20
6	Callisaya thornii / Thorny Tree	2 1/2 gal	20
7	Callisaya thornii / Thorny Tree	2 1/2 gal	20
8	Callisaya thornii / Thorny Tree	2 1/2 gal	20
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11	Callisaya thornii / Thorny Tree	2 1/2 gal	20
12	Callisaya thornii / Thorny Tree	2 1/2 gal	20
13	Callisaya thornii / Thorny Tree	2 1/2 gal	20
14	Callisaya thornii / Thorny Tree	2 1/2 gal	20
15	Callisaya thornii / Thorny Tree	2 1/2 gal	20

CONCEPT PLANT SCHEDULE

1. ALL TREES NOTED IN THIS SCHEDULE SHALL BE IN A SHOWN FORM (WRAP SHOULD NOT BE ALLOWED). ALL TREES NOTED IN THIS SCHEDULE SHALL BE IN A SHOWN FORM (WRAP SHOULD NOT BE ALLOWED). ALL TREES NOTED IN THIS SCHEDULE SHALL BE IN A SHOWN FORM (WRAP SHOULD NOT BE ALLOWED).

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STREET TREE SPACING

STREET	TREE TYPE	SPACING
COMMERCE CENTER DR.	CHINESE FLAME TREE	47' O.C.
HARVILL AVE.	CHINESE PISTACHE	47' O.C.
MARIOTT ST.	CHINESE FLAME TREE	47' O.C.

MAINTENANCE NOTE

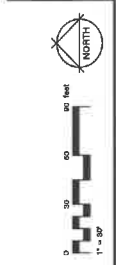
THE DESIGN AND OFFERING (DRAWINGS) WILL BE MAINTAINED BY THE OWNER OF THE PROJECT.

STATEMENT OF COMPLIANCE

FOR THE PROJECTS LOCATED WITHIN THE JURISDICTION OF THE CITY OF DENVER, THE CITY OF GOLDEN, THE COUNTY OF WASHINGTON, AND THE COUNTY OF BENTLEY, I HEREBY CERTIFY THAT THE PROJECTS HAVE BEEN DESIGNED TO COMPLY WITH THE REQUIREMENTS OF THE CITY OF DENVER, THE CITY OF GOLDEN, THE COUNTY OF WASHINGTON, AND THE COUNTY OF BENTLEY.

LANDSCAPE AREA TOTALS:

	REQUIRED (SF / %)	PROVIDED (SF / %)
BUILDING 12	34,381 S.F. / 10%	100,000 S.F. / 27.29%



1581 Commerce Parkway
 City of Industry, California 91746-3487
 Telephone: (924) 943-1500
 Fax: (924) 943-1501
 www.phytions.com

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 1581 Commerce Parkway
 City of Industry, California 91746-3487
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 www.phytions.com

COUNTY NOTES

- SLOPE PLANTING SHALL COMPLY WITH MINIMUM STANDARDS FOR BUILDING AND SAFETY CODES AND ALL OTHER APPLICABLE REGULATIONS. ALL PLANTING SHALL BE PLANTED IN ACCORDANCE WITH THE COUNTY PLANTING SPECIFICATIONS. TREES 2" IN DBH OR GREATER SHALL BE PLANTED IN ACCORDANCE WITH THE COUNTY PLANTING SPECIFICATIONS. TREES 2" IN DBH OR GREATER SHALL BE PLANTED IN ACCORDANCE WITH THE COUNTY PLANTING SPECIFICATIONS.
- PLANTING AREAS SHALL BE PROTECTED BY CHAIN LINK FENCING. FENCING SHALL BE INSTALLED PRIOR TO PLANTING AND SHALL REMAIN IN PLACE THROUGHOUT THE CONSTRUCTION PERIOD.
- PLANT MATERIAL SHALL BE LOCATED AWAY FROM OVERHEAD POWER LINES AND OTHER OBSTACLES. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE COUNTY PLANTING SPECIFICATIONS.
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PLANTING NOTES

- ALL TREES WITHIN OF HEDGES SHALL BE IN A SHALLOW LINEAR ROW (AROUND NOT ALLOWED). TREES SHALL BE PLANTED IN ACCORDANCE WITH THE COUNTY PLANTING SPECIFICATIONS.
- NOTE: CONTRACTOR TO INSTALL CONCRETE MANDRELS TO DEFINE THE FOLLOWING AREAS BETWEEN DRIVEWAY AND PLANTING AREA.
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SHREDDED MULCH NOTE

ALL PLANTING AREAS TO RECEIVE A 2" LAYER OF SHREDDED-GRADE MULCH AVAILABLE FROM EXISTING OR NEW SUPPLIER.

NOTES

- ALL TREES WITHIN OF HEDGES SHALL BE IN A SHALLOW LINEAR ROW (AROUND NOT ALLOWED). TREES SHALL BE PLANTED IN ACCORDANCE WITH THE COUNTY PLANTING SPECIFICATIONS.
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SHREDDED MULCH NOTE

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IRRIGATION CONCEPT STATEMENT

IRRIGATION TO BE A COMBINATION OF Drip, Surface, and Spray Irrigation. The system shall be designed to provide adequate water to all plants and shall be installed in accordance with the County of Orange Irrigation Ordinance No. 1803.

STATEMENT OF COMPLIANCE

I, the undersigned, certify that the plans and specifications for the above project comply with all applicable laws, codes, and regulations of the County of Orange, California.

MAINTENANCE NOTE

THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL PLANTING AND IRRIGATION SYSTEMS. THE CONTRACTOR SHALL PROVIDE TRAINING TO THE OWNER'S STAFF ON THE MAINTENANCE OF THE SYSTEMS.

PLANT SCHEDULE

TREE	EXTERNAL COMMON NAME	CODE	MATURE SIZE	HT
1	Acacia stricta / 1/2 Shady Acacia	15 gal	Low	12
2	Acacia stricta / 1/2 Shady Acacia	24" Pot	Low	20
3	Cercis / 1/2 Shady Cercis	24" Pot	Low	20
4	Conocarpus / 1/2 Shady Conocarpus	24" Pot	Low	20
5	Conocarpus / 1/2 Shady Conocarpus	24" Pot	Low	20
6	Conocarpus / 1/2 Shady Conocarpus	24" Pot	Low	20
7	Conocarpus / 1/2 Shady Conocarpus	24" Pot	Low	20
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29	Conocarpus / 1/2 Shady Conocarpus	24" Pot	Low	20
30	Conocarpus / 1/2 Shady Conocarpus	24" Pot	Low	20

CONCEPT PLANT SCHEDULE

- 1. ACACIA STRICTA (1/2 SHADY ACACIA) - 15 GAL. LOW WATER. 12" DBH @ 4'.
- 2. ACACIA STRICTA (1/2 SHADY ACACIA) - 24" POT. LOW WATER. 20" DBH @ 4'.
- 3. CERCIS (1/2 SHADY CERCIS) - 24" POT. LOW WATER. 20" DBH @ 4'.
- 4. CONOCARPUS (1/2 SHADY CONOCARPUS) - 24" POT. LOW WATER. 20" DBH @ 4'.
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REFERENCE NOTES SCHEDULE

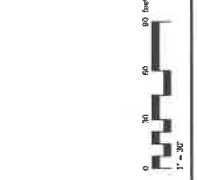
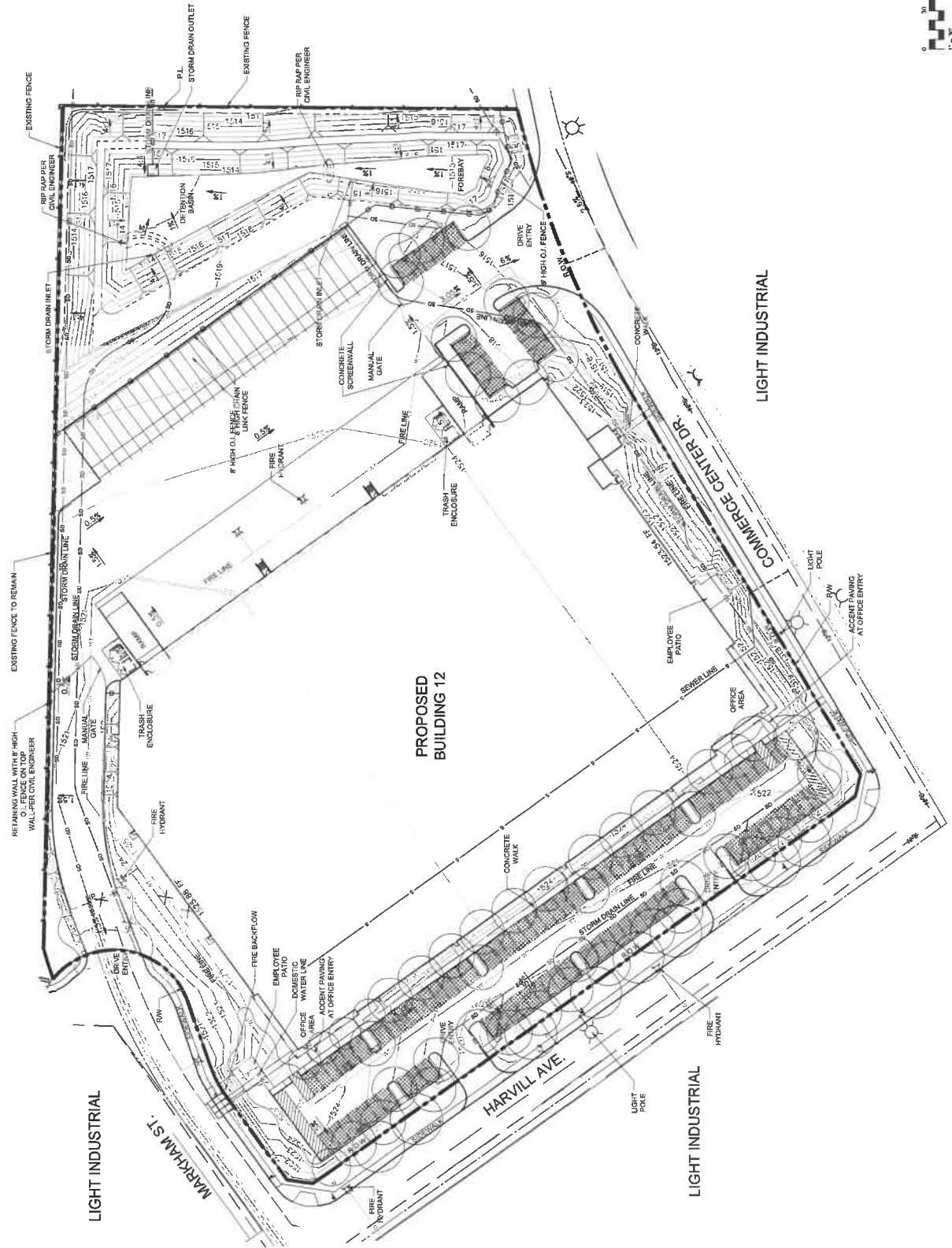
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BUILDING 12 - SHADE TABULATION

Parking area = 17,006 s.f.
 Shade provided = 10,635 s.f.
 by trees in parking area
 Percentage of parking area
 shaded by trees = 62%

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	SCALE
[Hatched pattern]	PARKING LOT AREA	1/8" = 1'-0"
[Stippled pattern]	TREE SHADE	1/8" = 1'-0"



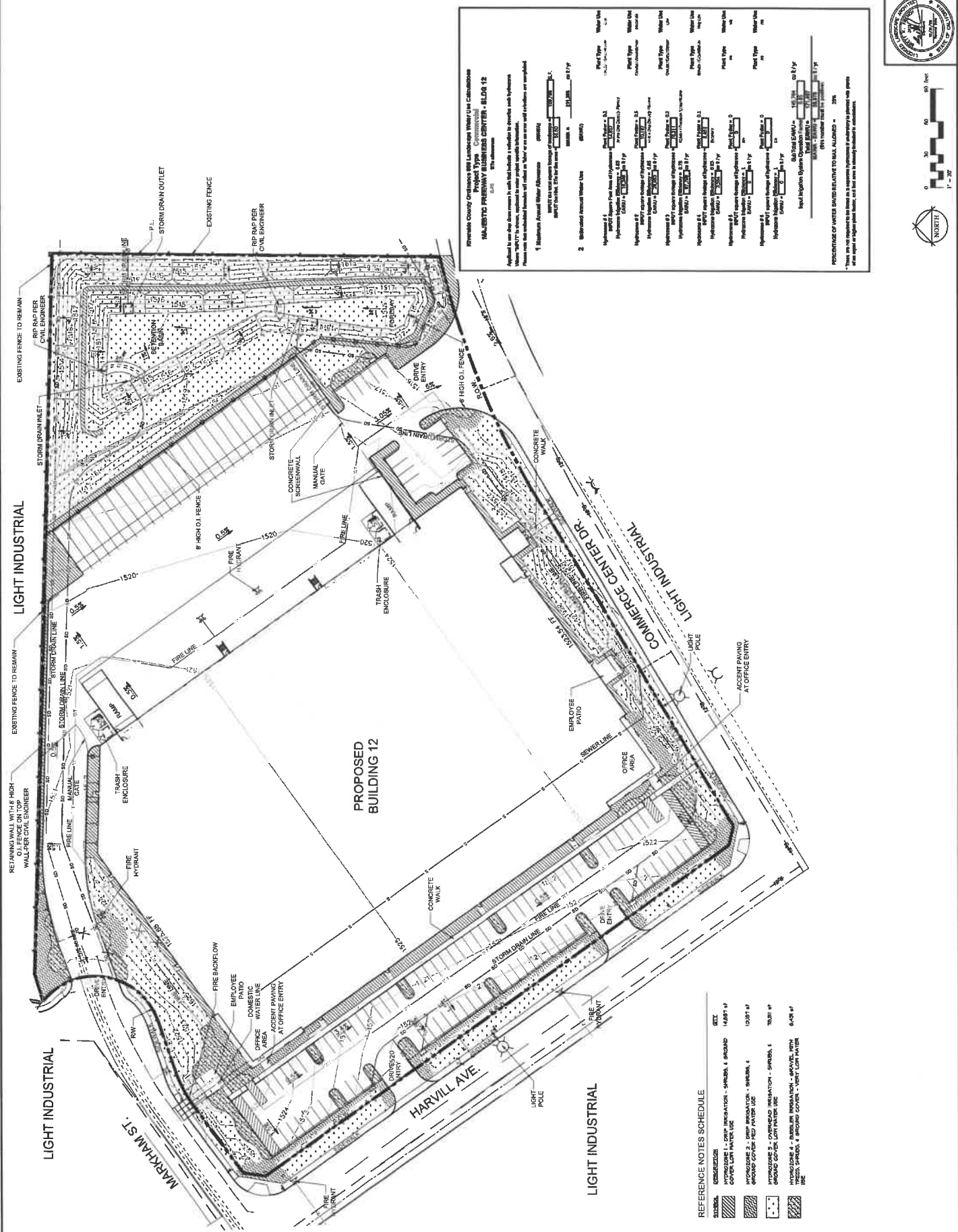
Hydrozone Map & Water Use Calculations
 Prepared by: [Name]
 Date: [Date]
 Project: [Project Name]

City of [City Name]
 Department: [Department Name]
 Project No.: [Project No.]
 Sheet No.: [Sheet No.]



COMMERCE CONSTRUCTION CO., L.P.
 1111 Commerce Parkway Suite 200
 City of [City Name], Oklahoma 73104-3927
 Telephone (505) 442-1300

HYDROZONE MAP & WATER USE CALC.
 PROJECT TITLE: [Project Title]
 SHEET NO.: [Sheet No.]
 OF TOTAL SHEETS: [Total Sheets]



Hydrozone Schedule

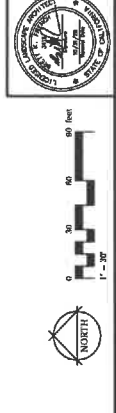
Hydrozone #	Material	Area (SF)	Water Use (GPD)	Notes
1	Concrete Walkway	6000	1200	Spread 1
2	Asphalt Driveway	1200	2400	Spread 1
3	Asphalt Driveway	1200	2400	Spread 1
4	Asphalt Driveway	1200	2400	Spread 1
Total			8400	

Water Use Calculations:

1. Maximum Annual Water Allowance: [Value]

2. Estimated Annual Water Use: [Value]

Percentage of Water Used Relative to Allowance: 20%





COMCORITT
 1817 Grandview Parkway South
 Dayton, Ohio 45424
 (937) 233-1300
 www.comcoritt.com

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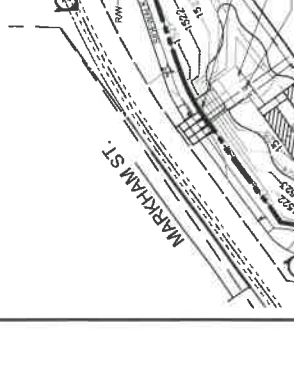
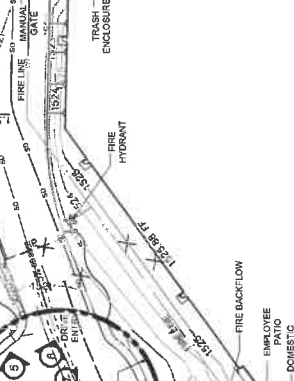
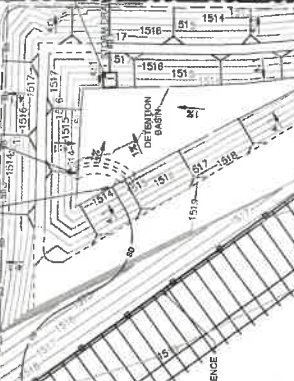
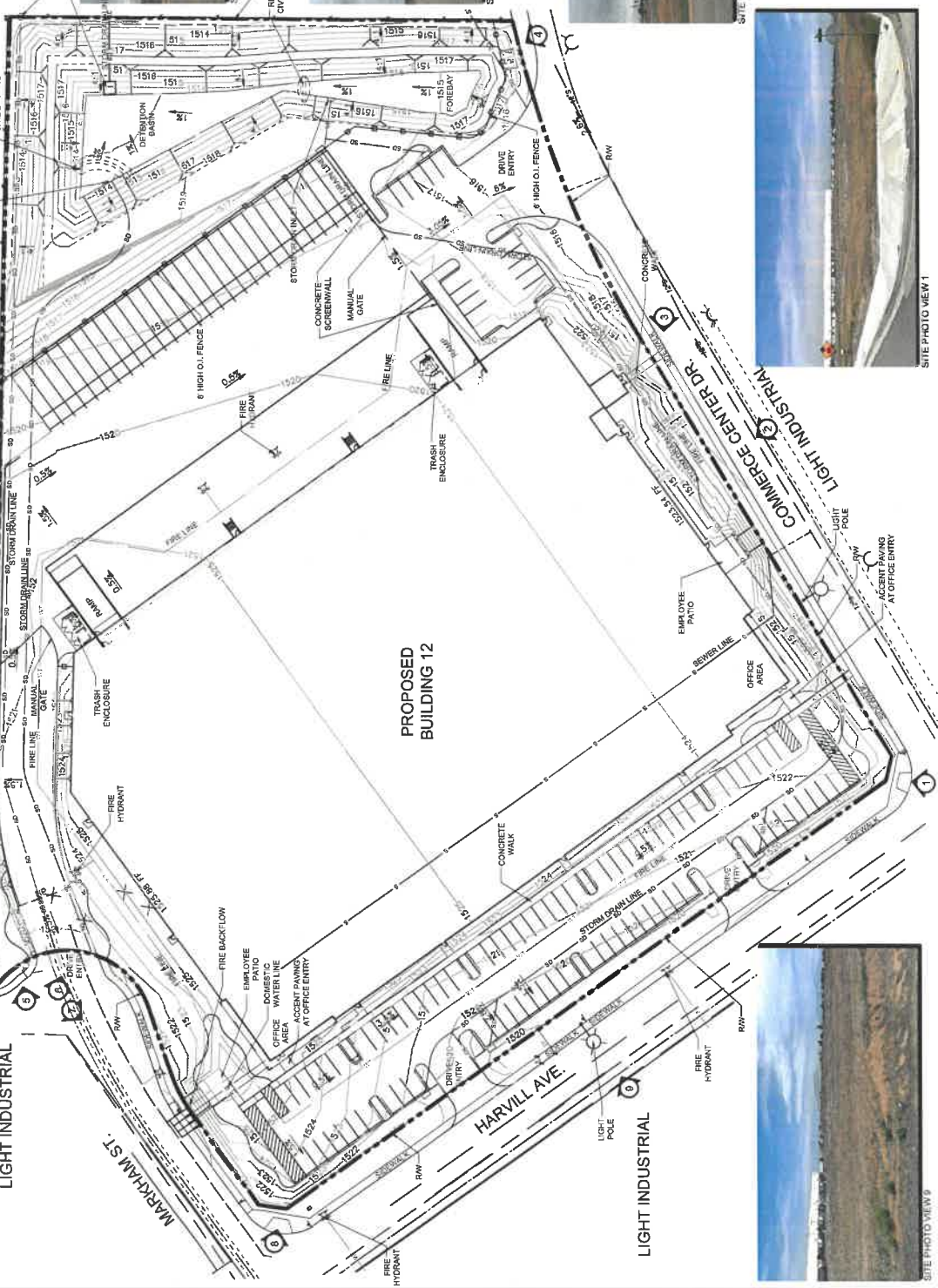
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SITE PHOTO VIEW 1

SITE PHOTO VIEW 2

SITE PHOTO VIEW 3

SITE PHOTO VIEW 4

SITE PHOTO VIEW 5

SITE PHOTO VIEW 6

SITE PHOTO VIEW 7

SITE PHOTO VIEW 8

SITE PHOTO VIEW 9

SITE PHOTO VIEW 10

SITE PHOTO VIEW 11

SITE PHOTO VIEW 12

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MAJESTIC FREEWAY BUSINESS CENTER

PLOT PLAN No. 180038 (BUILDING 12)

ADDENDUM No. 5 TO ENVIRONMENTAL IMPACT REPORT No. 466

CEQA CASE No. CEQ180128

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**

April 21, 2020

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<u>Appendix</u>	<u>Document Title</u>
A	Health Risk Assessment
B1	Biological Technical Report
B2	Determination of Biologically Equivalent or Superior Preservation (DBESP)
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
AT&SF	Atchison, Topeka and Santa Fe (Railroad)
BAAQMD	Bay Area Air Quality Management District
bgs	below ground surface
BMPs	Best Management Practices
BTR	Biological Technical Report
BUOW	Burrowing Owl
CA	California
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAP	Climate Action Plan
CARB	California Air Resources Board
CAPSSA	Criteria Area Plant Species Survey Area
CASSA	Criteria Area Species Survey Area
CBC	California Building Code
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

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFD	Community Facilities District
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
CNDDB	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)
EAP	Existing plus Ambient plus Project (Traffic Analysis Scenario)
EAPC	Existing plus Ambient plus Project plus Cumulative (Traffic Analysis Scenario)
EI	Expansion Index

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
EIR	Environmental Impact Report
EMFAC	Emission FACtor Model
EMWD	Eastern Municipal Water District
EO	Executive Order
E+P	Existing plus Project (Traffic Analysis Scenario)
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
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 Associates (Project Biologist)
GMA	Groundwater Management Area
g/mi	grams per mile
GMP	Groundwater Management Plan
GMZ	Groundwater Management Zone
gpd	gallons per day
HCP	Habitat Conservation Plan
HHD	Heavy-Heavy Duty (Haul Trucks)
HMBEP	Hazardous Materials Business Emergency Plan
hp-hr-gal	horsepower hours per gallon
HRA	Health Risk Assessment
I	Interstate
IEPR	Integrated Energy Policy Report
I-P	Industrial Park (Zoning Designation)
IS	Initial Study
IS/NOP	Initial Study/Notice of Preparation
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
IWMA	Integrated Waste Management Act
kWh/year	Kilowatt Hours per Year
lbs.	Pounds
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
MPG	Miles Per Gallon
MPO	Metropolitan Planning Organization
MRZ	Mineral Resources Zone
M-SC	Manufacturing – Service Commercial (Zoning Classification)
MSHCP	Multiple Species Habitat Conservation Plan
MT	Metric Tons
MUTCD	Manual on Uniform Traffic Control Devices
MVAP	Mead Valley Area Plan
MWD	Metropolitan Water District
N ₂ O	Nitrous Oxide
NAHC	Native American Heritage Commission
NEPSSA	Narrow Endemic Plant Species Survey Area
NIA	Noise Impact Analysis (<i>Technical Appendix G</i>)
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
OI	Ornamental Iron

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
PCE	Passenger Car Equivalent
PM _{2.5}	Particulate Matter (2.5 micrometers or less diameter)
PM ₁₀	Particulate Matter (10 micrometers or less diameter)
PP	Plot Plan
ppm	parts per million
PPV	Peak Particle Velocity
PRIMP	Paleontological Resource Impact Mitigation Program
PVRWRF	Perris Valley Water Reclamation Facility
RCB	Reinforced Concrete Box
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
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
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis (<i>Technical Appendix H</i>)
tpy	tons per year
tpd	tons per day

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
TRU	Transport Refrigeration Unit
TUMF	Transportation Uniform Mitigation Fee
UBC	Universal Building Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compound
VVUSD	Val Verde Unified School District
WQMP	Water Quality Management Plan
WRP	Waste Recycling Plan
WSA	Water Supply Assessment

1.0 Introduction

1.1 DOCUMENT PURPOSE

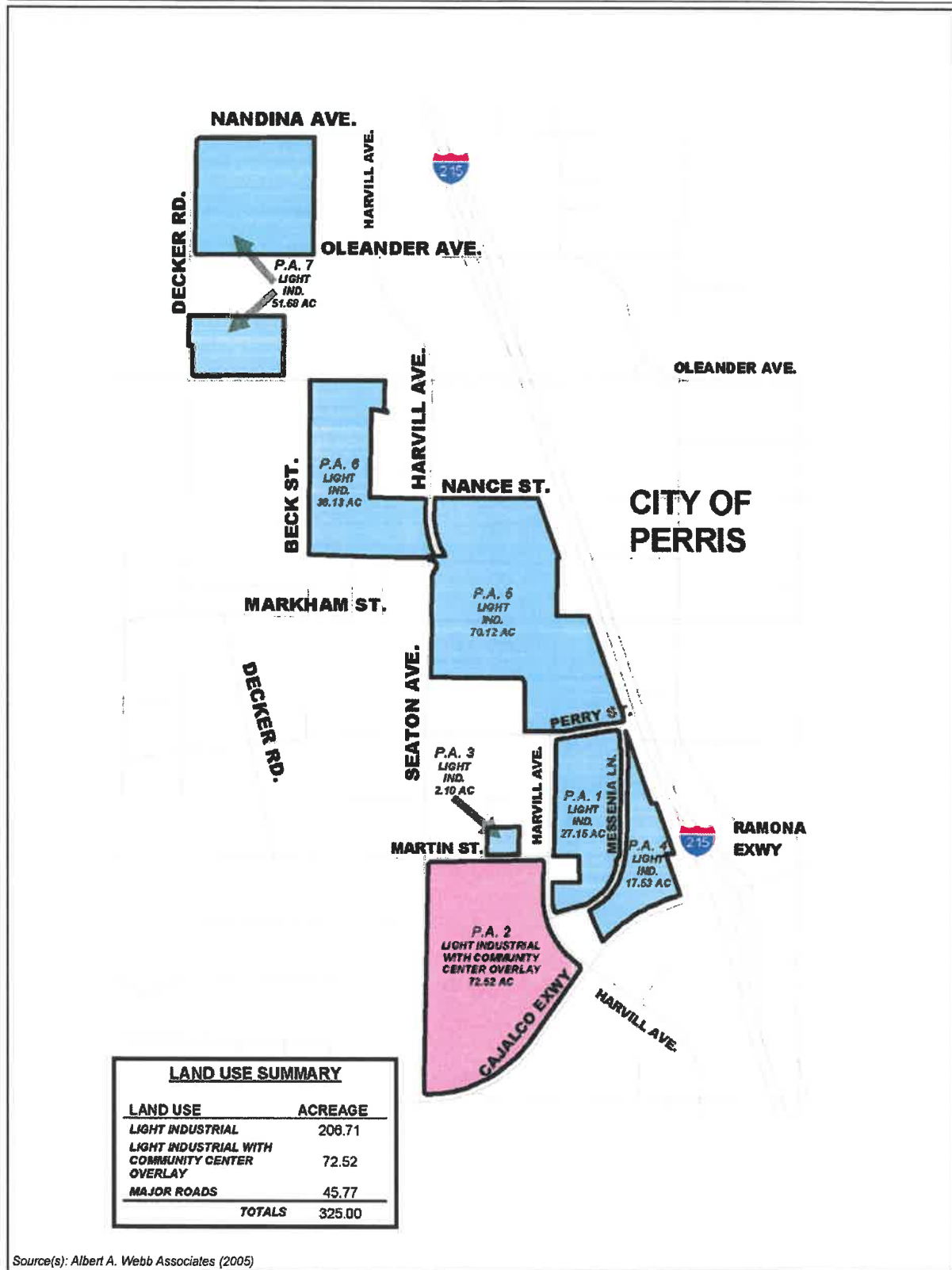
This introduction provides general information regarding: 1) the history of the Project site; 2) standards of adequacy for an Environmental Impact Report (EIR) Addendum under the California Environmental Quality Act (CEQA); 3) a summary of the Initial Study findings supporting the Lead Agency's (Riverside 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 45.77 acres consist of backbone roadways that were previously constructed as part of Community Facilities District (CFD) No. 88-8 in the early 1990s. The adopted land use plan for the MFBCSP is depicted on Figure 1-1, *MFBCSP Land Use Plan*. The MFBCSP allows for the development of approximately 6.2 million square feet (s.f.) of light industrial buildings, ranging in size between 25,000 and 1.2 million square feet for manufacturing, distribution, and warehouse uses. The MFBCSP also provides for the optional development of up to 680,000 s.f. of retail and commercial uses on 8.52 acres in a Community Center overlay area (i.e., MFBCSP Planning Area 2), which if developed would reduce the permitted amount of light industrial uses to 4,555,000 s.f. on 206.71 acres. (Webb, 2005, pp. I-1, I-2, and II-2)

Since adoption of the MFBCSP in 2005, there have been three 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.



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

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

FIGURE 1-1



MFBCSP LAND USE PLAN

Plot Plan No. 180038 (Building 12)

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

1.3 PROJECT SUMMARY

The Project evaluated herein is a proposed Plot Plan (PP No. 180038) to allow for the construction of one warehouse building (Building 12) on approximately 8.51 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 12 is proposed east of Harvill Avenue between Markham Street and Commerce Center Drive and would consist of 147,249 s.f. of warehouse uses; however, for purposes of analysis within this EIR Addendum, it is assumed that Building 12 would comprise up to 154,751 s.f. of building area in order to account for any minor changes to the building area as part of final project 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 avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an EIR and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

1.4.2 CEQA Requirements for Environmental Impact Report (EIR) Addendums

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

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

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

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

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

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

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

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

1.4.3 Format and Content of this EIR Addendum

The following components comprise the EIR Addendum in its totality:

- a. This Introduction (Section 1.0), the Environmental Setting (Section 2.0), and the Project Description (Section 3.0).
- b. The completed Initial Study/Environmental Checklist Form and its associated analyses (Sections 4.0 and 5.0), which conclude that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of environmental impacts beyond those disclosed in EIR No. 466.
- c. Eleven (11) 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 B1 Biological Technical Report, prepared by Glenn Lukos Associates, and dated October 25, 2019.

Appendix B2 Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis, prepared by Glenn Lukos Associates, and dated April 21, 2020.

Appendix C Report of Geotechnical Study, prepared by Kleinfelder, and dated June 24, 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 September 2019.

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

Appendix G Noise Impact Analysis, prepared by Urban Crossroads, Inc., and dated October 2, 2019.

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 12, prepared by T&B Planning, Inc., and dated June 11, 2019.

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

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

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

1.4.4 Initial Study Checklist

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

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

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

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

3. **New Ability to Substantially Reduce Significant Impact.** This response is used to indicate when new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time EIR No. 466 was certified, indicates that there are new mitigation measures or alternatives available to substantially reduce significant environmental impacts of the Project. Such a change would trigger the conditions set forth in CEQA Guidelines § 15162 only if the Project proponent declines to adopt the new 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. CEQ180128). 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, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, paleontological resources, population/housing, public services, recreation, transportation/traffic, 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. 180038) to implement a portion of Planning Area 5 of the MFBCSP with a proposed 154,751 s.f. warehouse building. EIR No. 466 evaluated development of Planning Area 5 with warehouse/distribution uses. The uses proposed as part of

PP No. 180038 would result in a substantial decrease in the amount of traffic generated from the site as compared to what was evaluated in EIR No. 466. There are no components of PP No. 180038 that would result in increased physical environmental effects beyond what was previously evaluated and disclosed as part of EIR No. 466. Accordingly, there would be no new environmental effects or a substantial increase in the severity of previously-identified significant effects as a result of the proposed Project. Thus, the proposed Project would not require major revisions to the previously-certified EIR No. 466.

- b) EIR No. 466 concluded that implementation of the MFBCSP would result in significant and unavoidable impacts to air quality (due to emissions of VOCs and NO_x during construction and emissions of VOCs, NO_x, CO, and 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. As such, the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of impacts identified in EIR No. 466 under the issue areas of air quality or noise.
- c) Subsequent to the certification of EIR No. 466, no substantial changes in the circumstances under which the Project would be undertaken have occurred. Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site comprises four parcels of land that have been previously graded for future development. Land uses surrounding the site include a detention basin, the Atchison, Topeka and Santa Fe (AT&SF) railroad tracks, and I-215 to the east; an existing warehouse building to the north; undeveloped land to the west that is planned for light industrial development by the MFBCSP, beyond which are residential uses; and undeveloped lands planned for light industrial development by the MFBCSP to the south. 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.

Plot Plan No. 180038 (Building 12)

- e) The Project's one proposed discretionary action, which includes approval of Plot Plan No. 180038, would not result in any new or substantially more severe significant environmental impacts beyond those disclosed in EIR No. 466.
- f) Subsequent to the certification of EIR No. 466, no new mitigation measures or alternatives have been identified that were infeasible at the time EIR No. 466 was certified and that would substantially reduce impacts to air quality or traffic-related noise, which were identified as significant and unavoidable by EIR No. 466.
- g) Subsequent to the certification of EIR No. 466, no new mitigation measures or alternatives that are considerably different from those analyzed in EIR No. 466 have been identified to reduce the significant unavoidable impacts to air quality or traffic-related noise.
- h) Technical reports were prepared for the proposed Project to evaluate its environmental effects. Riverside County has reviewed and accepted these reports as adequate and in compliance with Riverside County's requirements. Copies of these reports are contained within the appendix of this document and are herein incorporated by reference pursuant to CEQA Guidelines § 15150. These technical reports do not identify any new impacts or substantial increases in impacts to the environment beyond those that were disclosed in EIR No. 466. Specifically, these technical reports concluded as follows:
 - 1. The Mobile Source Health Risk Assessment (*Technical Appendix A*), prepared by Urban Crossroads, Inc., and dated 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 B1*) and Determination of Biological Equivalent or Superior Preservation ("DBESP"; *Technical Appendix B2*), both of which were prepared by Glenn Lukos Associates and are dated October 25, 2019 and April 21, 2020, respectively, conclude that the proposed Project would not result in any new impacts or more severe impacts associated with biological resources or jurisdictional waters or wetlands than previously disclosed in EIR No. 466;
 - 3. The Geotechnical Report (*Technical Appendix C*), prepared by Kleinfelder and dated June 24, 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;

Plot Plan No. 180038 (Building 12)

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;
6. The Preliminary Hydrology Study (*Technical Appendix F1*) and Project Specific Water Quality Management Plan (*Technical Appendix F2*), both dated September 2019 and prepared by PBLA Engineering, Inc., 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 October 2, 2019 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 June 11, 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

Plot Plan No. 180038 (Building 12)

the public hearing process, the Planning Commission will take action to approve, conditionally approve, or deny approval of the proposed Project.

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

2.0 Environmental Setting

2.1 PROJECT LOCATION

As shown on Figure 2-1, *Regional Location Map*, Figure 2-2, *Vicinity Map*, and Figure 2-3, *USGS Topographical Map*, the 8.51-acre Project site is located within the Mead Valley Area Plan (MVAP) of unincorporated Riverside County, approximately 0.1 mile west of the City of Perris and approximately 0.6 mile southwest of the City of Moreno Valley. Specifically, the Project site is located east of Harvill Avenue between Markham Street and Commerce Center Drive, and is bound to the east by an existing off-site detention basin. The subject property encompasses Assessor's Parcel Numbers (APNs) 314-260-018, 314-270-024, 314-270-025, and 314-110-073. The property is located in the southwest and northwest 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 2-4, *Aerial Photograph*, under existing conditions the 8.51-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 disced for fire abatement purposes. Markham Street is an improved cul de sac along the site's northwestern boundary, while Commerce Center Drive is an existing east-west roadway that abuts the site's southern boundary. Additionally, a storm drain exists in Markham Street that discharges on site, with flows being conveyed east and across the northern site boundary and discharging into an off-site detention basin near the northeastern corner of the site.

2.2.2 General Plan and Zoning

As shown on Figure 2-5, *MVAP Land Use Plan*, the 8.51-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 is located in the southern portion of Planning Area 5, which is designated for "Light Industrial" land uses. The MFBCSP's Light Industrial land use designation 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) designates the 8.51-acre site 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. 180038 (Building 12)

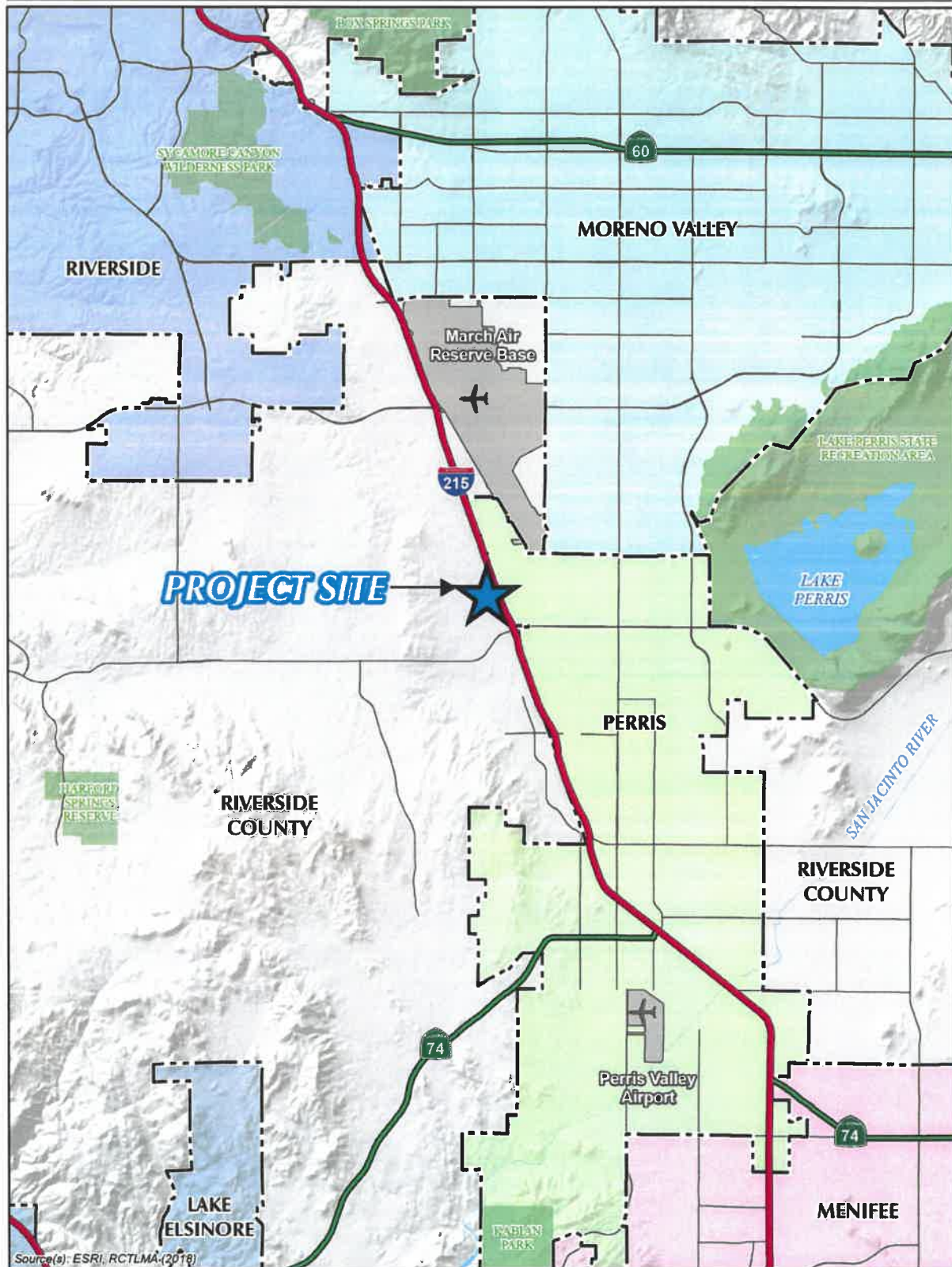


FIGURE 2-1



REGIONAL LOCATION MAP

Plot Plan No. 180038 (Building 12)

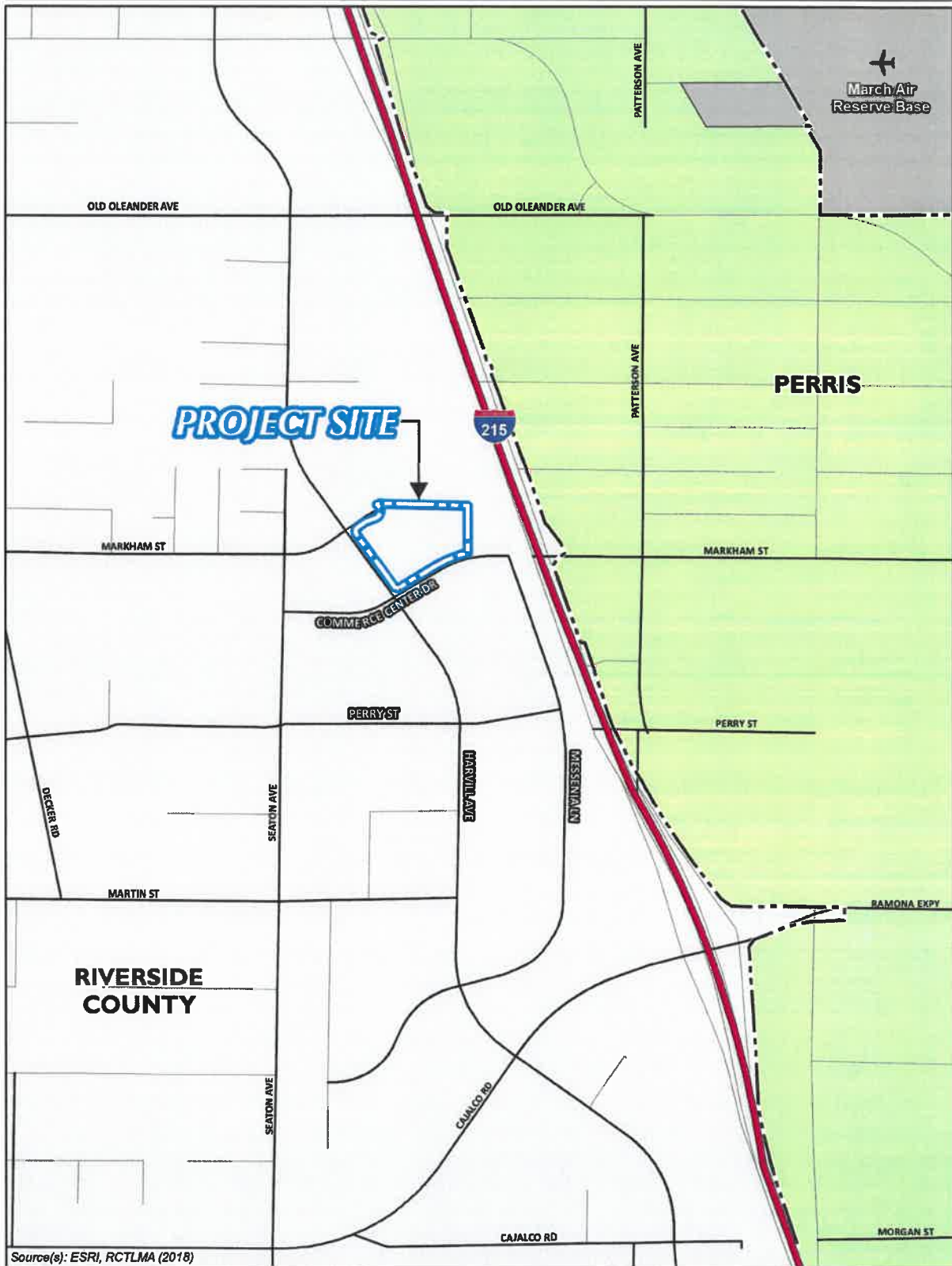


FIGURE 2-2

VICINITY MAP



Plot Plan No. 180038 (Building 12)

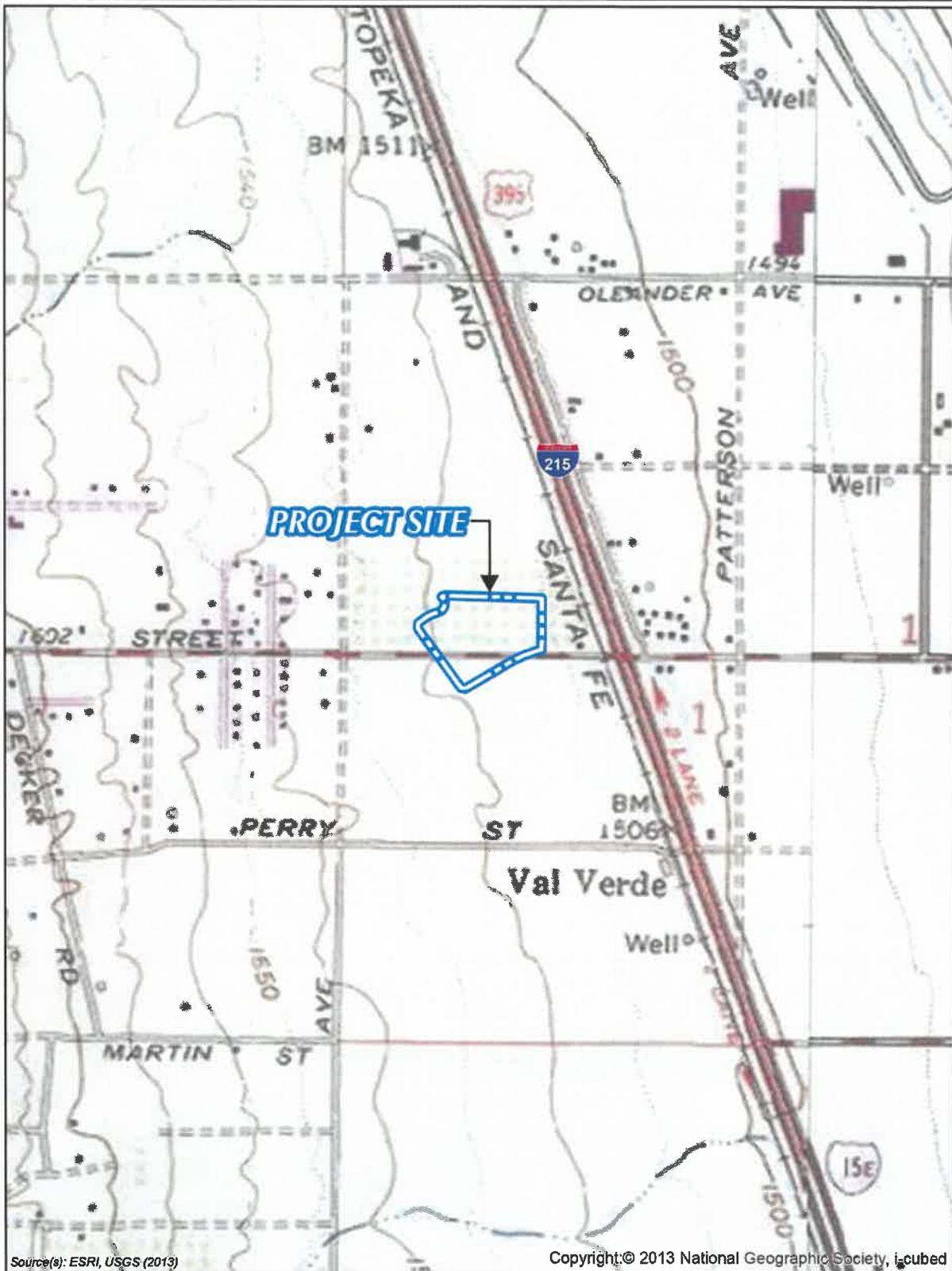
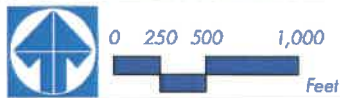


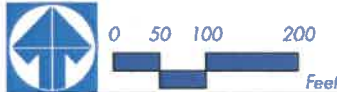
FIGURE 2-3



USGS TOPOGRAPHICAL MAP



FIGURE 2-4



AERIAL PHOTOGRAPH

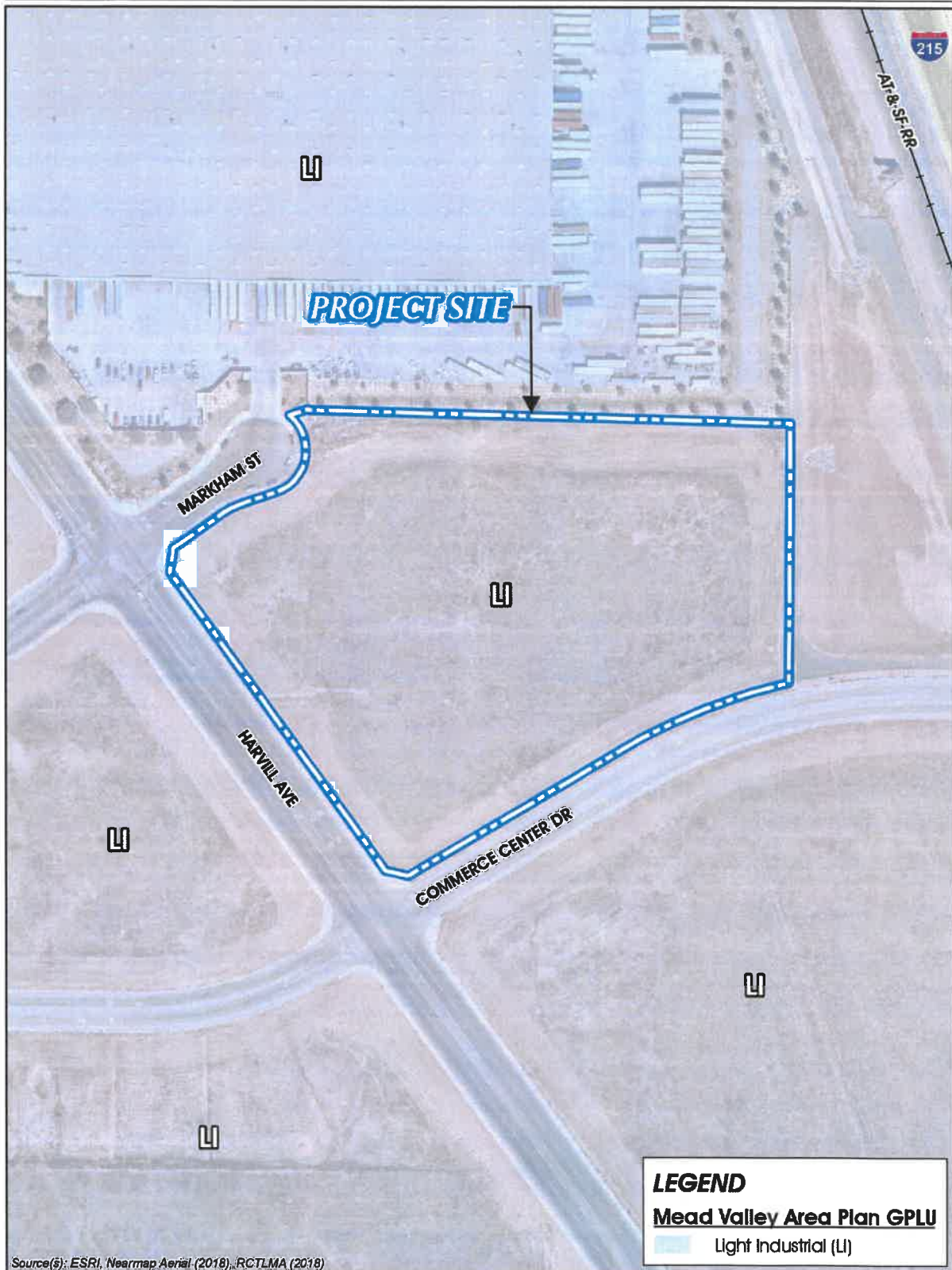


FIGURE 2-5

MVAP LAND USE PLAN

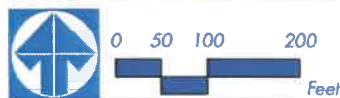
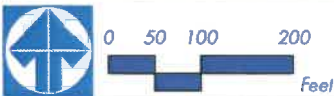




FIGURE 2-6



EXISTING ZONING DESIGNATIONS

2.2.3 Surrounding Land Uses and Development

Figure 2-7, *Surrounding Land Uses and Development*, depicts the existing land uses and development in the vicinity of the Project site. As shown, the Project site abuts Harvill Avenue, Markham Street, and Commerce Center Drive. Land uses to the east of the Project site include a detention basin, the AT&SF railroad lines, and Interstate 215, beyond which are scattered residential and light industrial developments and an existing church. To the north of the Project site is an existing 399,150 s.f. light industrial building that is part of MFBCSP Planning Area 5, beyond which are lands planned for light industrial development. To the west of the Project site are lands designated for light industrial development as part of MFBCSP Planning Area 5, beyond which are existing rural residential homes. To the south of the Project site are lands that are planned for light industrial development, including a portion of MFBCSP Planning Area 5.

2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

2.3.1 Land Use

Under existing conditions, the 8.51-acre Project site is vacant and undeveloped. Thus, under existing conditions, the Project site does not generate any traffic, air quality emissions, greenhouse gas emissions, substantial amounts of noise, etc.

2.3.2 Topography

The topography of the Project site is relatively flat with elevations ranging from approximately 1,563 feet above mean sea level (amsl) at the southwest corner of the site to 1,518 feet amsl at the east-central Project boundary. Overall topographic relief is approximately 45 feet.

2.3.3 Geology

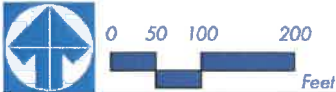
No active or inactive fault traces are known to traverse the site and no evidence of on-site faulting was observed during the geotechnical investigation conducted for the Project site. The site is not located within a currently-designated Alquist-Priolo Fault Zone or County of Riverside Fault Zone. The 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 1.5 to 12 feet below ground surface (bgs), older alluvium ranging in thickness from approximately 1.5 to 35 feet bgs, with bedrock occurring at a depth of between 12 to 35 feet bgs. (Kleinfelder, 2019, p. 5)



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

FIGURE 2-7



SURROUNDING LAND USES AND DEVELOPMENT

2.3.4 Hydrology

Figure 2-8, *Existing Conditions Hydrology*, depicts the site’s existing hydrology. As shown, under existing conditions an existing 60-inch storm drain within Markham Street discharges onto the northwest corner of the Project site. Runoff from this existing storm drain line is conveyed easterly along the northerly property boundary, and discharges into an existing off-site detention basin that abuts the Project’s eastern boundary. Runoff generated on the Project site combines with the existing flows from the 60-inch storm drain, and also discharges off-site at the eastern site boundary and into the existing off-site detention basin. Existing flow rates during 24-hour, 100-year storm events are estimated at 5.1 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 not encountered on site during borings conducted as part of the Project’s geotechnical study (*Technical Appendix C*). However, during 2006 investigations for the existing industrial building to the north of the site, groundwater was encountered at approximately 24 and 37 feet below ground surface (bgs). Additionally, groundwater was encountered during a separate investigation for a proposed building located west of the Project site at approximately 13 feet bgs. (Kleinfelder, 2019, pp. 6-7) There are no groundwater wells located on the Project site under existing conditions, and the nearest well to the Project site is located approximately 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 84.5% of the Project site have a slow to medium rate of runoff, while the remaining 15.5% of the site has a medium rate of runoff. The entire 8.51-acre Project site has a slight to moderate susceptibility to erosion hazards. There are no portions of the Project site that contain soils with a high erosion susceptibility or rate of runoff.

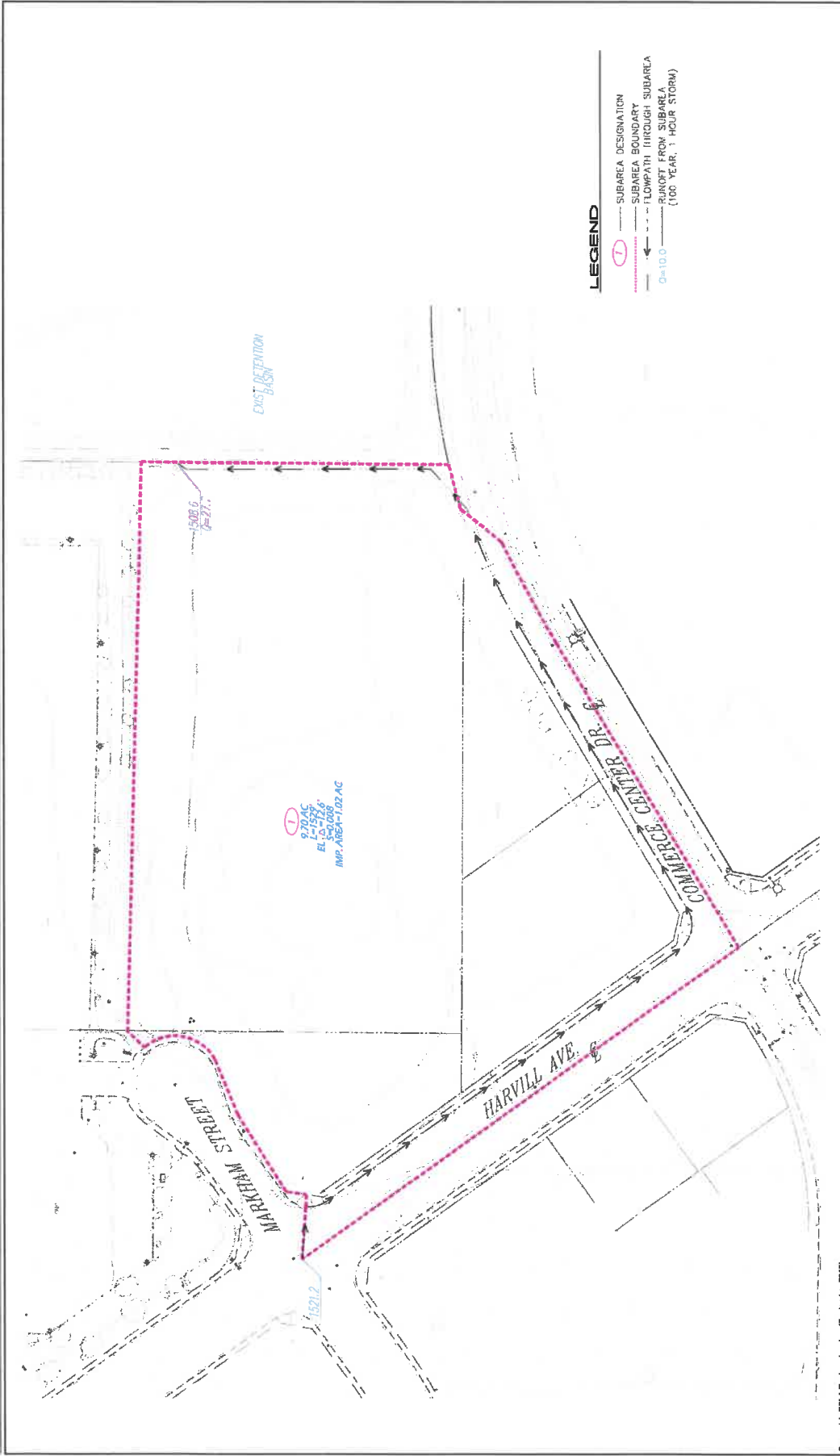
Table 2-1 Summary of Project Area Soils

Map Unit Symbol	Map Unit Name	Rate of Runoff	Erosion Susceptibility	Acres in AOI	Percent of AOI
EnC2	Exeter sandy loam, 2 to 8 percent slopes, eroded	Slow to Medium	Slight to Moderate	1.8	20.7%
GyC2	Greenfield sandy loam, 2 to 8 percent slopes, eroded	Slow to Medium	Slight to Moderate	5.4	63.8%
HcC	Hanford coarse sandy loam, 2 to 8 percent slopes	Medium	Slight to Moderate	1.3	15.5%
Totals for Area of Interest:				8.5	100.0%

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

Note: Totals reflect rounding.

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



Source(s): P&A Engineering, Inc. (September 2019)



T&B Planning, Inc.

FIGURE 2-8

EXISTING CONDITIONS HYDROLOGY

2.3.7 Vegetation

As shown in Table 2-2, *Summary of Vegetation/Land Use Types*, and as depicted on Figure 2-9, *Existing Vegetation*, the 8.51-acre Project site contains three distinct vegetation communities as mapped by a professional biologist (Glenn Lukos Associates), including developed, disturbed/non-native grassland, and disturbed/ruderal. Each is described below. (GLA, 2019a, p. 21)

Table 2-2 Summary of Vegetation/Land Use Types

Vegetation Type	Building 12 (Project site)	Offsite Building 12	Study Area Totals (Acres)
Developed	0	0.77	0.77
Disturbed/Non-Native Grassland	8.19	0.43	8.62
Disturbed/Ruderal	0.32	0.03	0.35
Total	8.51	1.23	9.74

(GLA, 2019a, Table 4-1)

- Developed.** The Project site does not contain developed areas, although 0.77 acre of developed land occurs within the off-site impact areas. These areas primarily are associated with Commerce Center Drive and Harvill Avenue. (GLA, 2019a, p. 21)
- Disturbed/Non-Native Grassland.** The Study Area supports 8.62 acres of disturbed/non-native grassland, of which 8.19 acres occur on site and 0.43 acre occur off site. The entire Project site has been disturbed in the past from ground disturbance activities including mowing or disking for decades and with the entire site having been cleared of vegetation in 1967. Currently disced areas that recently supported this habitat are included in the acreage. Dominant plant species observed include foxtail barley (*Hordeum murinum*), redstem filaree (*Erodium cicutarium*), London rocket (*Sisymbrium irio*), short-pod mustard (*Hirschfeldia incana*), rippgut grass (*Bromus diandrus*), red brome (*Bromus madritensis* ssp. *rubens*). Other species include stinknet (*Oncosiphon piluliferum*), Russian thistle (*Salsola tragus*), and common sandaster (*Corethrogyne filaginifolia*). (GLA, 2019a, p. 21)
- Disturbed/Ruderal.** The Study Area supports 0.35 acre of disturbed/ruderal land, of which 0.32 acre is associated with the Project site and 0.03 acre is associated with off-site disturbance areas. These lands cover primarily the northern extent of the Project site and generally are associated with a man-made earthen ditch. Dominant plant species observed included Russian thistle and short-pod mustard. Other plant species include telegraph weed (*Heterotheca grandiflora*), tumbling pigweed (*Amaranthus albus*), redstem filaree, stinknet, smooth cat's ear (*Hypochaeris glabra*), and yellow star thistle (*Centaurea solstitialis*). Several Mexican palo verde (*Parkinsonia aculeata*) occur on site. (GLA, 2019a, p. 21)



- Project Boundary
- Limits of Disturbance
- Developed
- Disturbed/Non-Native Grassland
- Disturbed/Ruderal

Source(s): Glenn Lutzko Associates (10-24-2019)



T&B Planning, Inc.

FIGURE 2-9

EXISTING VEGETATION

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 2018, although some species have a low potential to occur. Table 4-3 of the Project's Biological Technical Report (*Technical Appendix B1*) 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 California Natural Diversity Database (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, 2019a, p. 28)

3.0 Project Description

The proposed Project consists of an application for a Plot Plan (PP No. 180038), 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. 180038

A plot plan is required prior to development of any permitted use pursuant to the requirements of the site's underlying zoning designation for M-SC (refer to subsection 2.2.2). Accordingly, Plot Plan No. 180038 (PP No. 180038) is proposed to allow for development of the site with one warehouse building (Building 12), and is described below.

A. Site Planning and Building Configuration

Figure 3-1, *Site Plan*, depicts the overall site plan proposed by the Project Applicant. As shown, the Project entails the development of the 8.51-acre site with a proposed building (herein, "Building 12") and a detention basin. Building 12 is proposed east of Harvill Avenue, between Markham Street and Commerce Center Drive, and is proposed for warehouse uses. The proposed building would be approximately 147,249 s.f. in size; however, for purposes of analysis herein, it is assumed that Building 12 would comprise up to 154,751 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.

Two pedestrian entrances are proposed at the northwest and southwest corners of the building, which also would accommodate supporting office uses. A total of 18 dock doors are proposed along the eastern side of the building. Additionally, 27 truck trailer parking spaces are proposed to the east of the dock doors on the eastern side of the building. Access to the dock doors and trailer parking stalls would be secured by manual gates.

A total of 100 parking spaces for passenger vehicles would be provided for Building 12. The west side of the Building would accommodate 84 parking spaces, and a secondary parking lot abutting the south end of the truck court would accommodate an additional 16 parking spaces. A minimum 30-foot fire access lane would be provided along the eastern and northeastern sides of the building. Access for passenger cars would occur from two proposed entrances from Harvill Avenue. The proposed driveway along Commerce Center Drive would allow access for both trucks and passenger vehicles, while the driveway along Markham Street would provide access for trucks only.

In addition, a detention/biofiltration basin is proposed in the eastern portion of the site, just east of the truck trailer parking area. The detention basin would extend to depths ranging from approximately 1,513 feet amsl to 1,518 feet amsl. Runoff generated on-site would drain to the proposed detention basin for water quality treatment and to attenuate peak flows, after which it would be discharged easterly into an existing detention basin located off-site and to the east of the Project site.

B. Grading and Site Work

Figure 3-2, *Conceptual Grading Plan*, depicts the Project's proposed grading plan. The Project would require a total of 24,947 cubic yards (cy) of cut and 72,614 cy of fill, requiring a total of 47,666 cy of imported material. No blasting is required for the Project.

Manufactured slopes are proposed to the north and south of Building 12, with additional slopes proposed near the site's eastern boundary. Slopes to the north of the building would be contoured at a 2:1 gradient (horizontal:vertical) and would extend to heights up to four feet. Slopes to the south of Building 12 would be contoured at between a 4:1 and 2:1 gradient and would be up to seven feet in height. Slopes to the east and north of the detention basin would be contoured at a 4:1 gradient and would extend up to seven feet in height. Additionally, a retaining wall is proposed along the northern boundary of the site and would range up to six feet in height.

A detention basin also is proposed in the eastern portion of the Project site, and would capture and treat first flush runoff from the developed portions of the site. First flush runoff is runoff generated from an initial rain event that would contain a more concentrated amount of grease/oil, debris, and sediment (i.e., polluted water) off of impervious surfaces and into the storm drain system. As the rain events continue, pollution in runoff becomes less concentrated. Slopes along the detention basin are primarily proposed at a gradient of 4:1, with elevations ranging from approximately 1,513 feet amsl to 1,518 feet amsl.

C. Circulation

Passenger vehicles access would occur from two driveways off Harvill Avenue. The proposed driveway along Commerce Center Drive would serve both trucks and passenger vehicles, while the driveway access from Markham Street would allow for truck access, only. Additionally, the truck driveways are proposed to serve as access lanes for emergency vehicles at a minimum width of 30 feet. As part of the Project, frontage improvements would be implemented along the site's frontage with Commerce Center Drive. An additional nine feet of right-of-way (ROW) also would be provided along the Project's frontage with Harvill Avenue. No ROW dedications are proposed or required along Markham Street or Commerce Center Drive. Additionally, the Project Applicant would construct six-foot wide curb-adjacent sidewalks along the site's frontages with Markham Street and Commerce Center Drive.

D. Architectural Design

Proposed building elevations for Building 12 are depicted on Figure 3-3, *North and East Elevations*, and Figure 3-4, *South and West Elevation*. As shown, Building 12 would have a variable roof line measuring between 35 feet in height up to 41 feet in height near the northwest and southwest corners of the

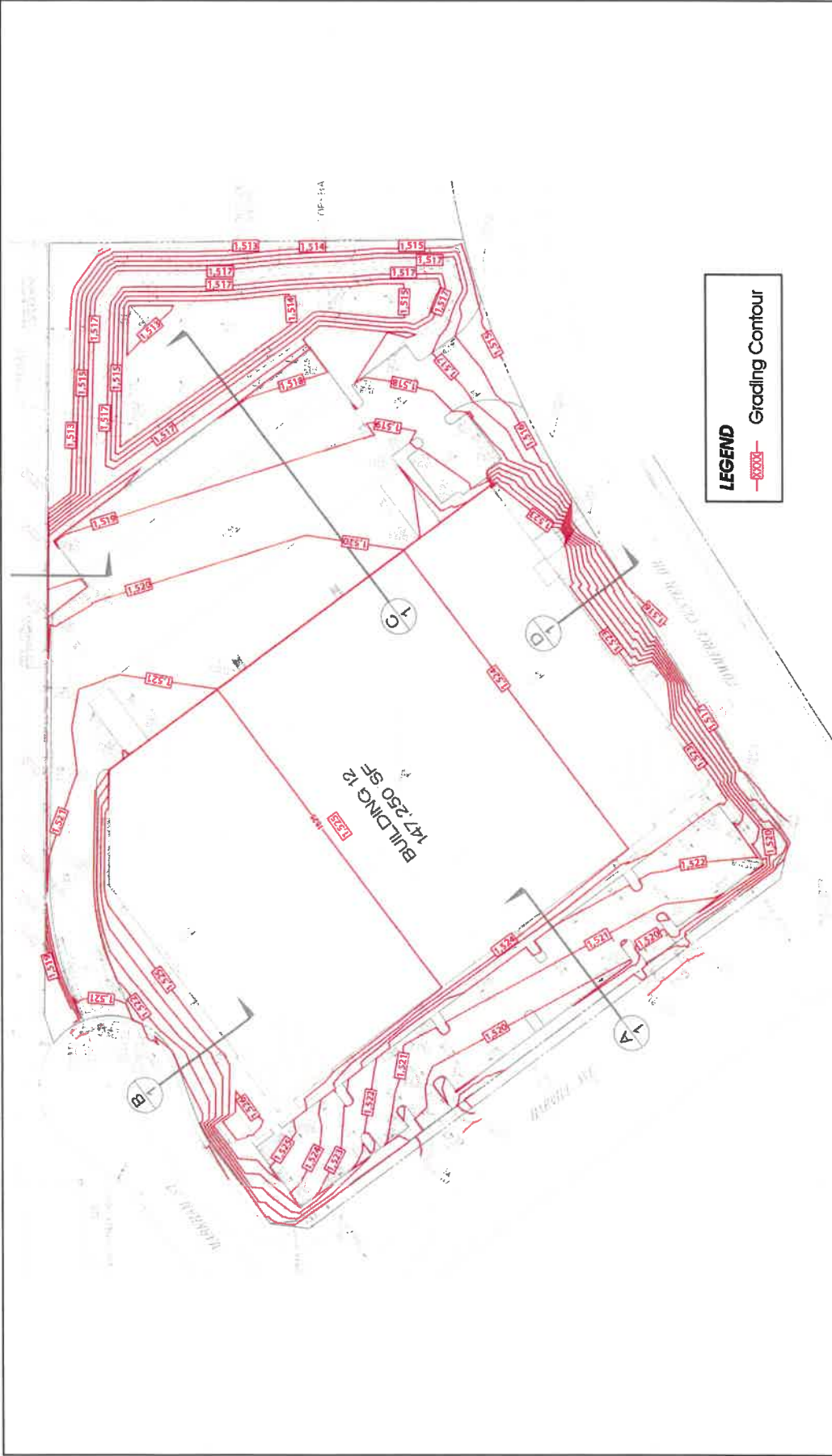
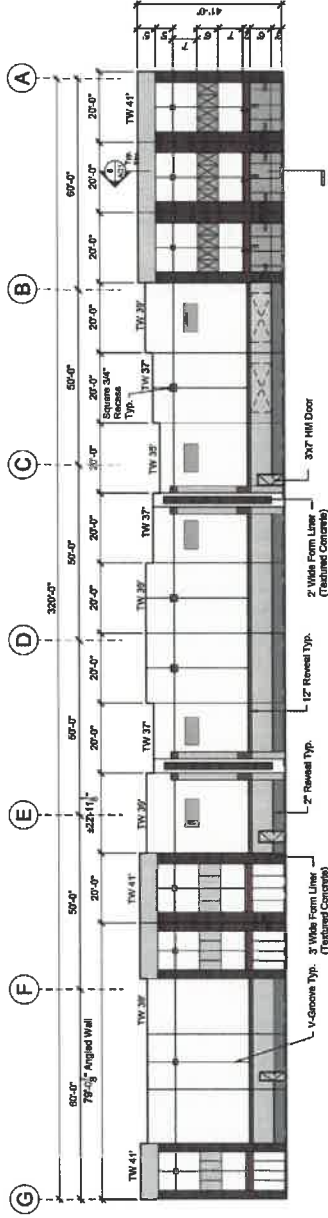


FIGURE 3-2

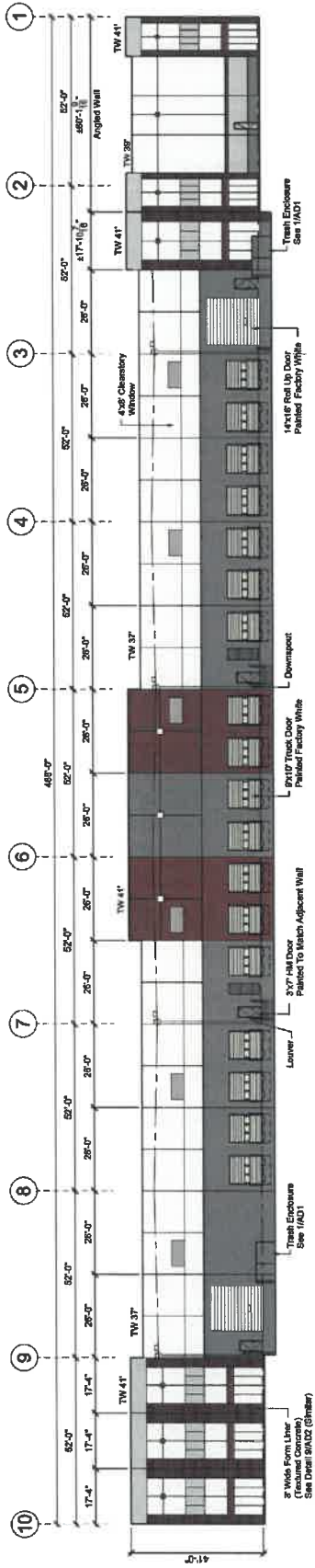
CONCEPTUAL GRADING PLAN

COLOR LEGEND	
	Sherwin Williams SW 7005 Pure White
	Sherwin Williams SW 7663 Monrovia Silver
	Sherwin Williams SW 7665 Neri Street
	Sherwin Williams SW 7795 Sommelet
	Glazing
	Solar Cool Gray

Notes:
 1. Building is 78' Up Concrete Rework.
 2. Provide-Shop Top Scaffolding of All Structures.



NORTH ELEVATION



EAST ELEVATION

FIGURE 3-3

NORTH AND EAST ELEVATIONS

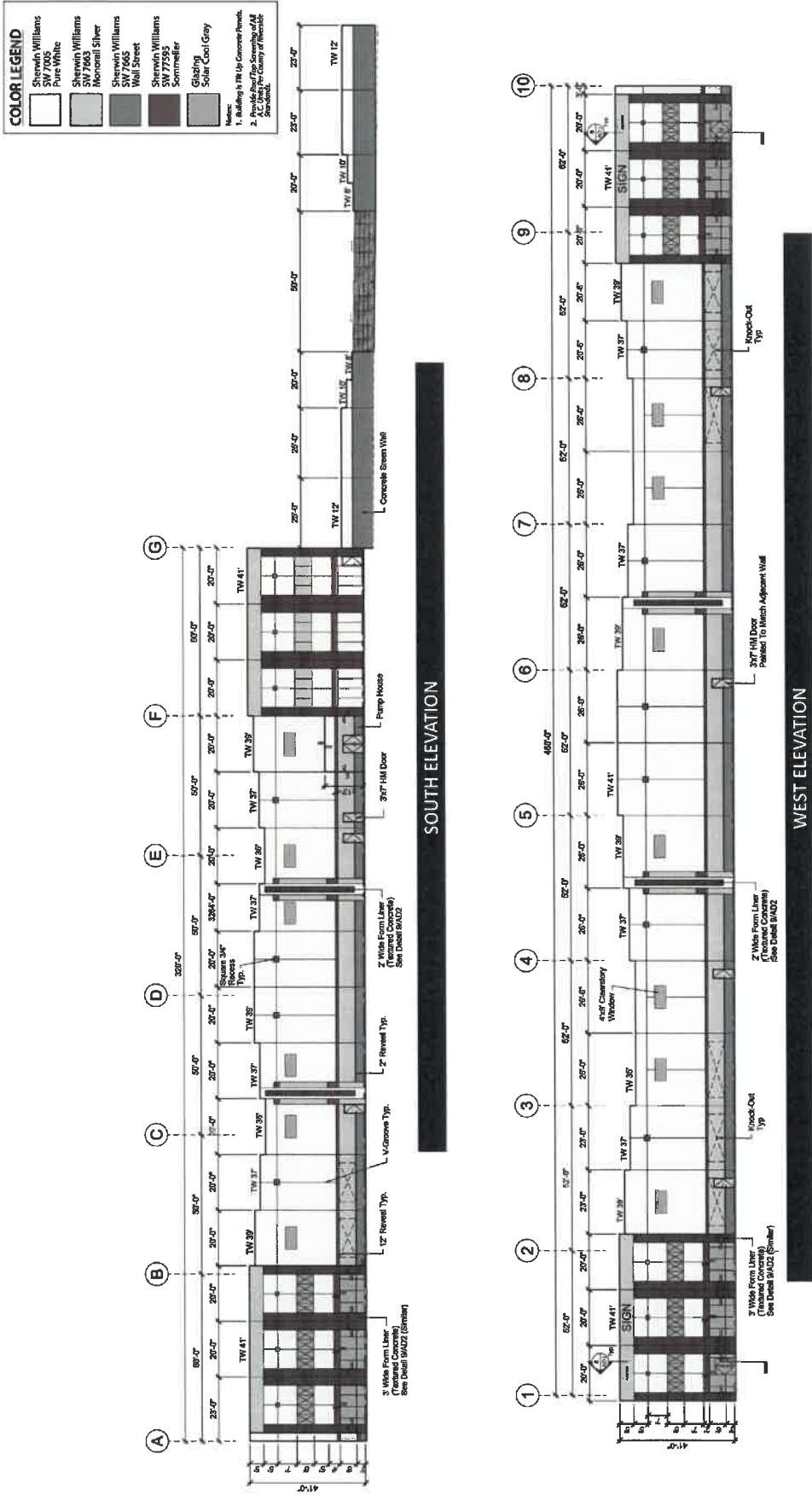


FIGURE 3-4

Source(s): Commerce Commercial Construction (12-18-2019)

Building, as measured from the proposed finished floor. The elevation of the finished floor would range from 1,525.88 feet amsl along the northern portion of the building to 1,523.54 feet amsl at the southern portion of the building. The northwest and southwest corners of the building would contain glazing (glass) elements. The eastern façade of the building would accommodate a total of 18 dock doors that would be painted white, as well as two roll up doors on the northern and southern end of the truck court that also would be painted white. It should be noted that truck docking areas would be set approximately 3.5 feet below the proposed grade of the finished floor to accommodate loading and unloading of trucks via the docking doors. The entire Building is proposed to be painted using a color pallet of white, light gray, and dark gray colors with glazing near 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 frontage along Harvill Avenue would be landscaped with a variety of trees including 24-inch box Chinese Pistache (*Pistacia chinensis*), 24-inch box African sumac (*Rhus lancea*), as well as various shrubs and ground cover.

Both the Project site's eastern boundary and the perimeter of the detention basin would be landscaped with 24-inch box shoestring acacia (*Acacia stenophylla*), and a ground cover palette composed of low-water vegetation. The crest of the detention basin would have large-scale foundation shrubs while the floor of the basin would be planted with WQMP basin ground cover. The eight-foot tall Ornamental Iron (O.I) fence abutting the boundary between the truck court and the detention basin would be landscaped with large scale hedges.

Both Commerce Center Drive and Markham Street would primarily be landscaped with 24-inch box Chinese flame tree (*Koelreuteria bipinnata*), along with 36-inch box thornless Palo Verde (*Cercidium x 'Desert Museum'*). Fern pines (*Podocarpus gracilior*) also would be planted behind the Chinese flame trees along Commerce Center Drive. Ground cover as well as various shrubs also are proposed for both areas.

Vehicle parking areas and areas surrounding the proposed buildings would be landscaped with a combination of Chilean Mesquite (*Prosopis chilensis*), thornless Palo Verde, African sumac, and fern pine. Entrances to buildings also would be highlighted by fern pine and thornless Palo Verde. Groundcover and shrubs also are proposed in the landscaped areas within the parking lots and landscape areas abutting the proposed building. Additionally, the truck court entrance and additional passenger vehicle parking area off Commerce Center Drive would be landscaped with trees, small scale foundation planting, and ground cover.

F. Walls and Fencing

As previously shown on Figure 3-1 and Figure 3-2, the Project Applicant proposes concrete screen walls, chain link fencing, and a retaining wall. As shown, concrete screening walls are proposed at the southern entrance to the truck docking areas to screen the docking areas from Commerce Center Drive, and would measure 12 feet in height. The truck docking areas also would be secured by manual gates proposed at the southern entrance to the truck docking area from Commerce Center Drive and at the entrance to the truck docking area from Markham Street. Additionally, a tubular steel fence is proposed on top of a proposed retaining wall to the north of the eastern side of the truck trailer parking area in the eastern portion of the site. An existing 5-foot chain link fence extending along the southeastern boundary of the Project Site would be kept in place as part of the Project. In addition, a retaining wall is proposed along the northern boundary of the site and would extend to heights up to six feet.

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, water service for Building 12 would occur from a proposed connection to an existing 12" inch water main located within Markham Street. Fire hydrants also are proposed on site and along the site's frontage with Harvill Avenue and Markham Street and within the truck yard near the boundary of the building.

Sewer Service

Sewer service to the project site would also be provided by the EMWD. Figure 3-6, shows the Project Applicant proposes to construct one (1) 6-inch sewer line extending from the office located at the northwest corner of the building to an existing 12-inch sewer main within Commerce Center Drive via an existing 4-inch sewer lateral. The existing sewer line within Commerce Center Drive connects to an existing 12-inch sewer main located within Harvill Avenue. Wastewater flows would be conveyed to the south within Harvill Avenue and ultimately would discharge at the EMWD's Perris Valley Water Reclamation Facility (PVRWRF) located approximately 6.7 miles southeast of the Project site.

Drainage

All runoff generated on site would be conveyed to a proposed detention basin in the eastern portion of the Project site. A 12-inch storm drain and subdrains are proposed in the northern portion of the Project site, which would convey runoff from the northern portions of the site into the proposed on-site detention basin via a proposed inlet structure. An additional 18-inch storm drain is proposed within the western and southern portions of the site, and would convey runoff from the areas west and south of the proposed building to the proposed on-site detention basin. Two additional 12-inch storm drain lines are proposed in the passenger vehicle parking lot in the southeast portion of the site, which would converge with flows

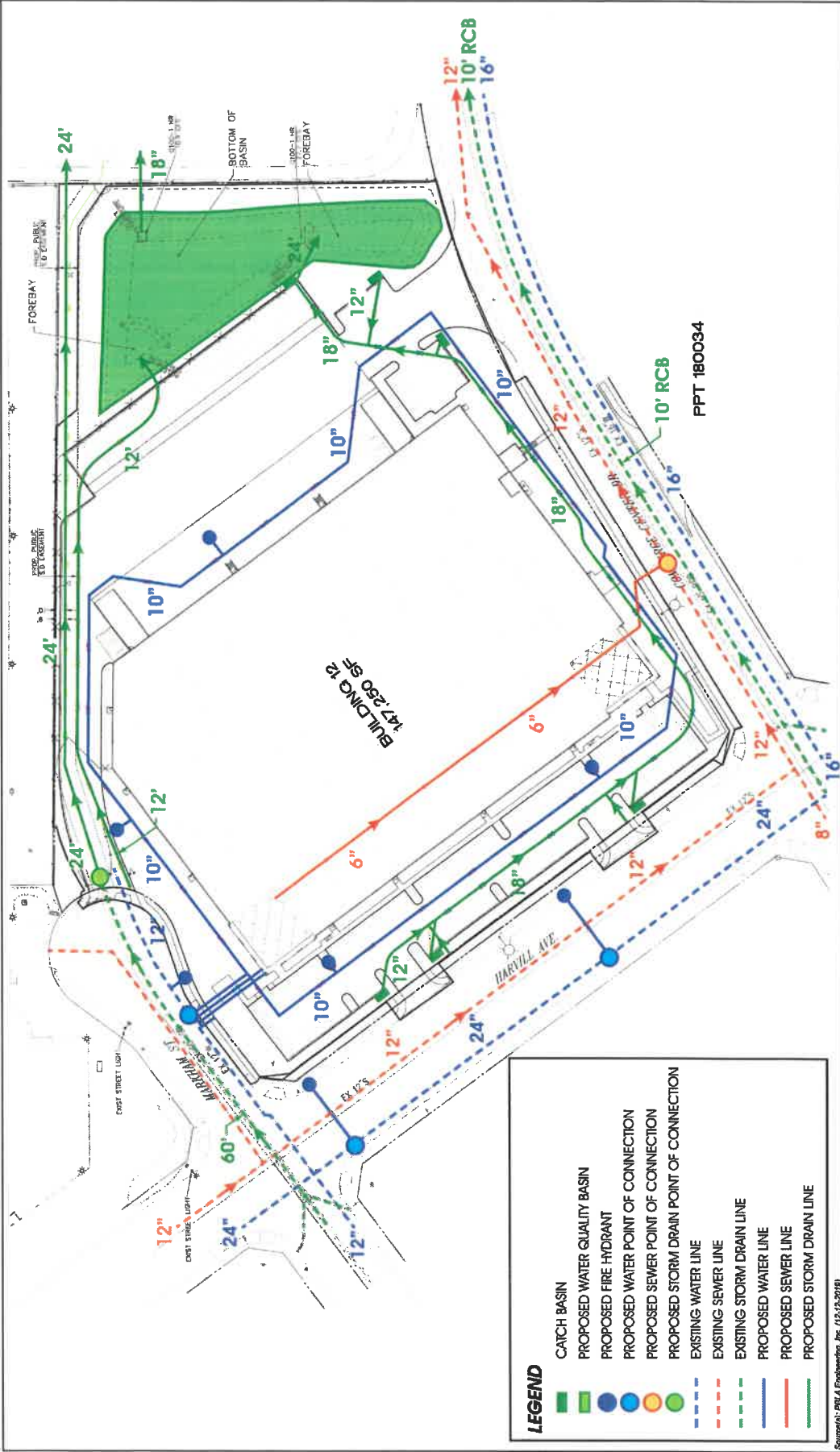


FIGURE 3-6

CONCEPTUAL UTILITY PLAN

Source(s): PBLA Engineering, Inc. (12-12-2019)



T&B Planning, Inc.

Plot Plan No. 180038 (Building 12)

from the 18-inch storm drain and discharge into a proposed 24-inch storm drain that would convey runoff to the proposed detention basin via a proposed inlet structure. Following detention and water quality treatment, flows from within the detention basin would be conveyed to an existing off-site detention basin located east of and adjacent to the Project site via a proposed 18-inch storm drain and outlet structure.

Additionally, improvements are proposed to convey runoff tributary to the Project site from off-site locations. Specifically, under existing conditions, an existing 60-inch storm drain within Markham Street discharges along the northern property boundary, with flows being conveyed along the northern site boundary towards an existing off-site detention basin to the east. As part of the Project, a new 24-inch storm drain bypass line would be constructed at the eastern terminus of Markham Street and would convey runoff from the existing 60-inch storm drain line into the existing off-site detention basin located east of the Project site. Runoff from existing drainage facilities within Commerce Center Drive would be conveyed via a proposed 18-inch storm drain bypass line directly into the detention basin located off-site to the east.

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 8.51-acre property and approximately 1.2 acres off site to account for road improvements to Commerce Center Drive and proposed utility and drainage connections. Improvements to Commerce Center drive would consist of the demolition of a portion of the existing roadway and the construction of a cul-de-sac at the proposed easterly terminus. Additionally, the Project proposes 6-inch water laterals for proposed fire hydrants within Harvill Avenue and Markham Street rights-of-way. In addition, several storm drain lines would be extended immediately off site at the eastern boundary to convey runoff to the existing off-site detention basin located east of the Project site.

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.

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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 150 new, recurring jobs (154,751 s.f. ÷ 1,030 = 150). (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 272 actual vehicle trip-ends per day with 27 AM peak hour trips and 29 PM peak hour trips. In comparison, the proposed Project is anticipated to generate a net total of 354 Passenger Car Equivalent (PCE) trip-ends per day, with 35 PCE AM peak hour trips and 38 PCE PM peak hour trips. Additionally, and as discussed in more detail in subsection 5.1.18, the Project would result in the generation of 362 fewer vehicle trips (actual vehicles) as compared to what was assumed for the Project site by EIR No. 466, including 17 fewer AM peak hour trips and 18 fewer PM peak hour trips. In comparison, the proposed Project would generate 702 fewer PCE trip-ends per day, including 26 fewer PCE AM peak hour trips and 28 fewer PCE PM peak hour trips, as compared to the amount of traffic evaluated for the Project site by EIR No. 466. (Urban Crossroads, 2019c, p. 42)

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	154,751	TSF							
Passenger Cars:			16	5	21	6	17	23	216
Truck Trips:									
2-axle:			1	0	1	0	1	1	10
3-axle:			1	0	1	0	1	1	12
4+-axle:			3	1	4	1	3	4	34
- Net Truck Trips			5	1	6	1	5	6	56
BUILDING 12 TOTAL NET TRIPS (Actual Vehicles)²			21	6	27	7	22	29	272
Passenger Car Equivalent (PCE)									
Warehousing	154,751	TSF							
Passenger Cars:			16	5	21	6	17	23	216
Truck Trips:									
2-axle:			1	0	1	0	1	1	14
3-axle:			2	1	3	1	2	3	22
4+-axle:			8	2	10	3	8	11	102
- Net Truck Trips			11	3	14	4	11	15	138
BUILDING 12 TOTAL NET TRIPS (PCE)²			27	8	35	10	28	38	354

¹ TSF = thousand square feet

² TOTAL NET TRIPS = Passenger Cars + Net Truck Trips.

(Urban Crossroads, 2019c, Table 4-2)

3.2.3 Related Environmental Review and Consultation Requirements

Riverside County has primary approval responsibility for the proposed Project. As such, the County is serving as the Lead Agency for this EIR Addendum pursuant to CEQA Guidelines § 15050. As indicated in subsection 1.4.6, the County's Planning Commission will consider the Project's requested Plot Plan application as part of a publicly-noticed hearing and will have the authority to approve, conditionally approve, or deny the proposed Project. Upon approval of the Project and approval of this EIR Addendum, the County would conduct administrative reviews and grant ministerial permits and approvals to implement the Project. At this time, no federal approvals or permits are anticipated to be necessary. State approvals associated with the Project include issuance of a 1602 Streambed Alteration agreement by the California Department of Fish and Wildlife (CDFW) for impacts of up to 0.08 acre of non-riparian streambed (earthen ditch), issuance of a Waste Discharge Requirements by the Regional Water Quality Control Board (RWQCB) pursuant to California Water Code ("CWC"; Porter-Cologne Water Quality Act) for impacts to up to 0.07 acre of RWQCB jurisdictional areas, and 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, *Matrix of Project Approvals/Permits*.

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	Approve, conditionally approve, or deny proposed Plot Plan No. 180038.
Subsequent Riverside County Discretionary and Ministerial Approvals	
Riverside County Building and Safety Department	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	
California Department of Fish and Wildlife (CDFW)	Issuance of a Section 1602 Streambed Alteration Agreement
Santa Ana Regional Water Quality Control Board (RWQCB)	Issuance of a Construction Activity General Construction Permit Compliance with National Pollutant Discharge Elimination System (NPDES) Permit Issuance of a Waste Discharge Requirements per Section 13260 of the CWC
Riverside County Flood Control & Water Conservation District (RCFCWCD)	Approvals for construction of the proposed detention basin

4.0 Environmental Checklist

Environmental Assessment (EA)/CEQA Case Number: Case No. CEQ180128

Project Case Type(s) and Number(s): Plot Plan No. 180038

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. 180038) to allow for development of the Project site with a proposed 154,751 s.f. warehouse building, a detention basin, and associated site improvements. 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: 8.51 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: 8.51	Lots: N/A	Sq. Ft. of Bldg. Area: 154,751 s.f.	Est. No. of Employees: 150
Other: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A

D. Assessor's Parcel No(s): 314-260-018, 314-270-024, 314-270-025, and 314-110-073

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

F. Section, Township & Range Description or reference/attach a Legal Description: Southwest and northwest 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 8.51-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 disced for fire abatement purposes.

Plot Plan No. 180038 (Building 12)

Under existing conditions, an existing 60-inch reinforced concrete box (RCB) storm drain within Markham Street discharges onto the northern portion of the Project site. Flows from this 60-inch storm drain are conveyed east across the Project site and are discharged into an existing off-site detention basin to the east.

The Project site abuts several improved roadways, including Markham Street, Harvill Avenue, and Commerce Center Drive. Land uses to the east of the site include an existing detention basin, the AT&SF railroad lines, and I-215, beyond which are scattered residential, commercial, and light industrial developments as well as a church. To the north of the Project site is an existing 399,150 s.f. warehouse building, beyond which are lands planned for light industrial development. To the west of the Project site are lands designated for light industrial as part of MFBCSP Planning Area 5, beyond which are rural residential uses. To the south of the Project site are lands planned for light industrial development, including a portion of MFBCSP Planning Area 5.

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 land use designation of the MFBCSP is intended to provide for light manufacturing and warehouse/distribution uses that provide employment opportunities for area residents. (Webb, 2005, pp. III-4 and III-5)
2. **Circulation:** The proposed Project was reviewed for conformance with County Ordinance No. 461 by the Riverside County Transportation Department. Adequate circulation facilities exist and are proposed to serve the proposed Project. The proposed Project meets with all applicable circulation policies of the General Plan.
3. **Multipurpose Open Space:** No natural open space land is required to be preserved within the boundaries of this Project. The Project would be consistent with or otherwise would not conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The proposed Project meets with all other applicable Multipurpose Open Space Element Policies.
4. **Safety:** The proposed Project allows for sufficient provision of emergency response services to the existing and future users of the Project through the Project’s design. The proposed Project meets with all other applicable Safety Element policies.

Plot Plan No. 180038 (Building 12)

-
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 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, church, and school uses). The Project accommodates sidewalk connections, 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.

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- 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, west, and south are within the “Community Development” Foundation Component. A small area to the east of the site also is within the “Community Development” Foundation Component, to the east of which is I-215 and the City of Perris. Areas to the north, west, south, and lands immediately east of the Project site are designated by the General Plan and MVAP for “Light Industrial” development. 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:** “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:** All areas immediately surrounding the Project site are zoned for “M-SC (Manufacturing – Service Commercial).”

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 |

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- | | | |
|---|---|--------------|
| <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 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.



April 21, 2020

Signature

Date

Russell Brady

For Charissa Leach, Planning Director

Printed Name

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"/>

- 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 miles southeast of the Project site. The nearest State-eligible scenic highway is State Route 74 (SR-74), located approximately 4.4 miles south of the Project site, while Interstate 215 (I-215), located approximately 325 feet east of the Project site, is designated as a County-eligible scenic highway. (Caltrans, 2017; Riverside County, 2015b, Figure 10) Due to distance and intervening topography and development, the proposed building 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; 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 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 2-4, under existing conditions and consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site has been largely disturbed by past grading activities. Implementation of the Project would convert the Project site from a largely undeveloped parcel of land to light industrial uses. Development of the Project site would be governed by SP No. 341 as well as proposed PP No. 180038, which contain site planning, architectural, and landscape architectural specifications to ensure that the site is developed in a manner that is not aesthetically offensive. The Project Applicant proposes landscaping along the Project's frontages with Markham Street, Commerce Center Drive, and Harvill Avenue, including trees, shrubs, and groundcover, which would screen views of the proposed development. Additionally, truck docking areas are proposed to the east of Building 12 and away from adjoining streets, and the docking area also would be obstructed from view by a proposed screening wall at the south end of the truck court. Landscaping also is proposed throughout the Project site to soften the appearance of parking areas and the proposed warehouse building. 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: Consistent with the findings of EIR No. 466, 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). As indicated by EIR No. 466, the proposed Project would be required to comply with Riverside County Ordinance No. 655, which was adopted to prevent significant lighting impacts that could affect the nighttime use of the Mount Palomar Observatory. Due to the 41-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 would reduce interference with residential uses. EIR No. 466 concluded that compliance with Ordinance No. 655 and the MFBCSP design guidelines would result in a less-than-significant effect upon nighttime

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

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

No Substantial Change from Previous Analysis: Under existing conditions, and consistent with the conditions that existed when EIR No. 466 was certified, the Project site is undeveloped and vacant, and contains no sources of artificial lighting. The Project Applicant proposes to develop the site with one warehouse building, and would introduce new lighting elements on site to illuminate the parking areas, truck docking areas, and building entrances. The Project Applicant also would install street lighting along the site's frontages with Markham Street, 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, and 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, 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. Furthermore, the Project site is not located in close proximity to any residential properties, indicating proposed lighting elements have no potential to impact residential uses.

With respect to glare, a majority of Project building elements would consist of tilt-up concrete panels, although the northwest and southwest 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 proposed landscaping elements. Thus, glare impacts from proposed building elements would be less than significant.

However, the Project's building roof design would accommodate the installation of solar panels comprising up to 20% of the building area. 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]), a solar glare study would be required with a performance standard to demonstrate that glare from the solar panels would not

adversely affect aircraft operations at the March Air Reserve Base (MARB). The solar glare study would be subject to review and approval by the ALUC, which would preclude any significant glare impacts associated with the installation of solar panels. There are no other components of the Project that would produce glare impacts during daytime or nighttime hours. Accordingly, a less-than-significant glare impact would occur.

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

5.1.2 Agriculture and Forest Resources

	<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

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"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: Consistent with the findings of the IS/NOP prepared for EIR No. 466, and according to mapping information from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the Project site is classified as containing "Farmland of Local Importance." Areas surrounding the Project site are classified as "Farmland of Local Importance" and "Urban and Built-Up Land." (CDC, 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. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: As with the conditions that existed when the IS/NOP was prepared for EIR No. 466, the Project site is zoned for "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 surrounding the Project site also are zoned for M-SC, and no agricultural uses occur on properties surrounding the Project site under existing conditions. Accordingly, because the Project site does not abut any agriculturally-zoned property or agricultural uses, the Project has no potential to conflict with existing agricultural zoning or existing agricultural use and impacts would be less than significant.

According to mapping information available from the CDC, and consistent with the conditions that existed when the IS/NOP was prepared for EIR No. 466, 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 northwest 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 northwest 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 1,625 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, and consistent with the conditions that existed when the IS/NOP for EIR No. 466 was prepared, there are no areas of Farmland within the Project vicinity. As such, there

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

	<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: Consistent with the conditions that existed when EIR No. 466 was certified, no lands within the Project vicinity are zoned for forest land, timberland, or Timberland Production, nor are any lands within the Project vicinity used for timber production (Riverside County, 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, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.3 Air Quality

	<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 type="checkbox"/>	<input checked="" 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)

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

As discussed in more detail in subsection 5.1.18, the proposed Project would result in a substantial reduction in the amount of traffic generated by development of the site as compared to what was evaluated by EIR No. 466. Specifically, the Project would entail development of a portion of MFBCSP Planning Area 5 and would result in the generation of 362 fewer vehicle trips (actual vehicles) as compared to what was assumed for the Project site by EIR No. 466, which is less than half of the vehicle trips assumed for the Project site by EIR No. 466 (Urban Crossroads, 2019d, 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 disclosed and analyzed in EIR No. 466, it is 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 criteria pollutants for which the Project region is considered "non-attainment," 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)

No Substantial Change from Previous Analysis: Construction characteristics associated with the proposed Project would be similar to what was assumed for the site by EIR No. 466. Additionally, the Project would be subject to Mitigation Measures MM Air 1 through MM Air 3 from EIR No. 466, which would serve to reduce the Project's construction-related air quality emissions. Moreover, due to advances in technology and more stringent regulations since EIR No. 466 was certified in 2005, there is substantial evidence that the Project's construction-related emissions would be less than was disclosed by EIR No. 466. As shown in the California Emissions Estimator Model (CalEEMod) User's Guide Version 2016.3.2, Section 4.3 "OFFROAD Equipment," as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and 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 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 362 fewer vehicle trips (actual vehicles) as compared to what was assumed for the Project site by EIR No. 466, which is less than half of the amount of traffic anticipated for the Project site by EIR No. 466 (Urban Crossroads, 2019d, Table 4-3). A majority of the Project's operational emissions would result from vehicular traffic, including both passenger vehicle and truck traffic. Thus, due to the reduction in traffic and traffic-related air quality emissions associated with the proposed Project, the Project would result in reduced air quality impacts as compared to what was evaluated and disclosed by EIR No. 466. Additionally, the Project would be subject to compliance with MFBCSP EIR Mitigation Measures MM Air 2 through MM Air 9 to reduce operational emissions. Moreover, the Project would be subject to Title 17 of the California Code of Regulations (Low Carbon Fuel Standard), which 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. Fuel economy also increased to 24.9 mpg, achieving a record high. (EPA, n.d.) Nonetheless, and consistent with the findings of EIR No. 466, such regulatory requirements and technological advancements are not enough to reduce the Project's operational emissions to below a level of significance. Thus, and consistent with the conclusion reached by EIR No. 466, the proposed Project would result in significant and unavoidable impacts due to operational emissions of VOCs, NO_x, and 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.

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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 362 fewer trip-ends per day (actual vehicles) as compared to the traffic evaluated for the Project site by EIR No. 466, or less than half the vehicular trips assumed for the Project site by EIR No. 466. As a result of the substantial decrease in traffic as compared to what was assumed by EIR No. 466, this Initial Study clearly concludes that the Project would result in reduced localized impacts to nearby sensitive receptors as compared to what was evaluated and disclosed in EIR No. 466 for the Project site. Notwithstanding, the Project’s potential to result in localized impacts associated with carbon monoxide (CO) “hot spots,” cancer-related risk, and non-cancer related risks have been evaluated, and each is discussed below.

CO “Hot Spot” Analysis

An adverse carbon monoxide (CO) concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 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 the Project site, 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 362 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for this portion of MFBCSP Planning Area 5. Thus, it is 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

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and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards. Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, of the 8.4 ppm CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the “hot spot” analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. (SCAQMD, 2003) Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Blvd. and Imperial Hwy. intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in 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 272 trips per day (actual vehicles), including 27 a.m. peak hour trips and 29 p.m. peak hour trips, and would not produce the level of traffic necessary to create a significant CO impact.

The busiest intersection evaluated in SCAQMD's 2003 AQMP was at Wilshire Blvd. and Veteran Ave., which had a daily traffic volume of approximately 100,000 vehicles per day and AM/PM traffic volumes of 8,062 vehicles per hour and 7,719 vehicles per hour respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations ($4.6 \text{ ppm} \times 4 = 18.4 \text{ ppm}$) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).¹ (SCAQMD, 2003) At buildout of the Project, and as shown on Exhibit 7-1 of the Project's Traffic Impact Analysis (TIA; *Technical Appendix H*), the highest average daily trips on a segment of road would be 14,700 daily trips along the segments of Harvill Avenue located adjacent to and south of 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, 2019d, Exhibit 7-1). Therefore, the proposed Project considered herein would not produce the volume of traffic required to generate a CO “hot spot” either in the context of the 2003 SCAQMD hot spot study, or based on representative BAAQMD CO threshold considerations. As such, and consistent with the findings of EIR No. 466, the Project would not result in or contribute to any CO “hot spots,” and impacts would be less than significant.

Diesel Mobile Health Risk Assessment

EIR No. 466 evaluated buildout of MFBCSP Planning Areas and did not evaluate specific buildings. Because building footprints are now proposed as part of the current Project, the County determined it was prudent

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

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to prepare a full Health Risk Assessment (HRA) to demonstrate that health risk impacts would remain below a level of significance, and there would be no new or increased significant impacts not already analyzed in EIR No. 466. Accordingly, an HRA was prepared by Urban Crossroads and is provided as *Technical Appendix A*. The purpose of the HRA is to evaluate Project-related impacts to sensitive receptors (i.e., residential, schools, etc.) and nearby workers as a result of heavy-duty diesel trucks accessing the site. (Urban Crossroads, 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 has also 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, pp. 7-8)

- 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.

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.

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 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 were 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 typical based on 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 and on-site travel). Refer to the Project’s HRA for details of the exhaust emissions calculations. (Urban Crossroads, 2019a, p. 9)

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 12	28			0.1380	0.97	1.118E-05
On-Site Travel Building 12	56	7.56	0.1337		1.01	1.170E-05
Off-Site Travel 35%	20	10.65	0.0846		0.90	1.049E-05
Off-Site Travel 80%	34	1.86	0.0846		0.18	1.824E-06
Off-Site Travel 5%	3	0.32	0.0846		0.03	3.180E-07
Off-Site Travel 65%	36	24.16	0.0846		2.05	2.367E-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)

Per the Project's Traffic Impact Analysis, the Project is expected to generate a total of approximately 272 trip-ends per day (actual vehicles) and includes 56 truck trip-ends per day. (Urban Crossroads, 2019a, p. 12)

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 Lakes AERMOD View was utilized to determine the release height parameters. Based on the US EPA methodology, the Project's modeled sources would result in a release height of 3.49 meters, and an initial lateral dimension of 4.0 meters, and an initial vertical dimension of 3.25 meters. Refer to the Project's HRA (*Technical Appendix A*) for additional information. (Urban Crossroads, 2019a, p. 12)

The Project's HRA evaluates the potential health risks to residential and worker locations over a period of 30 and 25 years of outdoor 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, worker, or school child would be exposed over a long period of time for 12 or 24-hours per day at the structure they reside, work, or occupy. (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 and 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 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 633 feet northwest 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 0.58 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 at the Exel Worksite Warehouse located at 18310 Harvill Avenue immediately adjacent to the north of the Project site. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact at this location is 0.15 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 0.0004, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent 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. As such, the Project would not cause a significant human health or cancer risk to nearby workers, and impacts would be less than significant. The nearest modeled receptors are illustrated on Exhibit 2-C of the Project's HRA (*Technical Appendix A*). (Urban Crossroads, 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.

School Child Exposure Scenario

The school site land use with the greatest potential exposure to Project DPM source emissions is at the Perris Spanish Seventh-day Adventist Church located at 22905 Alviso Drive more than ¾ mile (3,960 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 0.03 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 0.00005, 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 are consistent with the findings of EIR No. 466. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

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

the use of low-VOC architectural coatings as required by SCAQMD Rule 113, *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 further reduce to below a level of significance potential impacts due to the use of equipment on site by prohibiting equipment types that have high levels of diesel emissions. Accordingly, and consistent with the findings of EIR No. 466, Project odor-causing emissions impacts during near-term construction and long-term operational activities would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address air quality impacts. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. It should be noted that Mitigation Measure MM Air 1 has been modified to allow for on- or off-site equipment maintenance. In addition, Mitigation Measure MM Air 2 has been modified in order to ensure that the requirement is enforceable by Riverside County. Mitigation Measure MM Air 3 also has been updated to reflect current SCAQMD requirements for idling. Additionally, none of the proposed vehicular access points occur near residential uses; thus, the Project would fulfill the requirements of Mitigation Measure MM Air 4 to locate truck entries away from existing residences. In addition, because the Project site is not located in close proximity to residential uses and all truck traffic would utilize Harvill Avenue to access I-215, Mitigation Measure MM Air 5 is not applicable to the proposed Project. Mitigation Measure MM Air 6 has been revised to clarify that the electrical hookups are required only for transport refrigeration units (TRUs). Furthermore, although the Project's DPM impacts would be less than significant, Mitigation Measure MM Air 10 has been added to further reduce DPM emissions associated with site operations even though MM Air 10 is not legally required by CEQA. Although not legally required by CEQA, Mitigation Measure MM Air 10 has been added to further reduce construction-related emissions of VOCs and NOX. Additionally, and although not legally required by CEQA,

Mitigation Measures MM Air 11 through MM Air 13 have been added to further reduce the Project's operational emissions of VOCs, NO_x, and PM₁₀. None of these changes to the following mitigation measures are the result of the Project causing a new or increased significant impact not already identified and analyzed in EIR No. 466.

- MM Air 1** During construction, mobile construction equipment will be properly maintained ~~at an offsite location~~, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.
- MM Air 2:** Legible, durable, weather-proof signs shall be placed at all passenger vehicle parking areas prohibiting ~~Prohibit~~ all vehicles from idling in excess of thirty minutes, ~~both on-site and off-site~~. Prior to the issuance of an occupancy permit, the County of Riverside shall conduct a site inspection to ensure that the signs are in place.
- MM Air 3:** To comply with the California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling," legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the County of Riverside shall conduct a site inspection to ensure that the signs are in place. ~~Prohibit all diesel trucks from idling in excess of ten minutes, both on-site and offsite.~~
- MM Air 4:** Wherever practicable, main truck entries will not be located near existing residences.
- MM Air 5:** As required by Plot Plan No. 180028, legible, durable, weather-proof signage shall will be installed at the intersections of Seaton Avenue at Cajalco Expressway and Martin 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 that accommodate TRUs in order to allow TRUs with electric standby capabilities to use them.

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

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

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

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

- a) All Heavy-Heavy Duty Haul Trucks (HHD) accessing the Project site during construction shall use year 2010 or newer engines to the extent such HHD are commercially available.
- b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB Tier 3 Certified or better.
- c) Construction contractors shall notify their workers about Riverside County's Rideshare Program.
- d) Construction activities shall be suspended during Stage 2 Smog Alerts issued by the South Coast Air Quality Management District (SCAQMD).
- e) Construction activities shall comply with South Coast Air Quality Management District (SCAQMD) Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and equipment travel on unpaved roads.
- f) Architectural coating work shall comply with SCAQMD Rule 1113, "Architectural Coatings." Rule 1113 places limits on grams of VOC per liter of coating material and colorants (paint).
- g) Street sweepers shall be certified by the SCAQMD as meeting SCAQMD Rule 1186.1 "Less Polluting Street Sweepers" sweeper certification procedures.

MM Air 11: The minimum number of automobile electric vehicle (EV) charging stations required by the California Code of Regulations Title 24 shall be provided. In addition, and to facilitate the possible future installation of infrastructure that would charge the batteries that

power the motors of electric-powered trucks, the following shall be installed. 1) At Shell building permit, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the on-site location where the charging facilities would be located where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks. 2) At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel and charging units shall be installed, and the electrical wiring connections shall be made from the electrical panel to the charging units. If the tenant is not served by electric trucks, this requirement shall not apply.

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

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

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"/>

	<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. 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"/>
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 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, which includes 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, and Appendix D1, Map 2)

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). However, impacts would be less than significant with mandatory payment of 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, 2019a, p. 51). Regardless, the Project is subject to mandatory payment of the MSHCP per-acre local development mitigation fee pursuant to Ordinance No. 810, and the Project would be required to comply with applicable MSHCP requirements for sites that are not identified for conservation by the MSHCP. An assessment of the Project’s consistency with the requirements of the MSHCP is provided below.

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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 has specific policies and procedures regarding the evaluation and conservation of riparian/riverine resources (including riparian vegetation) and vernal pools because it supports MSHCP covered species. Thus, the MSHCP classification of riparian/riverine includes both riparian (depleted natural vegetation communities) as well as ephemeral drainages that are natural in origin but may lack riparian vegetation. (GLA, 2019a, p. 51)

The proposed Project would permanently impact approximately 0.08 acre of MSHCP unvegetated riverine areas but would not impact any riparian vegetation. MSHCP Section 6.1.2 requires that for unavoidable impacts to MSHCP Riparian/Riverine areas, such impacts must be mitigated for and approved through the Determination of Biologically Equivalent or Superior Preservation (DBESP) process such that the lost functions and values are replaced so that a project is “biological equivalent or superior” to the existing condition. A DBESP has been prepared for the proposed Project, and is included as Technical Appendix B2 (GLA, 2020). As indicated by the DBESP, the mitigation required to address Project impacts to MSHCP Riparian/Riverine areas would be the same as would be required as part of the Project’s required Section 1602 Streambed Alteration Agreement, which is required for impacts to 0.08 acre that is subject to CDFW jurisdiction. The mitigation required as part of the Section 1602 Streambed Alteration Agreement would involve purchase of mitigation credits from an approved mitigation bank at a minimum 1:1 (impact:mitigation) ratio. As discussed under Threshold f., below, EIR No. 466 anticipated that permits would be required from the regulatory agencies, including the CDFW, in conjunction with buildout of MFBCSP Planning Area 5, which includes the Project site. Thus, the need for compensatory mitigation as part of the Section 1602 Streambed Alteration Agreement does not constitute new information, and the Project’s impacts MSHCP Riparian/Riverine areas within the Study Area, which are the same as the CDFW jurisdictional areas, are within the scope of analysis of EIR No. 466. As indicated in the Project’s DBESP, the compensatory mitigation required as part of the Section 1602 Streambed Alteration Agreement would provide for conditions that are “biological equivalent or superior” to the existing condition. Therefore, with implementation of the mitigation required for the Section 1602 Streambed Alteration Agreement, Project impacts to MSHCP Riparian/Riverine areas would be less than significant and the Project would be consistent with MSHCP Volume I, Section 6.1.2 (GLA, 2019a, pp. 47, 50-51; GLA, 2020, pp. 5-7).

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, 2019a, p. 51)

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 nearest MSHCP Conservation Cell is Cell No. 2334, located approximately 0.9 mile southwest of the Project site, west of Seaton Avenue and south of Cajalco Expressway. Thus, the Project site is not adjacent to or near the MSHCP Conservation Area, and therefore the Urban/Wildland Interface Guidelines as set forth in MSHCP Section 6.1.4 do not apply to the Project. (RCIT, 2019; GLA, 2019a, pp. 51-52)

Project Compliance with MSHCP Section 6.3.2

MSHCP Section 6.3.2 identifies that in addition to the Narrow Endemic Plant Species addressed in Section 6.1.3 of the MSHCP, additional surveys may be needed for other certain plant and animal species in conjunction with MSHCP implementation in order to achieve full coverage for these species. Within areas of suitable habitat, focused surveys are required if a Study Area occurs within a designated Criteria Area Plant Species Survey Area (CAPSSA), or special animal species survey area (i.e., burrowing owl, amphibians, and mammals). The Project site occurs within the burrowing owl survey area but does not occur within the amphibian or mammal survey areas, or within the CAPSSA. Focused burrowing owl surveys were conducted for the Project site by the Project’s biologist (Glenn Lukos and Associates), and no burrowing owls were detected. As required by EIR No. 466 Mitigation Measure MM Bio 2, the Project would be subject to the County’s standard conditions of approval requiring preconstruction burrowing owl surveys within 30 days of site disturbance in accordance with MSHCP requirements. Mandatory compliance with EIR No. 466 Mitigation Measure MM Bio 2 and the County’s conditions of approval for preconstruction burrowing owl surveys would ensure Project consistency with MSHCP Volume I, Section 6.3.2. (Riverside County, 2003, Figures 6-2 through 6-5; GLA, 2019a, p. 52)

Based on the foregoing analysis, 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, 2019a, p. 52). As such, with mitigation required as part of the Project’s Streambed Alteration Agreement (which would address Project impacts to MSHCP Riparian/Riverine areas), as well as compliance with EIR No. 466 Mitigation Measure MM Bio 2 (as would be enforced as part of the County’s standard condition of approval for burrowing owl pre-construction surveys), 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 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**

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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. 180038, 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. Refer to the Project's Biological Technical Report (BTR), provided as Technical Appendix B1, for a description of methodologies and existing Project site conditions.

Impacts to Special-Status Plants

According to the Biological Technical Report (BTR) prepared for the Project (*Technical Appendix B1*), the proposed Project would not impact special-status plants. 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 Area. Paniculate tarplant is a CNPS Rank 4.2 species and is not covered by the MSHCP. Regardless, the paniculate tarplant has a blooming period from approximately April through November, and Glenn Lukos Associates (GLA) biologists did not detect this species or any remnant part of it on site during the general and focused biological survey visits, which occurred in December and November 2018 and in January,

March, and April 2019. 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, 2019a, p. 45 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) and Swainson's hawk. Although not confirmed present, SKR and Swainson's hawk have the potential to occur at the Project site and if present to be impacted by the Project. Additionally, EIR No. 466 identified potential impacts to the tricolored blackbird, but concluded this species was adequately conserved by the MSHCP; thus, the tricolored blackbird is not discussed below. Potential impacts to the SKR and Swainson's hawk are discussed below. (GLA, 2019a, p. 45)

- **Stephens' kangaroo rat (SKR).** An estimated 8.97 acres of potential habitat for SKR (disturbed/non-native grassland and disturbed/ruderal) occurs within the Study Area. Though potential SKR burrows or other evidence of occupation (including burrows, scat, tail drags, or dust baths) were not detected on site, there is low potential for SKR to occur. 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, 2019a, p. 45)
- **Swainson's Hawk.** Development of the proposed Project would remove 8.97 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, 2019a, p. 45)

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

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MSHCP: burrowing owl, ferruginous hawk (foraging role only), loggerhead shrike (foraging role only), northern harrier hawk (foraging role only), and white-tailed kite (foraging role only). Impacts are discussed below. (GLA, 2019a, p. 45)

- **Burrowing Owl.** No Burrowing owls or physical evidence of burrowing owls were detected in the Study Area during focused surveys conducted by GLA in 2019. However, pursuant to the 2006 MSHCP Burrowing Owl Survey Instructions, pre-construction owl surveys must be performed no more than 30 days prior to disturbance. If burrowing owls are detected during pre-construction surveys, then owls must be relocated from the site outside of the breeding season following accepted protocols, and subject to the approval of the Regional Conservation Authority (RCA), CDFW, and USFWS. The Project would be required to conduct pre-construction burrowing owl surveys pursuant to EIR No. 466 Mitigation Measure MM Bio 2, which would be enforced as part of the County's standard condition of approval for pre-construction burrowing owl surveys. Consistent with the finding of EIR No. 466, compliance with Mitigation Measure MM Bio 2 and the County's standard condition of approval would reduce impacts to the burrowing owl to less-than-significant levels. (GLA, 2019a, p. 46)
- **Other Non-Listed Species.** Proposed impacts to ferruginous hawk (foraging role only), loggerhead shrike (foraging role only), northern harrier (foraging role only), and white-tailed kite (foraging role only) would be less than significant under CEQA. This is based on the number of individuals potentially affected, the species role in the Study Area, and/or whether the species remains "common" to the region. Regardless, these species are designated as covered species under the MSHCP, and the loss of habitat for these species would be covered through the MSHCP and payment of development fees pursuant to Riverside County Ordinance No. 810. (GLA, 2019a, p. 46)

Impacts to Raptor Foraging Habitat

The Project would remove 8.97 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 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, 2019a, p. 46)

Impacts to Critical Habitat

The site does not contain any critical habitat and is not designated as critical habitat by the United States Fish and Wildlife Service (USFWS). Therefore, the proposed Project would not impact lands designated as critical habitat by the USFWS. (GLA, 2019a, p. 46)

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 to ensure compliance with the MBTA and California Fish and Game Code requirements. Additionally, although impacts to native birds are prohibited by MBTA and similar provisions of California Fish and Game Code, impacts to native birds by the proposed Project would not be a significant impact under CEQA for biological reasons. The native birds with potential to nest in the Study Area would be those that are extremely common to the region and highly adapted to human landscapes (e.g., house finch, killdeer). The number of individuals potentially affected by the Project would not significantly affect regional, let alone local, populations of such species. Consistent with the findings of EIR No. 466, impacts to nesting birds protected by the MBTA would be less than significant, and would be further reduced with implementation of Mitigation Measure MM Bio-1. (GLA, 2019a, pp. 46-47)

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.

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

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

No Substantial Change from Previous Analysis: Conditions in the Project area are similar to the conditions that existed at the time EIR No. 466 was certified in 2005, but since 2005 more development has occurred in the surrounding area, thereby indicating that wildlife movement through the area is more constrained than it was when EIR No. 466 was certified. As previously shown on Figure 2-4, the Project site is surrounded by disturbed and developed lands. Furthermore, the Project site does not occur within any MSHCP-identified habitat linkages or corridors. The MSHCP is intended, in part, to facilitate wildlife movement regionally throughout western Riverside County and the Project is fully consistent with the MSHCP requirements that apply to the Project site. 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, 2019a, p. 47)

- 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, disturbed/non-native grassland, and disturbed/ruderal. The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. The 0.77 acre of developed lands, 8.62 acres of disturbed/non-native grasslands, and 0.35 acre of disturbed/ruderal areas that would be impacted by the Project all constitute non-native vegetation; as such, impacts to these vegetation communities would be less than significant. Therefore, with payment of mandatory MSHCP fees pursuant to Riverside County Ordinance No. 810, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community 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, 2019a, p. 44)

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

EIR No. 466 Finding: EIR No. 466 disclosed that because the USGS 7.5-minute quadrangle map depicted two “blue-line” streams on the MFBCSP site, a “Routine Wetland Delineation” was conducted to determine the presence and extent of jurisdictional wetlands and/or non-wetland Waters of the U.S. Initial surveys conducted as part of the jurisdictional delineation did not locate areas that met the typical criteria for jurisdictional wetlands. Soil test pits excavated failed the typical three-parameter test (presence of hydrophytic vegetation, hydric soils, and wetland hydrology). Two drainages and a depressional area that appeared to collect nuisance water were all 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. EIR No. 466 identified a potential drainage area within MFBCSP Planning Area 5 (i.e., in the northern portion of the Project site) that likely qualifies as a Waters of the U.S. EIR No. 466 determined that if the “waters” are to be filled as part of future implementing development, prior to grading, the implementing

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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: A jurisdictional delineation for the Project site was conducted by GLA, the results of which are provided as Appendix C to the Project's BTR (*Technical Appendix B2*). The Project, as proposed, would result in permanent impacts to approximately 0.07 acre of Regional Board jurisdiction, none of which consist of jurisdictional wetlands, and approximately 0.08 acre of CDFW jurisdiction, none of which consists of vegetated riparian habitat and all of which consists of non-riparian, earthen ditch. A total of 563 linear feet of earthen ditch would be permanently disturbed. (GLA, 2019a, p. 47)

Although the Project would impact jurisdictional waters, the Project would not have a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the CWA (Corps and Regional Board) and would not have a substantial adverse effect on any riparian habitat (CDFW). Mitigation would be required as part of the permitting process with the RWQCB and CDFW and would include the purchase of mitigation credits from an approved mitigation bank at a minimum 1:1 (impact:mitigation) ratio. The requirement to obtain permits from the regulatory agencies has been included as part of the Project's conditions of approval. Notwithstanding, the Project's impacts to waters would be very minimal and of such a degraded nature that the impacts would be less than significant. Consistent with the findings of EIR No. 466, the Project's impacts to 0.08 acre of CDFW jurisdictional areas on site would require permits/agreements from the regulatory agencies, including a CDFW Section 1602 Streambed Alteration Agreement and notification to the Regional Board in accordance with the Waste Discharge Requirements under Section 13260 of the CWC (the Porter-Cologne Water Quality Control Act). With implementation of the required mitigation, 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. (GLA, 2019a, p. 47)

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

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

No Substantial Change from Previous Analysis: Aside from the MSHCP, which is addressed above under Threshold a., the only local policies or ordinances protecting biological resources within the Project area

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are County Ordinance No. 559 (Regulating the Removal of Trees) and the County's Oak Tree Management Guidelines. Ordinance No. 559 pertains to parcels or property located above 5,000 feet in elevation. As discussed above in Subsection 2.3.2, elevations on the Project site range from approximately 1,518 feet to 1,563 feet amsl. Therefore, because the Project site does not reach an elevation of 5,000 feet, Ordinance No. 559 is not applicable to the Project site and no impact would occur. Under existing conditions, areas subject to impact as part of the Project do not contain any oak trees (Google Earth, 2018; GLA, 2019a). As such, the Project has no potential to result in a conflict with the County's Oak Tree Management Guidelines. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

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

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

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.

Project Specific Conditions of Approval

The following condition of approval has been imposed on the Project in order to ensure that appropriate permits are obtained from the regulatory agencies prior to impacts to on-site features that are subject to jurisdiction by the RWQCB and/or CDFW. It should be noted that EIR No. 466 disclosed the potential need to obtain regulatory agency permits with development of MFBCSP Planning Area 5 (which includes the Project site). Moreover, and as discussed under the analysis of Threshold f., above, the Project would not result in substantial adverse impacts to State- or federally-protected wetlands as none of the jurisdictional areas on site comprise wetlands; as such, no mitigation is required under CEQA for the Project's impacts beyond what is required as part of the permitting process with the regulatory agencies.

- Prior to issuance of grading permits, the Project Applicant shall obtain the appropriate permits from the regulatory agencies, including a CDFW Section 1602 Streambed Alteration Agreement and notification to the Regional Board in accordance with the Waste Discharge Requirements under Section 13260 of the CWC (the Porter-Cologne Water Quality Control Act). As part of the permitting process, it is expected that the regulatory agencies will require compensatory mitigation for permanent impacts to 0.07-acre of Regional Board jurisdiction, none of which consist of jurisdictional wetlands, and approximately 0.08 acre of CDFW jurisdiction, none of which consists of vegetated riparian habitat and all of which consists of non-riparian, earthen ditch, at a minimum 1:1 mitigation-to-impact ratio through the purchase of rehabilitation, re-establishment, and/or establishment mitigation credits at the Riverpark Mitigation Bank. In the event that compensatory mitigation credits are not available from the Riverpark Mitigation Bank at the time of proposed work commencement, the Project Applicant shall enter into an agreement to purchase rehabilitation credits from the Santa Ana River Watershed In-Lieu Fee

Program (SARW-ILFP) at a 2:1 mitigation-to-impact ratio. The compensatory mitigation shall consist of the rehabilitation of riparian habitat within the Santa Ana River Watershed.

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: 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 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: 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

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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); refer to the Project's COAs). 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 site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. EIR No. 466 Mitigation Measure MM Cultural 2 would apply, which requires the County coroner to be notified in the event human remains are discovered and also requires Native American consultation if appropriate. Additionally, in the event that human remains are discovered during Project grading or other ground disturbing activities, the Project Applicant 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 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 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"/>

- 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 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. ÷ 12,163,258.8 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 8.51-acre Project site would be developed with up to 189,055 s.f. of warehouse/distribution uses (0.51 FAR x 370,696 s.f. [8.51 acres] = 189,055 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	189,055 s.f. ¹	10.50 kWh/year/s.f.	1,985,078 kWh/year
<i>Proposed Project Electricity Demand</i>			
Light Industrial	154,751 s.f.	10.50 kWh/year/s.f.	1,624,886 kWh/year
Net Difference:	- 34,304 s.f.	--	- 360,192 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 8.51-acre Project site would be developed with up to 187,722 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	189,055 s.f. ¹	27.6 cfy/s.f.	5,217,918 cfy
<i>Proposed Project Natural Gas Demand</i>			
Light Industrial	154,751 s.f.	27.6 cfy/s.f.	4,271,128 cfy
Net Difference:	- 34,304 s.f.	--	- 946,790 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 8.51-acre Project site would be developed with up to 187,722 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, 2011,p. D-28). Construction workers would also consume fuel traveling to and from the site. An aggregated fuel economy of light duty automobiles (vehicle class within the California sub-area for a 2019 calendar year) are calculated to have a fuel efficiency of 28.17 miles per gallon (MPG).

Indirectly, construction energy efficiencies and energy conservation would be achieved through the use of bulk purchases, transport, and use of construction materials. The 2016 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, which promote equipment fuel efficiencies. CCR Title 13, Title 13, Motor Vehicles, Section 2449(d)(3), *Idling*, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary, and would be less than the energy demands anticipated by EIR No. 466.

Energy Use for Project Operation

Transportation Energy Demands

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

Energy that would be consumed by Project-generated traffic is a function of total vehicle miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site. Fuel would be provided by commercial vendors, which are required to comply with state and federal requirements regarding energy efficiency. Trip generation and VMT generated by up to 154,751 s.f. of warehouse uses would be consistent with other light industrial uses similar in scale and configuration, because the Project Applicant

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 187,722 s.f. of warehouse/distribution uses, which would generate more traffic than the 154,751 s.f. of warehouse uses proposed by the Project Applicant. Specifically, based on the trip generation rates used in the Project's TIA (*Technical Appendix H*), development of the Project site with 187,722 s.f. of warehouse/distribution uses, as evaluated by EIR No. 466, would generate 634 Average Daily Trips (ADT) in terms of actual vehicles, as compared to the 272 ADT that would be generated by the Project (refer to Table 5-17). (Urban Crossroads, 2019d, Table 4-3) 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 Project site under the warehouse/distribution scenario. (Urban Crossroads, 2019d, Table 4-3).

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of cars and trucks to alternative energy sources (e.g., electricity, natural gas, bio fuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. 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 154,751 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 the Project's electricity and natural gas demands, respectively, as compared to the land uses evaluated for the Project site by EIR No. 466. As shown in Table 5-3 and Table 5-4, buildout of the Project is conservatively estimated to require approximately 1,624,886 kilowatt hours per year (kWh/year) of electricity and 4,271,128 cubic feet per year (cfy) of natural gas.

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

For new development such as that proposed by the Project Applicant, compliance with California Building Standards Code Title 24 energy efficiency requirements (CALGreen) 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

Plot Plan No. 180038 (Building 12)

through collocation of similar uses. This is because the Project site is located only 1.0 roadway mile from the nearest I-215 on ramp, the Project area already is served with roadway and utilities infrastructure, and the Project site is located in an area planned for light industrial development as part of the General Plan and MFBCSP. As such, the Project supports the strong planning processes emphasized under TEA-21 by taking advantage of the regional and proximate transportation infrastructure. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

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

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

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

Project Consistency with State Energy Plan: The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the

plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system via I-215. The Project would facilitate access to and take advantage of existing infrastructure systems, namely I-215 and the interstate freeway system. The Project also would promote land use compatibility through the development of light industrial uses in close proximity to similarly planned uses, including planned and existing light industrial uses throughout the MFBCSP area and in areas outside the MFBCSP area that are located east of Seaton Avenue. The Project therefore supports the urban design principles identified under the State of California Energy Plan and is thus consistent with or would not otherwise interfere with implementation of the State of California Energy Plan.

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

The 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 would be conditioned by the County to comply with CAP Measure R2-CE1, *On-Site Renewable Energy Production Requirements for New Land Use Development Projects*. To demonstrate compliance with CAP Measure R2-10, the Project Applicant is required to show that 20 percent of the buildings' energy demand has been offset through on-site renewable energy production (including but not limited to solar), unless such offsets are demonstrated by the Project Applicant to be

infeasible. 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. 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.

5.1.7 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: Consistent with the findings of the IS/NOP prepared for EIR No. 466, The Project's site-specific geotechnical evaluation (*Technical Appendix C*) indicates that the Project site and surrounding areas are not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known active fault traces within the Project vicinity. The closest fault zone to the site is the San Jacinto fault zone located approximately 10 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. 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 would be reduced to less-than-significant levels through future design measures. As such, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 17)

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466, a site-specific geotechnical evaluation (*Technical Appendix C*) was required for the proposed Project to evaluate specific design elements as established by proposed Plot Plan No. 180038. According to the Project’s site-specific geotechnical evaluation, the Project site is not located within a State liquefaction hazard zone. Based on a liquefaction hazard zone map by the County of Riverside, the liquefaction susceptibility is low. Groundwater was not encountered during geotechnical investigation conducted by Kleinfelder in 2018 within the Project site. However, groundwater was encountered in a previous Kleinfelder investigation for the existing industrial building north of the site at approximately 24 and 37 feet bgs. Additionally, groundwater was encountered during Kleinfelder’s evaluation of a development site located to the west of the Project site at approximately 13 feet bgs. Based on the properties of the soils underlying the site, Kleinfelder concludes there is a low potential for impact due to liquefaction from a seismic event. (Kleinfelder, 2019, p. 10) Furthermore, the Project would be conditioned to comply with the recommendations of the site-specific geotechnical evaluation (*Technical Appendix C*), which would further ensure that impacts due to liquefaction hazards would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<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%) 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 MFBCSP project, and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 17)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, and as indicated in the Project’s site-specific geotechnical 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 10 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 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: Consistent with the findings of the IS/NOP prepared for EIR No. 466, and as shown on MVAP Figure 15, *Slope Instability*, the Project site is not located within an area subject to risk of landslide or landslide hazards (Riverside County, 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 determined that the risk of landslides and other forms of mass wasting is considered very low (Kleinfelder, 2019, pp. 9-10). 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 could adversely affect the future building 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 with future development of the site. 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 site-specific requirements set forth in the site-specific geotechnical reports required for implementing Plot Plans. Therefore, the IS/NOP concluded that the risk of subsidence hazards would be less than significant and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 18 and 19)

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466, because the Project Applicant proposes a site-specific development a site-specific geotechnical evaluation (*Technical Appendix C*) was prepared for the Project. The Project’s geotechnical report 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 study. As such, impacts would be less than significant. (Kleinfelder, 2019, p. 11) 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 3.6 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 associated with the Perris Reservoir (Riverside County, 2015c, Figure 4.11.2). As such, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<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"/>

	<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. Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

No Substantial Change from Previous Analysis: Because the site was previously subject to grading, there are no prominent ground surface relief features on site, aside from a minor knoll in the center of the site that measures up to seven feet in height that would be graded level with the remaining portions of the site as part of the Project. As anticipated by the IS/NOP prepared for EIR No. 466 and as previously depicted on Figure 3-2, the Project generally would maintain the site’s existing topography, with minor slopes proposed north and south of the proposed building and to the north and east of the proposed detention basin. Site grading activities would result in the elimination of the small on-site knoll; however, and as with existing conditions, following grading of the site drainage would continue to discharge to the east of the site. As such, the Project would not result in substantial changes to the site’s topography or ground surface relief features, and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: As previously depicted on Figure 3-2, slopes are proposed as part of the Project to the north and south of the proposed building and to the north and east of the proposed detention basin. As described in subsection 3.1.1.B, slopes to the north of the building would be contoured at 2:1 to 4:1 gradients (horizontal:vertical) and would extend to heights up to five feet. Slopes to the south of Building 12 would be contoured at a 4:1 gradient and would be approximately six feet in height. Slopes to the east and north of the detention basin would be contoured at a 4:1 gradient

and would extend up to six feet in height. Additionally, a retaining wall is proposed along the northern boundary of the site and would range up to six feet in height. In addition, slopes within the proposed on-site detention basin have a proposed gradient of 4:1 and would range up to five feet in height. 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 (*Technical Appendix C*). 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 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.

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

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

No Substantial Change from Previous Analysis: The Project would not result in grading that affects or negates subsurface sewage disposal systems. With implementation of the proposed Project, sewer service to the Project site would be provided via a proposed on-site 8-inch sewer line that would extend southeasterly from the northwest corner of the building and would connect to an existing 12-inch sewer line within 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"/>

	<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. 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"/>

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

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

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

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

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

Following construction, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from storm water discharged from the property. All flows entering the on-site storm drainage system would be directed toward the water quality detention basin planned in the eastern portion of the site via subsurface storm drain pipes. Following treatment of these flows within the water quality detention basin, flows would be conveyed to an existing off-site detention basin to the east. A proposed 24-inch storm drain line would convey the existing flows tributary to the site from an existing 60-inch storm drain line within Markham Street directly into the existing off-site detention basin to the east. Similarly, flows from existing drainage facilities within Commerce Center Drive would be conveyed via a proposed 18-inch storm drain line from the eastern terminus of Commerce Center Drive directly into the off-site detention basin located east of the site. On-site drainage would largely mimic existing conditions, except that the runoff tributary to the site from Markham Street would bypass the Project site and empty directly into the existing off-site detention basin.

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 5.1 cfs under existing conditions to 4.5 cfs under post-development conditions) (PBLA, 2019a, p. 4). Additionally, the Project area was previously improved as part of CFD 88-8 with storm water drainage infrastructure that was sized to accommodate future development within the area. Moreover, runoff 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.

b) 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 a shallow to deep hardpan, and that this association does not contain expansive soils as defined in Table 18-1-B of the Uniform Building Code. The IS/NOP further noted that expansive soils are not typically associated with the MFBCSP vicinity. Therefore, the IS/NOP concluded that no impacts related to expansive soils would occur, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 21)

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

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

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

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466, the Project Applicant proposes to connect to the EMWD's sanitary sewer system via a proposed connection within 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, 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.

	<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 on the site, which would be accessed by paved roadways, all grading would be required to use BMPs, including compliance with SCAQMD Rule 403, to prevent wind erosion. The IS/NOP indicated that the use of these BMPs would reduce to less than significant any wind erosion and/or blowsand impacts caused by development of the MFBCSP. Therefore, wind erosion and blowsand were not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 22 and 23)

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

The Project site is considered to have a "moderate" susceptibility to wind erosion (Riverside County, 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, and consistent with the findings of the IS/NOP, wind erosion on the Project site would be negligible, as the disturbed areas would be landscaped or covered with impervious surfaces.

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

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

5.1.8 Greenhouse Gas Emissions

	<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. EIR No. 466 did not evaluate impacts due to GHG emissions. 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 362 fewer vehicle trips (actual vehicles) as compared to the warehouse/distribution land uses that were evaluated by EIR No. 466 for the Project site (Urban Crossroads, 2019d, Table 4-3). Because the majority

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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, 2017; 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. 180038 includes site-specific details regarding the proposed development that were not available when EIR No. 466 was certified. As such, and in order to supplement the information contained in EIR No. 466, a discussion and analysis of the Project's potential impacts associated with GHG emissions is presented below.

Background

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

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, 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.

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;

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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, and 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) 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 the Riverside County EIR No. 521 for a detailed description of policies and regulations that have been adopted to reduce GHGs. EIR No. 521 is available for public review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA.

Threshold of Significance for Evaluating Project Impacts due to GHGs

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

The County of Riverside's CAP Update, which complies with § 15183.5 of the CEQA Guidelines, was adopted specifically for the purpose of ensuring that the development accommodated by the buildout of the General Plan supports the goals of AB 32 and SB 32, as well as the 2050 reduction target established by Executive Order S-3-05. CARB adopted the State's strategy for achieving AB 32 targets in its Climate Change Scoping Plan (Scoping Plan) in 2008. In November 2017, CARB released the Final 2017 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. The Final 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The County of Riverside CAP 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 are included as *Technical Appendix D* to this EIR Addendum. As indicated, the Project Applicant has committed to design features such that the Project could accommodate enough implementation measures to equal 106 points, which exceeds the CAP 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,

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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 would be conditioned to comply with CAP Measure R2-CE1, *Clean Energy*. To demonstrate compliance with Measure R2-CE1, the Project Applicant would be required to show that 20 percent of the building's energy demand has been offset through on-site renewable energy production (including but not limited to solar), unless such offset is demonstrated by the Project Applicant to be infeasible. As indicated on the floor plans included as part of Plot Plan No. 180038, the roof for Building 12 is required to be designed to support future solar panels. As required by CAP Measure R2-CE1, the Project would be conditioned to demonstrate that the proposed solar panels would meet a minimum of 20 percent of the building's energy demand, or must demonstrate that it is infeasible to achieve a 20 percent offset.

As such, with mandatory compliance with CAP Measure R2-CE1 in conjunction with the other measures that achieve a minimum of 100 points pursuant to Appendix 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 would generate approximately 362 more vehicle trips (actual vehicles) than would be generated by the Project evaluated herein (Urban Crossroads, 2019d, 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 the Project site as compared to the land uses assumed by EIR No. 466. Accordingly, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

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

Project Specific Conditions of Approval

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

- Prior to building permit issuance, the Project Applicant shall demonstrate that appropriate building construction measures shall apply to achieve a minimum of 100 points per Appendix 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 entails the buildout of the 8.51-acre Project site with up to 154,751 s.f. of warehouse uses. The Project’s proposed land uses are fully consistent with the land use assumptions made by EIR No. 466 for MFBCSP Planning Area 5. As such, construction and operational characteristics of the proposed Project would be consistent with the assumptions made by EIR No. 466. Accordingly, the Project has no greater potential for hazardous materials impacts due to existing site conditions, construction activities, or long-term Project operation as compared to the Project evaluated in EIR No. 466. Notwithstanding, because the Project consists of proposed Plot Plan No. 180038, which identifies site-specific development characteristics, an analysis of the Project’s potential

to result in impacts due to existing site conditions, construction activities, and operational activities is provided below.

Historical Site Conditions

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

Notwithstanding, 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. iv and 7-8)

Construction Activities

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

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comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), SCAQMD, and Santa Ana RWQCB. With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during the construction phase. Additionally, construction activities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

Operational Activities

Operational activities would occur on the Project site in the same or similar manner as assumed by EIR No. 466. Whereas EIR No. 466 assumed a range of occupant types, the Project Applicant proposes general warehouse uses, 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, the proposed building would be developed with up to 154,751 s.f. of warehouse uses. Allowable occupant types would be governed by the site's underlying zoning classification of 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 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 the proposed 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 Department of Environmental Health (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

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transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Thus, and consistent with the conclusion reached in the IS/NOP, impacts would be less than significant and mitigation is not required.

Conclusion

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

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

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

No Substantial Change from Previous Analysis: The Project entails implementing development within Planning Area 5 of the MFBCSP, and Planning Area 5 (including 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 3.1, the Project does not propose nor require major roadway improvements that could interfere with traffic operations on roadways abutting the Project site; thus, the Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 466, there are no existing or planned schools within one-quarter mile of the Project site. The nearest school to the Project site is the Val Verde High School, located 1.0 mile southeast of the Project site and east of I-215. Additionally, school services are provided at the Perris Spanish Seventh-day Adventist Church, which is located approximately 0.7 mile southwest of the Project site at the southwest corner of Seaton Avenue at Alviso Drive. 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"/>
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 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 development of an 8.51-acre portion of MFBCSP Planning Area 5, and the Project's application materials identify specific building architecture, building locations, site elevations, building heights, and building footprints. Because the Project Applicant proposes a specific building (i.e., Building 12), 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 February 14, 2019, which found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain conditions. These conditions will be imposed on the proposed Project by Riverside County as Conditions of Approval (COAs), and are listed below. With mandatory compliance with the ALUC COAs, the Project would not result in an inconsistency with an Airport Master Plan and a less-than-significant impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: As discussed under Threshold a), the Project site is located within Compatibility Zone C2 of the 2014 MARB ALUCP, which updated and replaced the 1984 ALUP that was in effect at the time EIR No. 466 was certified (ALUC, 2014, Map MA-1). Additionally, EIR No. 466 evaluated a range of land uses, but did not evaluate any specific building locations or configurations. The proposed Project involves a Plot Plan (Plot Plan No. 180038) that identifies the development of one warehouse building on an 8.51-acre portion of MFBCSP Planning Area 5. The Project's application materials identify specific building architecture, building locations, site elevations, building heights, and building footprints. Because the Project Applicant proposes a specific building, the current Project required additional review by the Riverside County ALUC for consistency with the 2014 MARB ALUCP. On February 14, 2019, the ALUC found the proposed Project would be consistent with the

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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, 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 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 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 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: 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. 180038) that would involve developing an 8.51-acre portion of MFBCSP Planning Area 5 with a proposed warehouse building. The Project's application materials identify specific building architecture, building locations, site elevations, building heights, and building footprints. Because the Project Applicant proposes a specific building, the current Project required additional review by the Riverside County ALUC for consistency with the 2014 MARB ALUCP. On February 14, 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, which would be imposed by Riverside County as COAs for the proposed Project, the Project would not result in 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 March 21, 2019, which determined that the proposed Project is consistent with the 2014 March Air Reserve Base/Inland Port ALUCP (ALUC, 2019). The implementation of these conditions further demonstrate that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (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.

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- Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
- This Project has been evaluated for 147,249 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.
- The Project does not propose rooftop solar panels at this time. However, if the Project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
- The Federal Aviation Administration has conducted an aeronautical study of the proposed Project (Aeronautical Study No. 2018-AWP-18291-0E) 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.
- The proposed buildings shall not exceed a height of 46 feet above ground level and a maximum elevation at top point of 1,572 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 465 feet in height and a maximum elevation of 1,572 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).

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 development of an 8.51-acre 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, 2019)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana River 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 Harvill Avenue Storm Drain System, Perris Valley Storm Drain, San Jacinto

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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 Harvill Avenue 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. These requirements have not substantially changed since 2005.

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

Construction-Related Water Quality

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

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

Operational Water Quality Impacts

EIR No. 466 and the associated IS/NOP evaluated buildout of the MFBCSP area with a variety of light industrial and commercial land uses. The Project Applicant proposes a site-specific development plan to implement an 8.51-acre portion of Planning Area 5 of the MFBCSP, and the Project's Plot Plan No. 180038 includes a proposed drainage system that would route first flush flows towards a proposed on-site detention basin located in the eastern portion of the site. Because the Project includes details regarding the proposed drainage system that were not included in the MFBCSP, a site-specific Water Quality Management Plan (WQMP) was required for the Project in order to confirm the conclusion of the IS/NOP prepared for EIR No. 466 that water quality impacts would be less than significant. The WQMP is contained in *Technical Appendix F2*, and is discussed below.

As noted above, receiving waters for the property's drainage are the Harvill Avenue 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. Railroad Canyon/Canyon Lake is impaired by nutrients, while Lake Elsinore is impaired by PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. (PBLA, 2019b, p. 7) As noted above, because the Project consists of a site-specific development, a WQMP was required for the Project and is included in *Technical Appendix F2*. According to the Project's WQMP, the Project's potential 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 a proposed detention basin located in the eastern portion of the site. The detention basin is designed to detain runoff and provide water quality treatment, which would be effective in reducing pollutants of concern in runoff leaving the Project site, including bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease. As noted above, waters that are tributary to the Project site are impaired with PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. The proposed detention basin would be effective at treating bacterial indicators, metals nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease, which in turn would reduce the potential for pollutants in runoff from the site that could contribute to low dissolved oxygen. Additionally, there are no components of the Project that would generate PCBs or DDT that could impair downstream waters. 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. (PBLA, 2019b, pp. 7, 17)

Furthermore, the Project would be required to implement its WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The Project's Preliminary WQMP is included as *Technical Appendix F2*. The Preliminary WQMP identifies structural controls (including the proposed detention basin) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, loading dock requirements, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from

the site. Mandatory compliance with the WQMP would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation.

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

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the Eastern Municipal Water District (EMWD) was the provider of domestic water to the MFBCSP area. The IS/NOP noted that overall, approximately 25% of EMWD's potable water demand was supplied by EMWD groundwater wells and approximately 75% was supplied by imported water from Metropolitan Water District (MWD) through its Colorado River Aqueduct and its connections to the State Water Project. The IS/NOP also indicated that the majority of the groundwater produced by EMWD came from its wells in the Hemet and San Jacinto area. As noted in the IS/NOP, in 2002, between 98% and 99% of the domestic water provided to the Mead Valley area came from State Project Water from northern California. Only 1% of the water used in the entire Mead Valley area came from groundwater. The IS/NOP noted that the MFBCSP did not propose groundwater extraction wells and domestic water to serve the MFBCSP area 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 and Specific 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 is also consistent with the site's underlying zoning classification. Moreover, the MFBCSP allows for development with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). The Project Applicant proposes to develop the site with a total of 154,751 s.f. of light industrial uses on an 8.51-acre site, resulting in an overall FAR of 0.42 (154,751 s.f. ÷ 370,696 s.f. [8.51 acres] = 0.42). Thus, due to the reduction in building area, the Project would result in a substantial decrease in the amount of water demand generated on site as compared to what was assumed by the UWMP. As such, and consistent with the findings of the IS/NOP prepared for EIR No. 466, the proposed Project is fully accounted for by the UWMP. Because the UWMP demonstrates that the EMWD would have sufficient water supplies, including groundwater, to meet water demands within its district through 2040, it can therefore be concluded that the Project's demand for potable water would not result in the depletion of groundwater supplies. As such, Project impacts to groundwater supplies would be less than significant.

With respect to groundwater recharge, the Project Applicant proposes to develop the site in a manner generally consistent with what was assumed for the Project site by the IS/NOP prepared for EIR No. 466. As with the project evaluated in EIR No. 466 and its associated IS/NOP, the proposed Project would increase impervious surface coverage on the site, which would in turn reduce the amount of direct infiltration of runoff into the ground. However, and consistent with the conditions that existed when EIR No. 466 was certified, the Project site is surrounded on three sides by improved roadways. All runoff from the Project site under existing conditions is conveyed to an existing off-site detention basin located east of the Project site, which ultimately conveys runoff to natural drainage channels that would allow for infiltration of water into the groundwater table. As with the project evaluated in the IS/NOP, with implementation of the proposed Project the site would continue to drain in a west-to-east orientation towards the existing off-site detention basin. The total amount of runoff from the Project site would not change with implementation of the proposed Project. Thus, and consistent with the findings of the IS/NOP prepared for EIR No. 466, the proposed Project would not interfere substantially with groundwater recharge, and there would be no net deficit in aquifer water volumes or groundwater table levels as a result of the Project.

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. Accordingly, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 29 and 30)

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

No Substantial Change from Previous Analysis: As previously depicted on Figure 3-2, the Project generally would maintain the site's existing topography and would develop the Project site in a manner generally consistent with what was evaluated by the IS/NOP prepared for EIR No. 466. As with the project evaluated in the IS/NOP, with implementation of the proposed Project the site would continue to drain in a west-to-east orientation towards an existing off-site detention basin located east of the site. As such, the Project would not result in substantial changes to the site's existing drainage pattern. Additionally, and consistent with the Project evaluated in the IS/NOP, development of the Project site as proposed would minimize areas of pervious surface, and therefore would preclude the potential for increased erosion hazards on site. Based on the analysis presented in the Project's hydrology study (*Technical Appendix F1*), which was prepared to evaluate the site-specific development components proposed by the Project Applicant, post-development runoff from the site would slightly decrease during 100-year (24-hour duration) storm events (i.e., from 5.1 cfs under existing conditions to 4.5 cfs under post-development

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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 an existing off-site detention basin that has 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 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 (SWRCB), the Project Applicant is required to obtain a NPDES permit for construction activities. The NPDES permit, which was also required at the time EIR No. 466 was certified, is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally, and similar to the project evaluated by the IS/NOP, during grading and other construction activities involving soil exposure or the transport of earth materials, Riverside County Ordinance No. 457 (Building Codes and Fees Ordinance), which establishes, in part, requirements for the control of dust and erosion during construction, would apply to the Project. As part of the requirements of Ordinance No. 457, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phase to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Consistent with the finding of the IS/NOP, mandatory compliance with the Project's NPDES permit and these regulatory requirements would ensure that erosion impacts during construction activities would be less than significant.

As noted by EIR No. 466, following construction erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from storm water discharged from the property. However, and consistent with the project evaluated by EIR No. 466, all runoff from the Project site would be conveyed directly to an off-site detention basin 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 5.1 cfs under existing conditions to 4.5 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 via the off-site detention basin that 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

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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 in the MFBCSP area 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. As with the project evaluated by the IS/NOP prepared for EIR No. 466, with implementation of the proposed Project the site would continue to drain towards the east into an existing off-site detention basin. Because the IS/NOP prepared for EIR No. 466 evaluated only proposed land uses and because the Project consists of a site-specific development, a hydrology study was required for the proposed Project and is included as *Technical Appendix F1*. Based on the analysis presented in the Project's hydrology study, 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 5.1 cfs under existing conditions to 4.5 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 an existing off-site detention basin to the east following detention and water quality treatment by the proposed on-site detention basin, and would not have the potential to substantially increase flooding hazards downstream. As such, and consistent with the findings of the IS/NOP, the Project would not

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

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

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

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

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure, and rough grading of building pads. 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. 180038, which provides details regarding development of the 8.51-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 5.1 cfs under existing conditions to 4.5 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, runoff under the Project would decrease by 13.3% 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.

With respect to water quality, and consistent with the conditions that existed when EIR No. 466 was certified, receiving waters for the property's drainage are the Harvill Avenue Storm Drain System, the Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Railroad Canyon/Canyon Lake, San Jacinto River Reach 1 (downstream of Canyon Lake), and Lake Elsinore. Canyon Lake is currently impaired by nutrients, while Lake Elsinore is impaired by PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. (PBLA, 2019b, p. 7) Because the Project consists of a site-specific development that includes more detail than the land uses evaluated by EIR No. 466, a site-specific Water Quality Management Plan (WQMP) was required for the Project and is included as *Technical Appendix F2*. According to the WQMP, 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, and consistent with the assumptions made by EIR No. 466, the Project's proposed storm drain system is designed to route the first flush runoff generated on the Project site to a proposed detention basin located in the eastern portion of 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 an existing off-site detention basin for additional detention and water quality treatment. Runoff tributary to the site from existing drainage facilities within Markham Street and Commerce Center Drive would be conveyed directly to the off-site detention basin located east of the site via the proposed on-site storm bypass drains. Consistent with the conclusion reached by EIR No. 466, the proposed drainage plan, including the proposed detention basin, would preclude substantial amounts of 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

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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 5.1 cfs under existing conditions to 4.5 cfs under post-development conditions) following treatment and detention by the proposed on-site detention basin (PBLA, 2019a, p. 4). Consistent with the finding of the IS/NOP, drainage infrastructure installed in the surrounding area pursuant to CFD 88-8 was sized to accommodate future development within the CFD area, including the Project site. Thus, runoff from development of the Project site was accounted for as part of the existing improvements. As such, and consistent with the conclusion reached by the IS/NOP, the Project would not impede or redirect flood flows either on site or downstream, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new

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

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

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

No Substantial Change from Previous Analysis: As with the conditions that existed when the IS/NOP was prepared for EIR No. 466, the Project site is located approximately 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 the 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, and consistent with the finding reached by the IS/NOP, 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, and consistent with the findings reached by the IS/NOP, it is concluded that due to distance and intervening topography, the Project site would not be subject to seiche hazards. Accordingly, the Project site would not be subject to inundation that could result in the release of pollutants from the Project site, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

significant. As a result, this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 26 and 27)

No Substantial Change from Previous Analysis: Similar to the conditions that existed when the IS/NOP was prepared for EIR No. 466, the Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan (as most recently updated in June 2019), which also was in effect at the time the IS/NOP was circulated for public review (RWQCB, 2019). In addition, the Project site is located within the West San Jacinto Groundwater Management Area, and is therefore subject to the EMWD’s “Groundwater Management Plan – West San Jacinto Groundwater Basin” (EMWD, 1995; EMWD, 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. Similar to the conditions that existed when the IS/NOP for EIR No. 466 was prepared, the Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan (as most recently updated in June 2019). This document, which also was in effect when EIR No. 466 was certified, is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3348. (RWQCB, 2019)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. As noted by the IS/NOP and the Project’s WQMP, the Project site resides within the Santa Ana River Watershed and receiving waters for the property’s drainage are the Harvill Avenue 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, and both of these bodies of water were impaired when the IS/NOP was prepared for EIR No. 466. Canyon Lake is currently impaired by nutrients, while the IS/NOP noted that at the time Canyon Lake was impaired for exceeding its water quality objectives for sediments, siltation, pathogens, and nutrients. Although not specifically addressed by the IS/NOP, Lake Elsinore currently is impaired by PCBs, nutrients, low dissolved oxygen, toxicity, and DDT. The Harvill Avenue Storm Drain System, Perris Valley Storm Drain, and San Jacinto River Reaches 1 and 3 currently are not listed as impaired. (PBLA, 2019b, p. 7)

As noted by the IS/NOP prepared for EIR No. 466, 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

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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.

Construction-Related Water Quality

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

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

Operational Water Quality

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 Harvill Avenue Storm Drain System, Perris Valley Storm Drain, San Jacinto River Reach 3 (upstream of Canyon Lake), Canyon Lake, San Jacinto

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

Groundwater Management Plan – West San Jacinto Groundwater Basin

The EMWD adopted the *Groundwater Management Plan – West San Jacinto Groundwater Basin (GMP)* on June 8, 1995, and the GMP was in effect at the time EIR No. 466 was certified. The GMP was not addressed by the IS/NOP or EIR No. 466, both of which evaluated buildout of the MFBCSP area with light industrial land uses. The Project consists of an implementing development within the MFBCSP area, is fully consistent with the land uses assumed by EIR No. 466 for the site, and identifies a site-specific development plan as part of proposed Plot Plan No. 180038. Accordingly, due to the additional detail available as part of the proposed Project, an analysis of the Project's consistency with the GMP is provided below.

The GMP is intended to manage the San Jacinto Groundwater Basin (SJGB) in a manner that would supplement EMWD's water supplies, thereby reducing 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)

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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 BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that construction of the proposed Project does not result in polluted runoff that could adversely affect water quality within the SJGB. Additionally, the total amount of runoff from the Project site during construction would not change substantially in relation to existing conditions, thereby allowing for infiltration into the SJGB. Accordingly, during construction the Project would not conflict with the West San Jacinto GMP, and a less-than-significant impact would occur.

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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 and tributary to the Project site is conveyed into an existing off-site detention basin located east of and adjacent to the Project site. 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 proposed on-site water quality basin for treatment, and would discharge into the existing off-site detention basin. 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 bioretention basin. The bioretention 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. It should be noted that the proposed Project includes an on-site detention basin, and thus the Project would implement the requirements specified by EIR No. 466 Mitigation Measure MM Hydro 4.

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

MM Hydro 2: In order to mitigate impacts related to pollutant loading to receiving waters and/or increased erosion/siltation resulting from Specific Plan implementation, individual project proponents shall develop and implement a Water Quality Management Plan (WQMP).

The WQMP will contain measures that will effectively treat all pollutants of concern and hydrologic conditions of concern, consistent with the County’s approved WQMP developed in compliance with their MS4 permit.

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

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

5.1.11 Land Use and Planning

	<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"/>

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 Planning Area 5 of the MFBCSP, which in turn is located in the MVAP portion of the Riverside County General Plan. The MFBCSP designates Planning Area 5 for “Light Industrial” land uses. The Project’s proposed 154,751 s.f. of warehouse use are fully consistent with the “Light Industrial” land use designation applied to MFBCSP Planning Area 5. 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.

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

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

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

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

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project site is located at the eastern edge of the Mead Valley community, and is surrounded by existing and planned light industrial development to the north, west, and south, with an existing detention basin, the Atchison, Topeka and Santa Fe (AT&SF) railroad lines, and I-215 occurring to the east of the Project site. The nearest residential uses west of I-215 occur west of Seaton Avenue, or

0.1 mile west of the Project site. Since certification of EIR No. 466, there have been no new residential developments beyond the existing residential community located west of Seaton Avenue. Areas to the east of Seaton Avenue in the vicinity of the Project site are generally developed with or planned for light industrial land uses. There are no residential uses adjacent to the Project site. As such, development of the Project site with up to 154,751 s.f. of warehouse uses would have no potential to divide the physical arrangement of an established community. Accordingly, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.12 Mineral Resources

	<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: Consistent with the findings of the IS/NOP prepared for EIR No. 466, and 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, and consistent with the conclusion reached by the IS/NOP, implementation of the proposed Project would not result in the loss of availability of a known mineral resource, and there would be no Project impacts. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

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

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

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

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project site is not located in an area of proposed, existing, or abandoned quarries or mines. A materials recovery site occurs approximately 0.9-mile southwest of the Project site. Additionally, there is a potential mine being considered for a property located approximately 1.5 mile south of the Project site. However, 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 on-site buildings resulting from mining activities occurring more than 0.9 mile from the Project site. Furthermore, the 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 Reserve Base, EIR No. 466 noted that the MFBCSP site was located beneath identified flight tracks for

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

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 154,751 s.f. of warehouse uses, which 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 land uses assumed for the site by EIR No. 466, which EIR No. 466 found would not be exposed to significant noise impacts due to airport operations at the March Joint Air Reserve Base. Moreover, according to Figure 4.15.20 of EIR No. 521, which was prepared for the County's 2015 General Plan Update, the Project site occurs outside of the 60 dBA CNEL contour for the March Joint Air Reserve Base (Riverside County, 2015c, Figure 4.15.20; Urban Crossroads, 2019c, p. 25). According to Table N-1 of the County General Plan, and consistent with the findings of EIR No. 466, 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. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project site is not located within the vicinity of a private airstrip. The nearest private airstrip to the Project site is the Perris Valley Airport, located approximately 5.7 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

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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 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, and was prepared in part to demonstrate that the Project’s anticipated noise impacts would be within the scope of analysis of EIR No. 466. Refer to the NIA for a detailed description of noise fundamentals, applicable regulatory requirements, the existing noise environment, and the methods and procedures used to evaluate the Project’s noise impacts. As explained below, the noise that would be generated by the Project is fully analyzed in and covered by the analysis of noise impacts set forth in EIR No. 466. Provided below is a summary of the results of the analysis for construction and long-term operation of the Project.

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 5-1, *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, 2019c, p. 61)

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 or the City of Perris 80 dBA Leq significance threshold (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's construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages, based on similar projects in the County of Riverside: (Urban Crossroads, 2019c, p. 61)

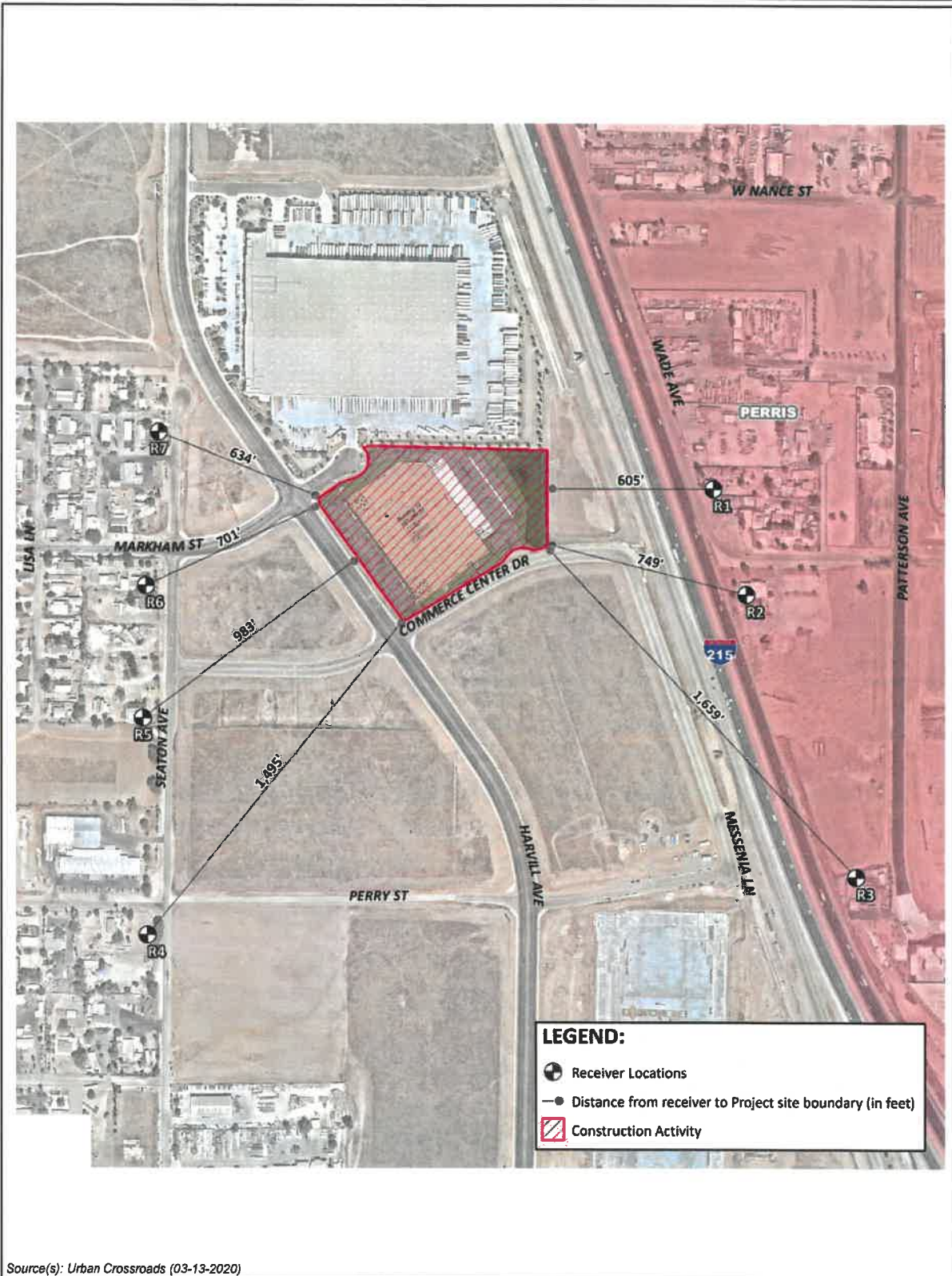
- Site Preparation
- Grading
- Building Construction
- Architectural Coating
- Paving

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, 2019c, p. 61)

Construction Reference Noise Levels

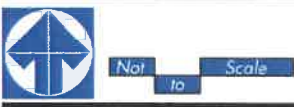
To describe the Project construction noise levels, measurements were collected for similar activities at several construction sites by Urban Crossroads. Table 5-5, *Construction Reference Noise Levels*, provides a summary of the construction reference noise level measurements. Because the reference noise 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, 2019b, p. 61)

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Source(s): Urban Crossroads (03-13-2020)

FIGURE 5-1



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 L _{eq})	Reference Noise Levels @ 50 Feet (dBA L _{eq}) 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, 2019c, Table 10-1)

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, 2019c, p. 62)

Table 5-6 Unmitigated Construction Equipment Noise Level Summary

Receiver Location ¹	Construction Noise Level (dBA L _{eq})					
	Site Preparation	Grading	Building Construction	Architectural Coating	Paving	Highest Activity Noise Levels ²
R1	57.9	51.8	46.5	45.8	49.9	57.9
R2	56.1	50.0	44.7	44.0	48.1	56.1
R3	49.2	43.1	37.8	37.1	41.2	49.2
R4	50.1	44.0	38.7	38.0	42.1	50.1
R5	53.7	47.6	42.3	41.6	45.7	53.7
R6	56.7	50.6	45.3	44.6	48.7	56.7
R7	57.5	51.4	46.1	45.4	49.5	57.5

1. Noise receiver locations are shown on Figure 5-1.

2. Estimated construction noise levels during peak operating conditions.
(Urban Crossroads, 2019c, Table 10-7)

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 37.1 to 57.9 dBA Leq at the nearby receiver locations. (Urban Crossroads, 2019c, p. 68)

To evaluate whether the Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations a construction-related NIOSH noise level threshold of 85 dBA Leq is used as acceptable thresholds for construction noise at the nearby sensitive receiver locations in the County of Riverside, while 80 dBA Leq is used at the nearby sensitive receiver locations in the City of Perris. Table 5-7, *Construction Equipment Noise Level Compliance*, shows the highest construction noise levels at the potentially impacted receiver locations are estimated to range from 49.2 to 57.9 dBA Leq and would satisfy the NIOSH 85 dBA Leq and City of Perris 80 dBA Leq significance thresholds 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, 2019c, p. 69)

Table 5-7 Construction Equipment Noise Level Compliance

Receiver Location ¹	Jurisdiction	Construction Noise Levels (dBA Leq)		
		Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	Perris	57.9	80	No
R2		56.1	80	No
R3		49.2	80	No
R4	County of Riverside	50.1	85	No
R5		53.7	85	No
R6		56.7	85	No
R7		57.5	85	No

- Noise receiver locations are shown on Figure 5-1.
- 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, 2019c, Table 10-8)

Long-Term Operation-Related Impacts

The Project Applicant proposes Plot Plan No. 180038, which would entail development of the 8.51-acre Project site with up to 154,751 s.f. of warehouse uses. Implementation of Plot Plan No. 180038 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 designation applied to the site by the MFBCSP and are consistent with the land use assumptions made by EIR No. 466 for the MFBCSP area. As such, operational characteristics of the proposed Project, and by extension operational noise associated with the proposed Project, would be fully consistent with what was evaluated for the site by EIR No. 466. Notwithstanding, because the Project's proposed Plot Plan No. 180038 provides more details regarding ultimate site development, the Project's NIA includes an evaluation of the Project's potential operational noise impacts. Figure 5-2, *Operational Noise Source Locations*, identifies the representative receiver locations and noise source locations used to assess the operational noise levels. (Urban Crossroads, 2019c, p. 51)

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, 2019c, p. 28)

- 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); or

Plot Plan No. 180038 (Building 12)

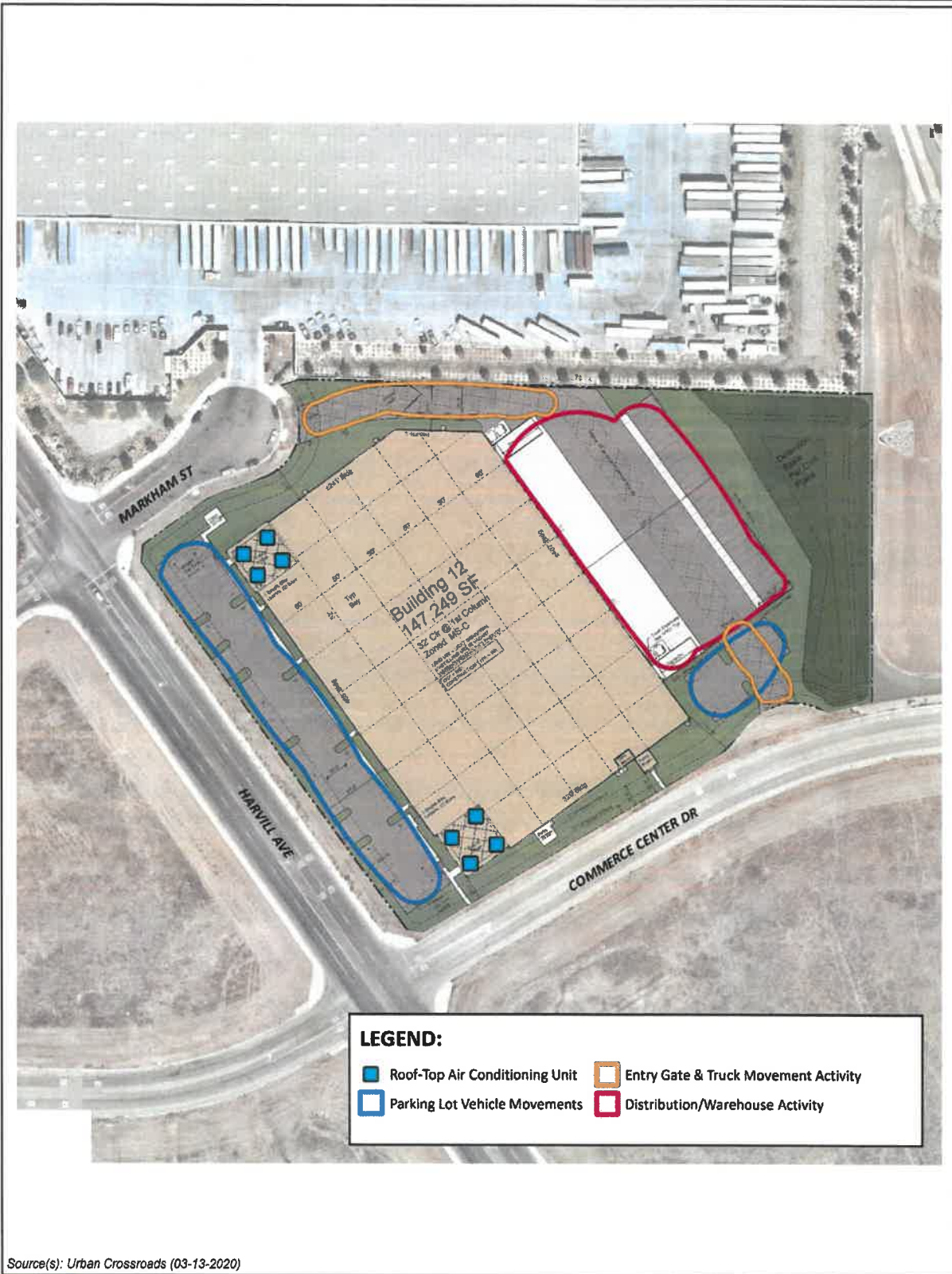


FIGURE 5-2



OPERATIONAL NOISE SOURCE LOCATIONS

Plot Plan No. 180038 (Building 12)

- the 80 dBA Leq daytime or 60 dBA Leq nighttime noise level standards at the nearby sensitive receiver locations in the City of Perris (City of Perris Municipal Code, Section 7.34.040).
- 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 buildings are currently unknown. The on-site Project-related noise sources are expected to be consistent with what was evaluated by EIR No. 466 and would 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, 2019c, p. 51)

Operational 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, 2019c, p. 51)

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, 2019c, 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. As indicated on Table 5-9, the Project-only operational noise levels would range from 28.4 to 40.8 dBA Leq at the sensitive receiver locations. (Urban Crossroads, 2019c, pp. 54-55)

Table 5-10, *Unmitigated Operational Noise Level Compliance*, shows the operational noise levels associated with the proposed Project would satisfy the County of Riverside and City of Perris 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, 2019c, p. 57)

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	-27.6	0	39.6	40.8
	Entry Gate & Truck Movements	64.0	-31.3	0	32.7	
	Roof-Top Air Conditioning Unit	75.3	-46.9	0	28.4	
	Parking Lot Vehicle Movements	52.2	-27.9	0	24.3	
R2	Unloading/Docking Activity	67.2	-29.5	0	37.7	39.1
	Entry Gate & Truck Movements	64.0	-32.8	0	31.2	
	Roof-Top Air Conditioning Unit	75.3	-47.3	0	28.0	
	Parking Lot Vehicle Movements	52.2	-29.0	0	23.2	
R3	Unloading/Docking Activity	67.2	-35.8	0	31.4	33.1
	Entry Gate & Truck Movements	64.0	-38.8	0	25.2	
	Roof-Top Air Conditioning Unit	75.3	-51.5	0	23.8	
	Parking Lot Vehicle Movements	52.2	-33.7	0	18.5	
R4	Unloading/Docking Activity	49.6	-36.2	0	13.4	28.4
	Entry Gate & Truck Movements	64.0	-39.9	0	24.1	
	Roof-Top Air Conditioning Unit	75.3	-50.1	0	25.2	
	Parking Lot Vehicle Movements	52.2	-32.8	0	19.4	
R5	Unloading/Docking Activity	49.6	-33.4	0	16.2	31.8
	Entry Gate & Truck Movements	64.0	-36.0	0	28.0	
	Roof-Top Air Conditioning Unit	75.3	-46.9	0	28.4	
	Parking Lot Vehicle Movements	52.2	-30.0	0	22.2	
R6	Unloading/Docking Activity	49.6	-31.6	0	18.0	34.3
	Entry Gate & Truck Movements	64.0	-33.6	0	30.4	
	Roof-Top Air Conditioning Unit	75.3	-44.2	0	31.1	
	Parking Lot Vehicle Movements	52.2	-27.9	0	24.3	
R7	Unloading/Docking Activity	49.6	-30.7	0	18.9	35.5
	Entry Gate & Truck Movements	64.0	-31.9	0	32.1	
	Roof-Top Air Conditioning Unit	75.3	-43.5	0	31.8	
	Parking Lot Vehicle Movements	52.2	-27.4	0	24.8	

1. See Figure 5-2 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, 2019c, Table 9-3)

Table 5-10 Unmitigated Operational Noise Level Compliance

Receiver Location ¹	Jurisdiction	Noise Level at Receiver Locations (dBA L _{eq}) ²	Threshold Exceeded? ³			
			County of Riverside		Perris	
			Daytime (65 dBA L _{eq})	Nighttime (45 dBA L _{eq})	Daytime (80 dBA L _{eq})	Nighttime (60 dBA L _{eq})
R1	Perris	40.8	-	-	No	No
R2		39.1	-	-	No	No
R3		33.1	-	-	No	No
R4	County of Riverside	28.4	No	No	-	-
R5		31.8	No	No	-	-
R6		34.3	No	No	-	-
R7		35.5	No	No	-	-

1. See Figure 5-2 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, 2019c, Table 9-4)

Project Operational Ambient Noise Level Contributions

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, 2019c, p. 56)

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. (Urban Crossroads, 2019c, p. 56)

As indicated on Table 5-11 and Table 5-12, the Project would generate an unmitigated daytime operational noise level increase of up to 0.0 dBA Leq and an unmitigated nighttime operational noise level increase of up to 0.0 dBA Leq at the nearby receiver locations. Since the Project-related operational noise level contributions would satisfy the operational noise level increase significance criteria presented herein, the increases at the sensitive receiver locations would be less than significant. 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, 2019c, p. 58)

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	40.8	L1	69.9	69.9	0.0	1.5	No
R2	39.1	L1	69.9	69.9	0.0	1.5	No
R3	33.1	L2	64.0	64.0	0.0	3.0	No
R4	28.4	L3	57.7	57.7	0.0	5.0	No
R5	31.8	L4	54.3	54.3	0.0	5.0	No
R6	34.3	L6	67.3	67.3	0.0	1.5	No
R7	35.5	L7	62.8	62.8	0.0	3.0	No

1. See Figure 5-2 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, 2019c, 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	40.8	L1	67.5	67.5	0.0	1.5	No
R2	39.1	L1	67.5	67.5	0.0	1.5	No
R3	33.1	L2	61.7	61.7	0.0	3.0	No
R4	28.4	L3	56.1	56.1	0.0	5.0	No
R5	31.8	L4	52.1	52.1	0.0	5.0	No
R6	34.3	L6	61.9	61.9	0.0	3.0	No
R7	35.5	L7	60.2	60.2	0.0	3.0	No

1. See Figure 5-2 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, 2019c, Table 9-6)

Conclusion – Operational Noise Impacts

The Project would implement land uses anticipated for MFBCSP Planning Area 5 by EIR No. 466, and would therefore result in similar operational-related noise as was assumed for buildout of the Project site by EIR No. 466. As demonstrated herein and in the Project's NIA (*Technical Appendix G*), the Project would not expose nearby sensitive receptors within Riverside County to noise levels exceeding the County's daytime (55 dBA CNEL) or nighttime (45 dBA CNEL) thresholds of significance, the Project would not expose nearby sensitive receptors within City of Perris to noise levels exceeding 80 dBA Leq during the daytime hours and 60 dBA Leq during the nighttime hours, 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 154,751 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 finding 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 74.0 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 362 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for the Project site, or less than half the traffic assumed for the Project site by EIR No. 466. 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. 180038, which consists of a site-specific plan for development of the 8.51-acre Project site that entails the development of up to 154,751 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, 2019c, 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
 - 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.

Traffic 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, 2019c, p. 43)

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 four 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, 2019c, p. 43)

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, 2019c, p. 46)

NIA Table 7-1 (refer to *Technical Appendix G*) shows the Existing without Project conditions CNEL noise levels, which are expected to range from 72.0 to 72.2 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 72.2 to 72.3 dBA CNEL. Table 5-13, *Unmitigated Existing with Project Traffic Noise Level Increases*, shows that the Project off-site traffic noise level increases would range from 0.0 to 0.2 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, 2019c, p. 46)

Table 5-13 Unmitigated Existing with Project Traffic Noise Level Increases

ID	Road	Segment	CNEL at Adjacent Land Use (dBA) ¹			Noise-Sensitive Land Use?
			No Project	With Project	Project Addition	
1	Harvill Av.	n/o Markham St.	72.0	72.2	0.2	No
2	Harvill Av.	s/o Markham St.	72.2	72.3	0.0	No
3	Harvill Av.	n/o Commerce Center Dr.	72.2	72.3	0.0	No
4	Harvill Av.	s/o Commerce Center Dr.	72.2	72.3	0.1	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.
(Urban Crossroads, 2019c, 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 72.2 to 72.4 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 72.3 to 72.5 dBA CNEL. Table 5-14, *Unmitigated EA (2020) With Project Traffic Noise Impacts*, shows that the Project off-site traffic noise level increases would range from 0.0 to 0.2 dBA CNEL. 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, 2019c, p. 47)

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.	72.2	72.3	0.2	No	No
2	Harvill Av.	s/o Markham St.	72.4	72.4	0.0	No	No
3	Harvill Av.	n/o Commerce Center Dr.	72.4	72.4	0.0	No	No
4	Harvill Av.	s/o Commerce Center Dr.	72.4	72.5	0.1	No	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, 2019c, 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 73.6 to 73.9 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. NIA Table 7-6 shows the EAC with Project conditions would range from 73.7 to 74.0 dBA CNEL. Table 5-15, *Unmitigated EAC With Project Traffic Noise Impacts*, shows that the Project off-site traffic noise level increases would range from 0.0 to 0.1 dBA CNEL. 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, 2019c, p. 48)

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	73.7	0.1	No	No
2	Harvill Av.	s/o Markham St.	73.9	73.9	0.0	No	No
3	Harvill Av.	n/o Commerce Center Dr.	73.9	73.9	0.0	No	No
4	Harvill Av.	s/o Commerce Center Dr.	73.9	74.0	0.1	No	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, 2019c, 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 not expose sensitive receptors to noise level increases exceeding the thresholds of significance identified above 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 362 fewer vehicle trips per day (actual vehicles), or less than half the amount of traffic evaluated by EIR No. 466 for the Project site (refer to as 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 362 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 result in transportation-related noise increases of 1.5 dBA CNEL or above, and therefore would not result in a significant impact due to transportation-related noise

increases. Furthermore, operational noises associated with the Project would not expose any residential properties within the County of Riverside to noise levels exceeding 55 dBA CNEL (daytime) or 45 dBA CNEL (nighttime), and would not expose any residential properties within the City of Perris to noise levels exceeding 80 dBA Leq (daytime) or 60 dBA Leq (nighttime). Additionally, the analysis provided herein demonstrates that when combined with existing ambient noise sources in the area, the Project would not result in any operational-related noise level increases affecting sensitive receptors. As evaluated herein, during temporary Project construction activities the highest construction noise levels at the potentially impacted receiver locations are expected to approach 57.7 dBA Leq, and would satisfy the NIOSH 85 dBA Leq significance threshold for properties within Riverside County and the City of Perris 80 dBA Leq significance threshold for properties located within the City of Perris. 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. 180038, which would entail development of the 8.51-acre Project site with up to 154,751 s.f. of warehouse uses. Implementation of Plot Plan No. 180038 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 this portion of MFBCSP Planning Area 5. 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. 180038, 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, consistent with the finding of EIR No. 466. The proposed Project’s construction activities most likely to cause vibration impacts are: (Urban Crossroads, 2019c, p. 70)

- 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, 2019c, p. 70)

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	622'	0.000	0.000	0.001	0.001	0.001	0.001	0.01	No
R2	769'	0.000	0.000	0.000	0.001	0.001	0.000	0.01	No
R3	1,683'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No
R4	1,500'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No
R5	991'	0.000	0.000	0.000	0.000	0.000	0.000	0.01	No
R6	708'	0.000	0.000	0.001	0.001	0.001	0.000	0.01	No
R7	637'	0.000	0.000	0.001	0.001	0.001	0.000	0.01	No

1. Receiver locations are shown on Figure 5-1.
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, 2019c, Table 10-9)

At distances ranging from 605 to 1,659 feet from Project construction activities, construction vibration velocity levels are expected to approach 0.001 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. (Urban Crossroads, 2019c, p. 70)

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 0.001 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, 2019c, p. 70)

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 Root Mean Square (RMS) is used. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. According to the FTA *Transit Noise Impact and Vibration Assessment*, trucks rarely create vibration that exceeds 70 VdB or 0.003 in/sec RMS unless there are bumps due to frequent potholes in the road. Trucks transiting on site would be travelling at very low speeds so it is expected that delivery truck vibration impacts at nearby homes would satisfy the County of Riverside vibration threshold of 0.01 in/sec RMS, and therefore, would be less than significant. (Urban Crossroads, 2019c, p. 60)

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 a subsequent acoustical analysis (*Technical Appendix G*) was prepared in conjunction with the Project, which demonstrates that the Project does not require the sound barriers listed in Mitigation Measure MM Noise 5 to attenuate noise levels affecting residences located west of the Project site. Additionally, Mitigation Measure MM Noise 6 would not apply because the Project site is located more than 200 feet from the nearest residence.

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.

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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 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 154,751 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 abutting the northern, western, and southern boundaries of 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. 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: Conditions of the Project site have not substantially changed since EIR No. 466 was certified in 2005 (Google Earth, 2018). Consistent with the finding of EIR No. 466, and as previously depicted on Figure 2-4, under existing conditions the Project site is vacant and does not contain any dwelling units. As such, and consistent with the finding of the IS/NOP prepared for EIR No. 466, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and no impact would occur. Therefore,

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

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that buildout of the MFBCSP would result in between 2,950 and 5,728 jobs. The IS/NOP disclosed that the MFBCSP may indirectly induce housing developments elsewhere; however, the IS/NOP noted that the number of jobs potentially generated by the MFBCSP could be filled by residents already residing in the region. As such, the IS/NOP concluded that impacts due to housing demand would be less than significant, and this topic was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 38 and 39)

No Substantial Change from Previous Analysis: The Project Applicant proposes Plot Plan No. 180038, which would entail development of the 8.51-acre Project site with up to 154,751 s.f. of warehouse uses. Implementation of Plot Plan No. 180038 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. 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 187,722 s.f. of industrial building area. Given that the Project would result in up to 154,751 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. Furthermore, the Riverside County General Plan land use plan reflects the County’s vision for future growth, and designates large portions of the County for development with residential uses. Thus, and consistent with the conclusion reached by the IS/NOP prepared for EIR No. 466, while the Project would result in an increase in demand for additional housing, the Project’s incremental increase in County residents would not result in or require additional housing beyond what is already planned for and accommodated by the General Plan. Furthermore, the provision of employment-generating land uses would assist the County in improving its jobs-housing balance, as the County currently has a high proportion of residents in relation to the number of jobs. Accordingly, impacts would be less than significant, and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

c) Would the proposed Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

EIR No. 466 Finding: EIR No. 466 disclosed that urbanization of the MFBCSP area could potentially influence continued development within adjacent properties by providing or extending roadways, extending water 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

Plot Plan No. 180038 (Building 12)

other properties in the surrounding area were already served by existing roadways. Likewise, EIR No. 466 found that properties in the surrounding area already were served by or had access to potable water, and that new or expanded entitlements or resources would not be necessary to serve the MFBCSP; thus, EIR No. 466 concluded that water infrastructure proposed by the MFBCSP would not be growth inducing. EIR No. 466 also disclosed that the MFBCSP would not increase the number of parcels served by sewer service. EIR No. 466 indicated that while buildout of the MFBCSP would generate between 3,108 and 6,034 employees, the number of employees would be within the scope of regional growth forecasts. Additionally, EIR No. 466 disclosed that the MFBCSP would improve the jobs-housing ratio within western Riverside County. EIR No. 466 concluded that due to the economic impacts of the MFBCSP, the MFBCSP would have some growth-inducing impacts. However, because the MFBCSP was found to be consistent with the MFBCSP site's general plan land use designations, would not require the extension of infrastructure into an area that currently lacks water and sewer lines and roads, and would not require the development of new water sources or the expansion of sewer treatment facilities, growth inducing impacts were found to be less than significant. (Webb, 2005, pp. IV-293 through IV-295)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways; water, sewer, and drainage infrastructure; and rough grading of building pads. Infrastructure improvements proposed by the Project Applicant, such as sewer lines and drainage facilities, have been sized only to serve the proposed Project and would not induce growth in the surrounding areas. Furthermore, and as discussed in EIR No. 466, due to past development, much of the area surrounding the Project site also is served by existing infrastructure, including roads, water, sewer, and drainage facilities. As previously discussed in Subsection 5.1.6, EIR No. 466 assumed that the MFBCSP area would be developed at a FAR of 0.51, indicating that EIR No. 466 assumed buildout of the Project site with up to 187,722 s.f. of warehouse/distribution uses. Because the Project Applicant proposes a total of 154,751 s.f. of light industrial uses, the Project also would result in a reduction in employment as compared to what was evaluated by EIR No. 466. Additionally, while the Project would result in an incremental increase in the number of employees within the County, the Project as proposed would be fully consistent with the site's underlying General Plan, MVAP, and MFBCSP land use designations. The Riverside County General Plan land use plan reflects the County's vision for future growth, and designates large portions of the County for development, including development of residential uses. Thus, while the Project would result in an increase in demand for additional housing, the Project's incremental increase in County residents would not result in or require additional housing beyond what is already planned for and accommodated by the General Plan. Furthermore, the provision of employment-generating land uses would assist the County in improving its jobs-housing balance, as the County currently has a high proportion of residents in relation to the number of jobs. Accordingly, impacts would be less than significant, and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.16 Public Services

	<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</u> services?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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: Consistent with the conditions evaluated in EIR No. 466, the Riverside County Fire Department provides fire protection services to the Project area. As previously discussed in Subsection 5.1.6, EIR No. 466 assumed that the MFBCSP area would be developed at a FAR of 0.51, indicating that EIR No. 466 assumed buildout of the Project site with up to 187,722 s.f. of warehouse/distribution uses. Because the Project Applicant proposes a total of 154,751 s.f. of light industrial uses, the Project would result in a slight reduction in demand for fire protection services as compared to what was evaluated by EIR No. 466. As anticipated by EIR No. 466, and subsequent to certification of EIR No. 466, the Mead Valley Fire Station (Fire Station 59) was constructed in 2006, and is located approximately 2.9 roadway miles southwest of the Project site at 21510 Pinewood St, Perris, CA 92570 (Google Earth, 2018).

With respect to the proposed Project, the Riverside County Fire Department Fire Protection and Emergency Medical Master Plan indicates that development of up to 154,751 s.f. of warehouse uses 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). As noted above, the Mead Valley Fire Station (Fire Station 59) is located approximately 2.9 roadway miles southwest of the Project site. Thus, and as concluded by EIR No. 466, the Project would be consistent with the fire protection goals of “Category II – Urban” level of service. Additionally, EIR No. 466 indicated that a new fire station would be needed for each 3.5 million s.f. of commercial or industrial occupancy. The Project Applicant proposes 154,751 s.f. of industrial uses, and therefore the Project would not trigger the need for a new fire station. Moreover, the Mead Valley Fire Station (Fire Station 59) was constructed in 2006 to serve the Project area, and would be able to provide fire protection services to the Project site without the need for new or expanded fire protection facilities. In addition, the Project has been reviewed by the Riverside County Fire Department, which determined that the Project would be served by adequate fire protection services in accordance with the Riverside County Fire Department *Fire Protection and Emergency Medical Master Plan* (Riverside County, 1986).

As noted by EIR No. 466, development anticipated by EIR No. 466, including the proposed Project, would affect fire protection services by placing an additional demand on existing Riverside County Fire Department resources should its resources not be augmented. To offset the increased demand for fire protection services, and as with all development within the MFBCSP, the proposed Project would be conditioned by the County to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. Furthermore, and also consistent with the findings of EIR No. 466, the Project and all other developments within the MFBCSP would be required to comply with the provisions of the County’s Development Impact Fee (DIF) Ordinance (Riverside County Ordinance No. 659), which requires a fee payment to assist the County in providing for fire protection services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project.

Based on the foregoing analysis, and consistent with the findings of EIR No. 466, implementation of the Project would not result in the need for new or physically altered fire protection facilities, and would not exceed applicable service ratios or response times for fire protections services. As such, impacts to fire protection services would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<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>
3 I. 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"/>

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

EIR No. 466 Finding: EIR No. 466 disclosed that sheriff services would be provided by the Riverside County Sheriff’s Department and that the construction of the MFBCSP would result in new industrial development, thereby resulting in the need for law enforcement services. EIR No. 466 noted that the Sheriff Department’s desirable level of service was 1.0 sworn officers per 1,000 residents and the General Plan EIR identified a goal of meeting and maintaining a level of 1.5 sworn officers per 1,000 residents. EIR No. 466 indicated that the General Plan EIR evaluated the potential impact of development upon sheriff services only in terms of the number of sworn officers required to serve the build-out population in Riverside County. EIR No. 466 found that because the MFBCSP did not propose residential uses, it would not directly result in an impact upon the above-described population-based service levels. As such, EIR No. 466 determined that the MFBCSP would not result in the need for additional sworn officers. Absent the need for additional sworn officers, EIR No. 466 concluded that the MFBCSP would not create a need for new or physically altered governmental facilities. Therefore, EIR No. 466 determined that the MFBCSP would not result in substantial adverse physical impacts associated with the provision of new or physically altered sheriff facilities, the construction of which could cause significant environmental impacts. Impacts were disclosed as less than significant. (Webb, 2005, p. IV-175)

Plot Plan No. 180038 (Building 12)

No Substantial Change from Previous Analysis: The Project Applicant proposes to develop a portion of MFBCSP Planning Area 5 with up to 154,751 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 150 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 187,722 s.f. of warehouse/distribution uses. Because the Project Applicant proposes a total of 154,751 s.f. of light industrial uses, the Project also would result in a reduction in the number of employees on site and therefore would result in reduced demand for sheriff’s services as compared to what was evaluated by EIR No. 466 for the Project site.

Additionally, since EIR No. 466 was certified a new Riverside County Sheriff’s Station was constructed at 137 N. Perris Blvd. Suite A, in the City of Perris, approximately 5.7 roadway miles to the 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 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>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the MFBCSP was located within the boundaries of the Val Verde Unified School District. The IS/NOP indicated that the MFBCSP would be developed with industrial and potentially commercial/retail land uses and would result in additional employment opportunities that could cause potential impacts to schools in the area. However, the IS/NOP found that such potential impacts would be reduced to below the level of significance through the payment of school fees in accordance with State law. Due to the nature of uses proposed by the MFBCSP and required fee payments, the IS/NOP concluded that impacts would be less than significant and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 41)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 154,751 s.f. of warehouse uses. These land uses are consistent with the range of land uses evaluated in EIR No. 466 and the associated IS/NOP. Consistent with the analysis presented in the IS/NOP, because the Project Applicant does not propose residential development, the Project would not directly result in the generation of a student population requiring new or expanded school facilities. Nonetheless, and also consistent with the findings of the IS/NOP, 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. While the Val Verde Unified School District (VVUSD) ultimately may 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, and consistent with the findings of the IS/NOP, 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>
<p>33. Libraries</p> <p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 disclosed that library services were provided to the MFBCSP area by the Riverside County Public Library System. The IS/NOP found that because the MFBCSP proposed industrial and potentially commercial development, it would not impact libraries. Therefore, the IS/NOP concluded that no impacts were expected and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 41)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 154,751 s.f. of warehouse uses. These land uses are fully consistent with the land use designations applied to the site by the MFBCSP and are within the range of land uses evaluated by EIR No. 466 and the associated IS/NOP. Consistent with the conclusion reached in the IS/NOP, the Project does not include a residential component, and thus the Project would not directly impact libraries. 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. However, and as with the project evaluated in the IS/NOP, 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"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that in the event of an emergency, future employees of the MFBCSP may access one of three major hospitals. The IS/NOP concluded that because the MFBCSP site was located within the service area of several hospitals, impacts to health services were concluded to be less than significant and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 41)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 154,751 s.f. of warehouse uses. These land uses are fully consistent with the land use designations applied to the site by the MFBCSP and are within the range of land uses evaluated in EIR No. 466 and the associated IS/NOP. As with the conditions that existed when the IS/NOP was prepared, the Project site is located within the service area of several hospitals. Notwithstanding, the Project would result in an increase of approximately 150 jobs, and therefore 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, and as with the project evaluated in the IS/NOP, 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 Applicant proposes up to 154,751 s.f. of warehouse uses. These land uses are fully consistent with the land use designations applied to the site by the MFBCSP and are within the range of land uses evaluated in EIR No. 466 and the associated IS/NOP. Consistent with the finding of the IS/NOP, because the Project does not include a residential component, the Project would not result in or require the construction or expansion of recreational facilities. 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. Additionally, the Project does not include or require the construction of any recreational facilities. 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 include any residential uses and therefore would not result in a direct demand for recreational facilities. As such, the Project would not increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Furthermore, and as indicated above under the discussion of Threshold a), the Project would result in only a nominal increase in the County's residential population, as it is anticipated that most jobs generated by the Project would be filled by existing County residents. As such, and consistent with the conclusion reached by the IS/NOP, the Project would not involve the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and there would be no impact. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- c) Would the proposed Project be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that although the MFBCSP site was located within County Service Area 152, the MFBCSP was not subject to Quimby Fees (Section 10.35 of Ordinance No. 460) as these fees only applied to residential developments. Therefore, the IS/NOP concluded that no impacts would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 42)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 154,751 s.f. of warehouse uses. This land use is fully consistent with the land use designation applied to the site by the MFBCSP and is within the range of land uses evaluated in EIR No. 466 and the associated IS/NOP. Consistent with the conclusion reached by the IS/NOP, the Project does not include residential uses and is therefore not subject to payment of Quimby fees pursuant to Section 10.35 of Riverside County Ordinance No. 460. Additionally, although the southwestern portions of the Project site are 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"/>

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the General Plan designated a Community Trail crossing through the northern portion of the MFBCSP site. The IS/NOP indicated that the MFBCSP would include a recreational trail, if appropriate within the site. While this issue was not evaluated in EIR No. 466, physical impacts associated with the construction of this trail were evaluated throughout EIR No. 466 under appropriate topic headings (e.g., biological resources, cultural resources, etc.).

No Substantial Change from Previous Analysis: According to MVAP Figure 9 and MFBCSP Figure III-7, the Project site and roadways abutting the Project site are not planned for any recreational trails, and no recreational trails are proposed by the Project. As such, no impacts due to trail construction would occur with Project implementation. 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 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. 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;

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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: EIR No. 466 assumed that the MFBCSP would be developed with approximately 6,215,500 s.f. of warehouse/distribution uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). Thus, EIR No. 466 assumed that the 8.51-acre Project site would be developed with up to 189,055 s.f. of warehouse/industrial building area (0.51 x 370,696 s.f. [8.51 acres] = 189,055 s.f.). 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 154,751 s.f. warehouse building is anticipated to generate significantly fewer trips as compared to the number of trips assumed for the Project site by EIR No. 466. Specifically, the proposed Project would generate 702 fewer PCE trip-ends per day, 26 fewer PCE AM peak hour trips, and 28 fewer PCE PM peak hour trips as compared to the amount of traffic evaluated for the Project site by EIR No. 466. The Project would produce approximately 33.5% of the PCE vehicle trips evaluated for the site by EIR No. 466. As such, the proposed Project would result in fewer trips and therefore fewer impacts to study area transportation facilities as compared to what was evaluated 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, 2019d, p. 42)

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. 180038) to implement a portion of Planning Area 5 of the MFBCSP, and the Project's Plot Plan No. 180038 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 April 26, 2019. The TIA is included as *Technical Appendix H* (Urban Crossroads, 2019d). 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.

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	187.722	TSF							
Passenger Cars:			30	7	37	10	30	39	352
Truck Trips:			10	2	12	3	10	13	352
Intra Land Use Trips (10%)			-4	-1	-5	-1	-4	-5	-70
TOTAL NET TRIPS (Actual Vehicles)²			35	8	44	12	35	47	634
Currently Proposed Project Trip Generation:									
Warehousing	154.751	TSF							
Passenger Cars:			16	5	21	6	17	23	216
Truck Trips:									
2-axle:			1	0	1	0	1	1	10
3-axle:			1	0	1	0	1	1	12
4+-axle:			3	1	4	1	3	4	34
- Net Truck Trips			5	1	6	1	5	6	56
BUILDING 12 TOTAL NET TRIPS (Actual Vehicles)²			21	6	27	7	22	29	272
VARIANCE (Actual Vehicles)			-14	-2	-17	-5	-13	-18	-362
Passenger Car Equivalent (PCE)									
Trip Generation from SP EIR Traffic Study:									
Warehousing	187.722	TSF							
Passenger Cars:			30	7	37	10	30	39	352
Truck Trips:			20	5	24	7	20	26	704
Intra Land Use Trips (10%)			-5	-1	-6	-2	-5	-7	-106
TOTAL NET TRIPS (PCE)²			49	12	61	16	49	66	1,056
Currently Proposed Project Trip Generation:									
Warehousing	154.751	TSF							
Passenger Cars:			16	5	21	6	17	23	216
Truck Trips:									
2-axle:			1	0	1	0	1	1	14
3-axle:			2	1	3	1	2	3	22
4+-axle:			8	2	10	3	8	11	102
- Net Truck Trips			11	3	14	4	11	15	138
BUILDING 12 TOTAL NET TRIPS (PCE)²			27	8	35	10	28	38	354
VARIANCE (PCE)			-22	-4	-26	-6	-21	-28	-702

¹ TSF = thousand square feet

² TOTAL NET TRIPS = Passenger Cars + Net Truck Trips.

(Urban Crossroads, 2019d, Table 4-3)

Minimum Level of Service and Thresholds of Significance

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow. (Urban Crossroads, 2019d, p. 19)

The definition of an intersection deficiency has been obtained from the County of Riverside General Plan. Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS: (Urban Crossroads, 2019d, p. 22)

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- *LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.*

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, 2019d, p. 23)

- 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 AM or PM peak hour project trips causes the intersection to operate at an unacceptable LOS. (Urban Crossroads, 2019d, p. 23)
- 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, 2019d, p. 23)

Because the Project generates less than 50 peak hours trips, any impact to the study area intersections is considered less than significant. Notwithstanding, an analysis was conducted for Project driveways and site-adjacent intersections in order to identify potential deficiencies that may result from Project implementation. (Urban Crossroads, 2019d, p. 23)

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 6 existing and future intersections, as shown on Figure 5-3, *Study Locations and Existing Roadway Network*. Because the Project would generate fewer than 50 peak hour trips, only the Project site adjacent intersections and future Project driveways have been evaluated. Figure 5-4, *Existing Number of Through Lanes and Intersection Controls*, 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, 2019d, pp. 25-32)

Existing Traffic Counts

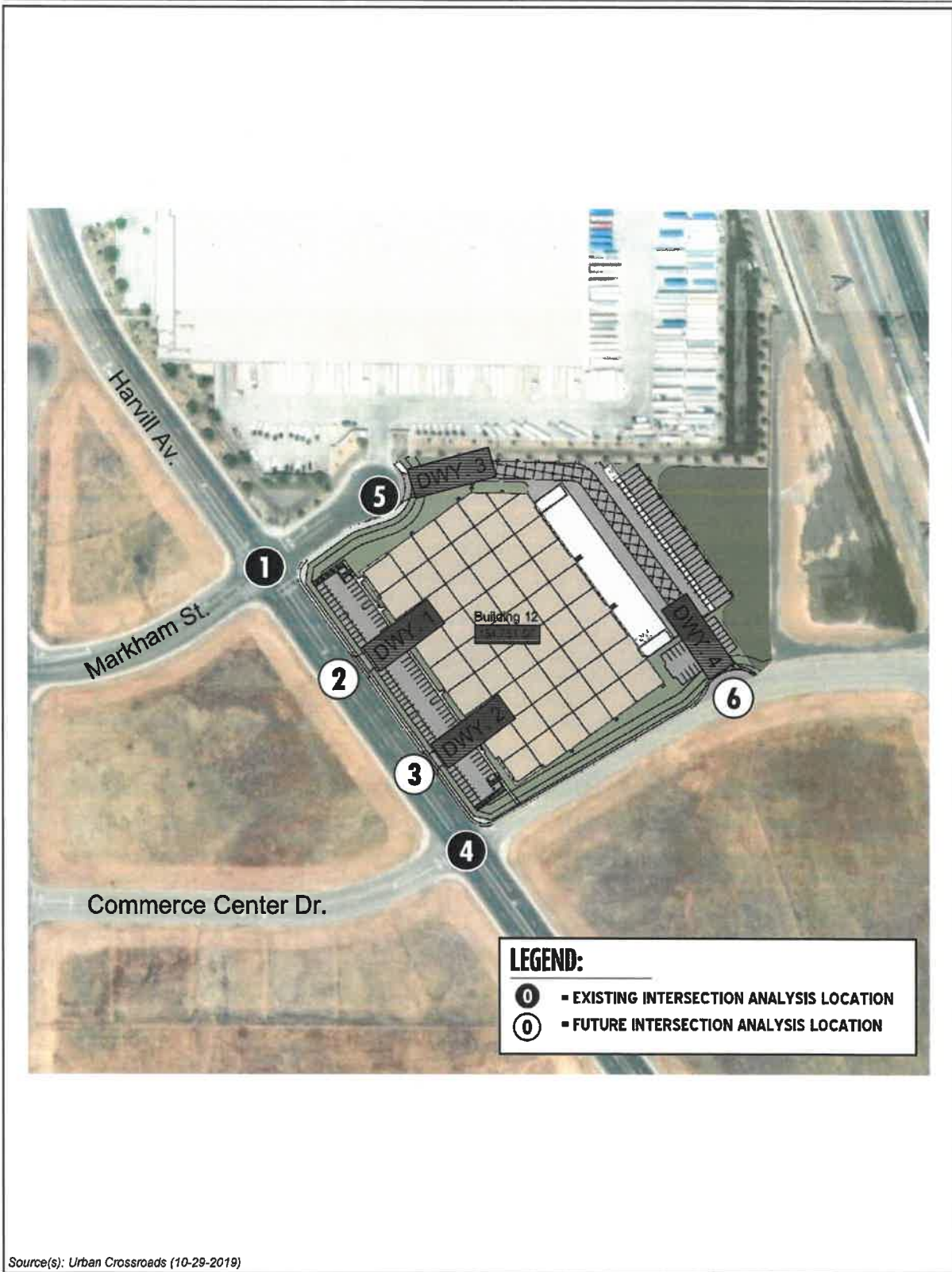
The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in October 2018, while schools were in session. Consistent with standard engineering practice, these traffic counts were conducted either on Tuesday, Wednesday, or 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, 2019d, 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, 2019d, p. 32)

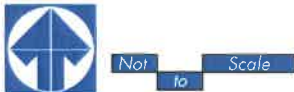
The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1 of the Project's TIA (*Technical Appendix H*). These raw turning volumes have been flow conserved between intersections with limited access, no access, and where there are currently no uses generating traffic. The traffic counts collected in October 2018 include the vehicle classifications as shown below: (Urban Crossroads, 2019d, p. 32)

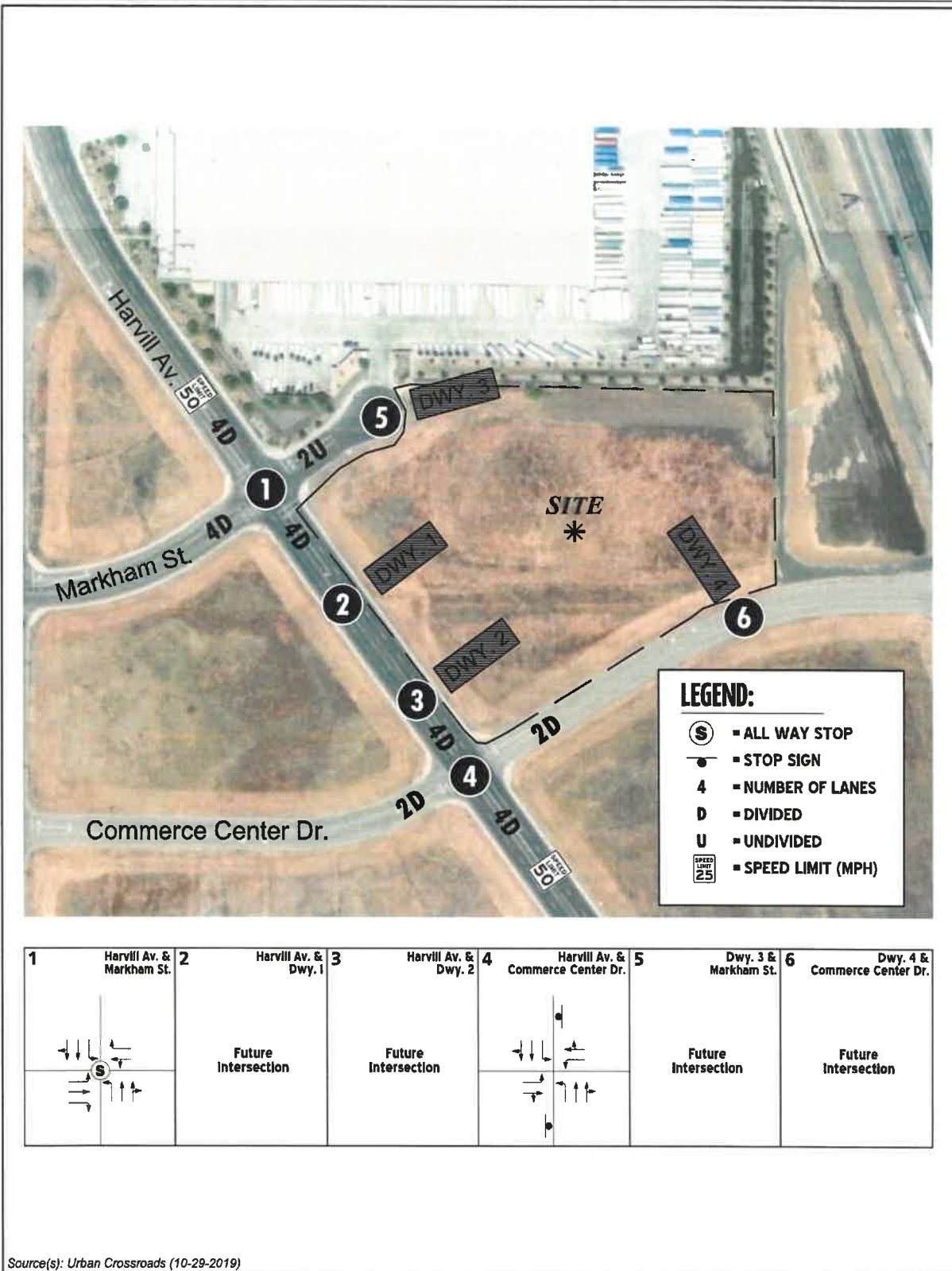
- Passenger Cars
- 2-Axle Trucks
- 3-Axle Trucks
- 4 or More Axle Trucks



Source(s): Urban Crossroads (10-29-2019)

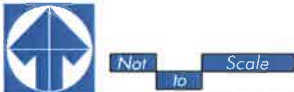
FIGURE 5-3





Source(s): Urban Crossroads (10-29-2019)

FIGURE 5-4
 EXISTING NUMBER OF THROUGH LANES
 AND INTERSECTION CONTROLS



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, 2019d, p. 34)

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, 2019d, p. 48)

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). (Urban Crossroads, 2019d, p. 34)

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	Harvill Av. & Markham St.	AWS	1	2	0	1	2	0	1	1	1	0	1	1	18.6	13.7	C	B
2	Harvill Av. & Driveway 1		Future Intersection															
3	Harvill Av. & Driveway 2		Future Intersection															
4	Harvill Av. & Commerce Center Dr.	CSS	1	2	0	1	2	0	1	1	0	1	1	0	14.1	9.5	B	A
5	Driveway 3 & Markham St.		Future Intersection															
6	Driveway 4 & Commerce Center Dr.		Future Intersection															

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

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, 2019d, Table 3-1)

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, 2019d, p. 34)

Existing Conditions Traffic Signal Warrants Analysis

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. There are no study area intersections that currently warrant a traffic signal under Existing traffic conditions. Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3 of the Project's TIA (*Technical Appendix H*). (Urban Crossroads, 2019d, p. 34)

Projected Future Traffic

Proposed Project

Trip generation represents the amount of traffic that is attracted to 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). Refer to the Project's TIA (*Technical Appendix H*) for a discussion of the ITE land use codes and vehicle mixes utilized in the TIA. (Urban Crossroads, 2019d, p. 39)

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 three different truck types: 2-axle, 3-axle, and 4+-axle trucks. PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the 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, 2019d, p. 39)

As previously shown on Table 3-1, the proposed Project is anticipated to generate a net total of 272 actual vehicle trip-ends per day with 27 AM peak hour trips and 29 PM peak hour trips. In comparison, the proposed Project is anticipated to generate a net total of 354 PCE trip-ends per day, 35 PCE AM peak hour trips, and 38 PCE PM peak hour trips, as previously shown in Table 3-1. As noted above, and as shown in Table 5-17, the Project would generate 702 fewer PCE trip-ends per day, 26 fewer PCE AM peak hour trips, and 28 fewer PCE PM peak hour trips as compared to the amount of traffic EIR No. 466 assumed would be generated by the development of the Project site and evaluated therein. (Urban Crossroads, 2019d, p. 42)

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, 2019d, p. 42)

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, 2019d, p. 44)

The Project passenger truck trip distribution pattern is graphically depicted on Exhibit 4-1 of the Project's TIA (*Technical Appendix H*). The Project passenger 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, 2019d, p. 44)

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, 2019d, p. 44)

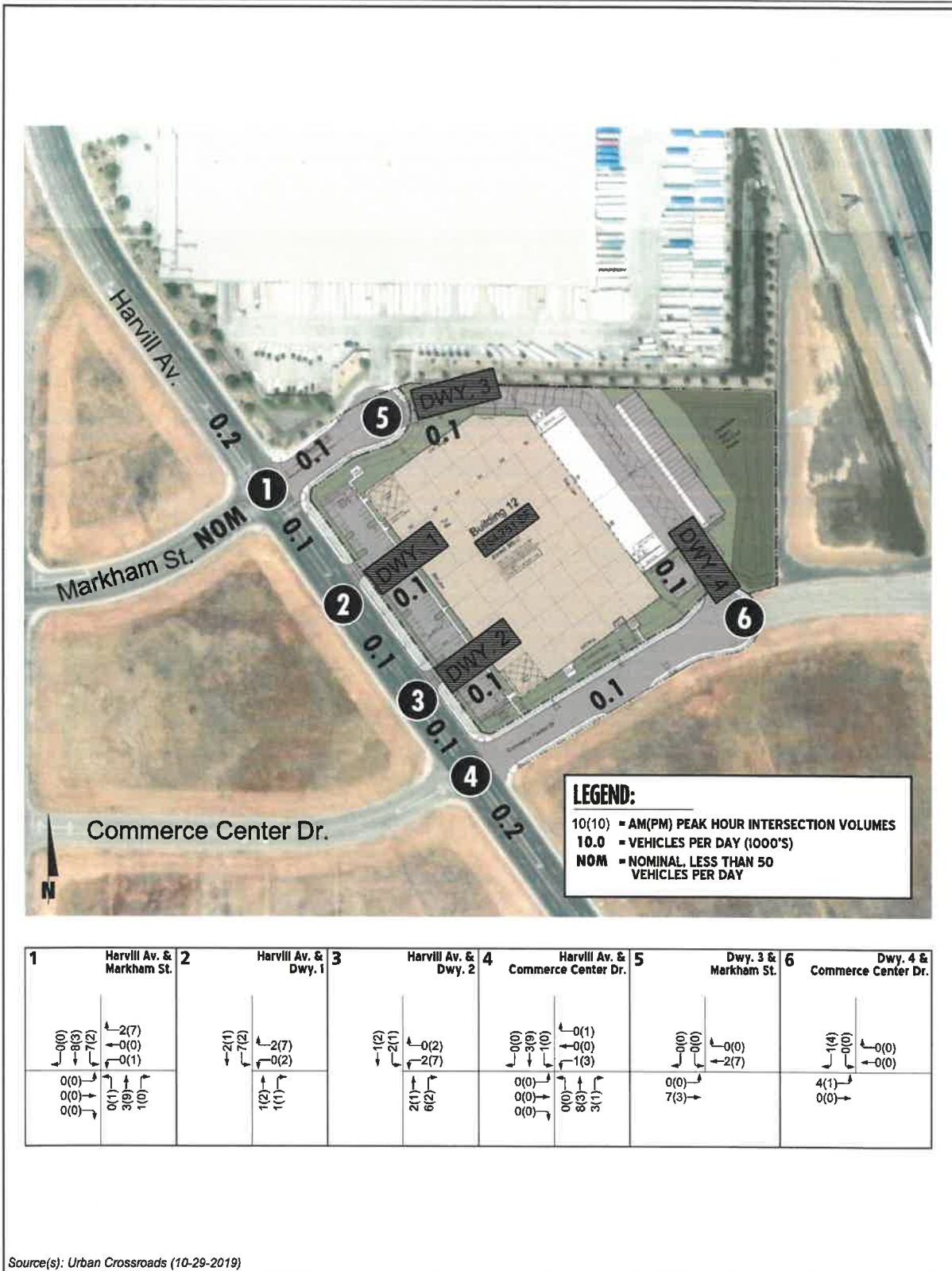
Project Trip Assignment

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project ADT and peak hour intersection turning movement volumes are shown on Figure 5-5, *Project Only Traffic Volumes (In PCE)*. (Urban Crossroads, 2019d, p. 44)

Background Traffic

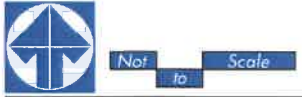
Future year traffic forecasts have been based upon two years of background (ambient) growth at 2% per year for 2020 traffic conditions. The total ambient growth is 4.04% for 2020 traffic conditions (growth of 2 percent per year, compounded over two years or 1.02^2 years). This ambient growth factor is 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, 2019d, p. 48)

Plot Plan No. 180038 (Building 12)



Source(s): Urban Crossroads (10-29-2019)

FIGURE 5-5



PROJECT ONLY TRAFFIC VOLUMES (IN PCE)

Plot Plan No. 180038 (Building 12)

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, 2019d, p. 48)

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, 2019d, p. 48)

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, 2019d, p. 48)

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, 2019d, p. 48)

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, 2019d, p. 49)

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

Table 5-19 Cumulative Development Land Use Summary

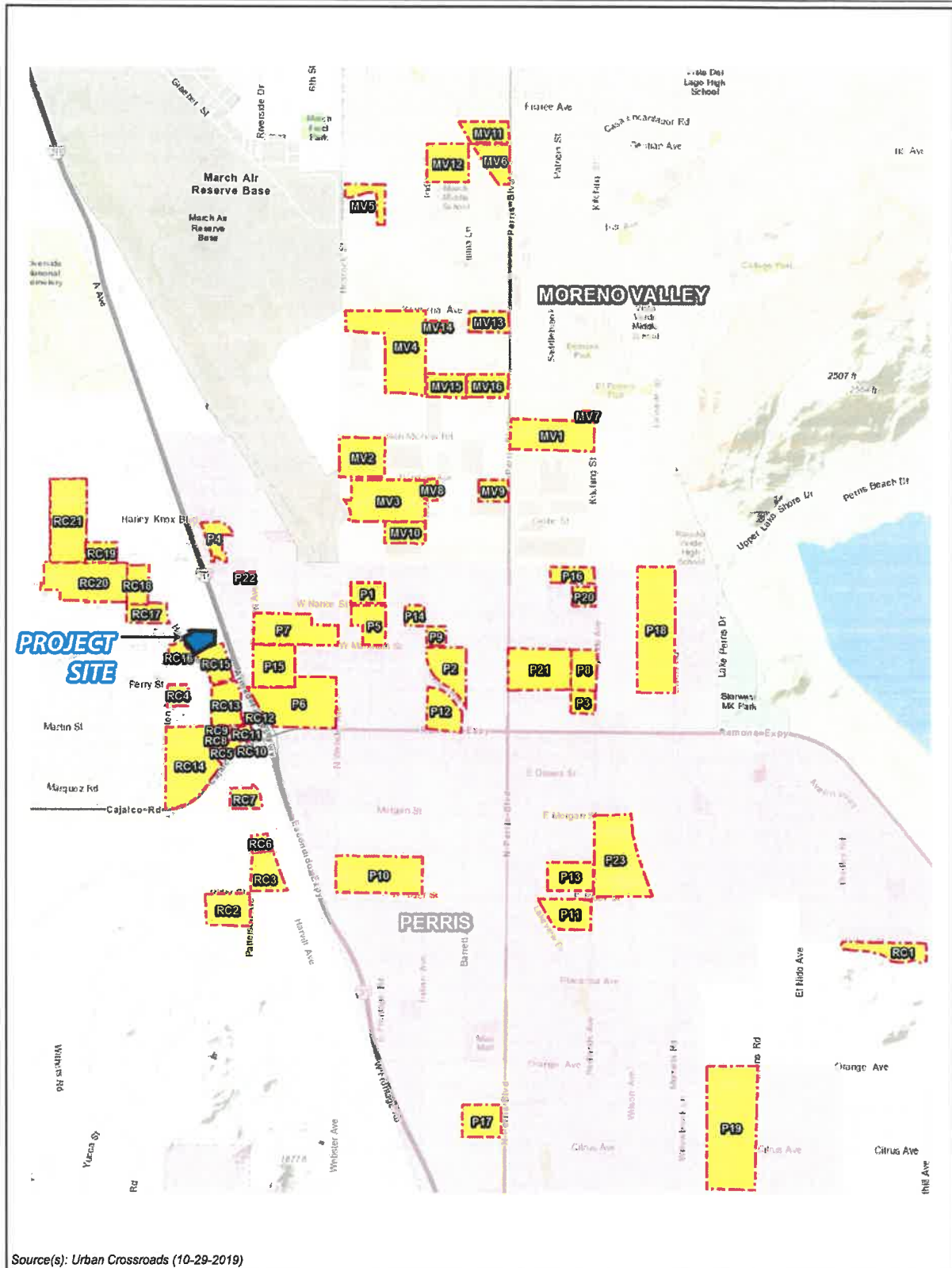
No.	Project Name / Case Number	Land Use ¹	Quantity	Units ²	Location
City of Perris					
P1	Bargemann / DPR 07-09-0018	Warehousing	173.000	TSF	NEC OF WEBSTER & NANCE
P2	Duke 2 / DPR 16-00008	High-Cube Warehouse	669.000	TSF	NEC OF INDIAN & MARKHAM
P3	First Perry / DPR 16-00013	High-Cube Warehouse	240.000	TSF	SWC OF REDLANDS AVE. & PERRY ST.
P4	Gateway / DPR 16-00003	High-Cube Warehouse	400.000	TSF	SOUTH OF HARLEY KNOX BLVD. EAST OF HWY. 215
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	OLC 2 / 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 - Building 15	Warehousing	90.279	TSF	NWC OF HARVILL AVE. & COMMERCE CENTER DR.
RC17	Majestic Freeway Business Center - Building 19	Warehousing	364.560	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC18	Majestic Freeway Business Center - Building 20	Warehousing	425.830	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC19	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, 2019d, Table 4-7)

Plot Plan No. 180038 (Building 12)



Source(s): Urban Crossroads (10-29-2019)

FIGURE 5-6



CUMULATIVE DEVELOPMENT LOCATION MAP

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 are shown on Exhibit 4-5 of the Project’s TIA (*Technical Appendix H*). (Urban Crossroads, 2019d, p. 70)

Near-Term Traffic Conditions

The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast Existing Plus Ambient Plus Project (EAP) and Existing Plus Ambient Plus Cumulative (EAPC) 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, 2019d, p. 49)

The near-term traffic analysis includes the following traffic conditions, with the various traffic components: (Urban Crossroads, 2019d, p. 49)

- 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, 2019d, p. 55)

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, 2019d, p. 55)

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, 2019d, p. 55)

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 indicates that there are no study area 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, 2019d, p. 55)

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	Harvill Av. & Markham St.	AWS	18.6	13.7	C	B	18.7	13.8	C	B
2	Harvill Av. & Driveway 1	<u>CSS</u>	Future Intersection				10.8	9.4	B	A
3	Harvill Av. & Driveway 2	<u>CSS</u>	Future Intersection				14.0	10.2	B	B
4	Harvill Av. & Commerce Center Dr.	CSS	14.1	9.5	B	A	18.3	11.7	C	B
5	Driveway 3 & Markham St.	<u>CSS</u>	Future Intersection				8.3	8.4	A	A
6	Driveway 4 & Commerce Center Dr.	<u>CSS</u>	Future Intersection				8.3	8.3	A	A

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

² AWS = All-way Stop; CSS = Cross-street Stop; CSS = Improvement (Urban Crossroads, 2019d, 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 (see Appendix 5.2 of the Project’s TIA, *Technical Appendix H*). (Urban Crossroads, 2019d, p. 55)

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.

Roadway Improvements – EAP 2020 Conditions

The lane configurations and traffic controls assumed to be in place for EAP 2020 conditions are consistent with those shown previously on Figure 5-3 and 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, 2019d, p. 59)

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 peak hour volumes which can be expected for EAP (2020) traffic conditions (in PCE). (Urban Crossroads, 2019d, p. 59)

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. The intersection operations analysis worksheets for EAP (2020) conditions are included in Appendix 6.1 of the Project’s TIA. (Urban Crossroads, 2019d, p. 59)

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	Harvill Av. & Markham St.	AWS	18.6	13.7	C	B	20.2	14.4	C	B
2	Harvill Av. & Driveway 1	<u>CSS</u>	Future Intersection				10.9	9.4	B	A
3	Harvill Av. & Driveway 2	<u>CSS</u>	Future Intersection				14.4	10.3	B	B
4	Harvill Av. & Commerce Center Dr.	CSS	14.1	9.5	B	A	19.0	11.8	C	B
5	Driveway 3 & Markham St.	<u>CSS</u>	Future Intersection				8.3	8.4	A	A
6	Driveway 4 & Commerce Center Dr.	<u>CSS</u>	Future Intersection				8.3	8.3	A	A

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

² AWS = All-way Stop; CSS = Cross-street Stop; CSS = Improvement (Urban Crossroads, 2019d, 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 or peak hour volumes. There are no study area intersections anticipated to meet planning level (ADT and peak hour) volume-based traffic

signal warrants under EAP (2020) traffic conditions (see Appendix 6.2 of the Project's TIA, which is included as *Technical Appendix H*). (Urban Crossroads, 2019d, p. 59)

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, 2019d, p. 63)

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 5-3 and Figure 5-4, with the exception of the following: (Urban Crossroads, 2019d, p. 63)

- 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, 2019d, p. 63)

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 study area intersections anticipated to operate at an unacceptable LOS under EAPC (2020) traffic conditions. The intersection operations analysis worksheets for EAPC (2020) conditions are included in Appendix 7.1 of the Project's TIA. (Urban Crossroads, 2019d, p. 63)

Table 5-22 Intersection Analysis for EAPC (2020) Conditions

#	Intersection	Traffic Control ²	Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM
1	Harvill Av. & Markham St.	AWS	31.7	24.8	D	C
2	Harvill Av. & Driveway 1	<u>CSS</u>	11.4	12.4	B	B
3	Harvill Av. & Driveway 2	<u>CSS</u>	16.0	13.2	C	B
4	Harvill Av. & Commerce Center Dr.	CSS	22.8	17.8	C	C
5	Driveway 3 & Markham St.	<u>CSS</u>	8.3	8.4	A	A
6	Driveway 4 & Commerce Center Dr.	<u>CSS</u>	8.3	8.4	A	A

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

² AWS = All-way Stop; CSS = Cross-street Stop; CSS = Improvement (Urban Crossroads, 2019d, Table 7-1)

Traffic Signal Warrants Analysis – EAPC 2020 Conditions

Traffic signal warrants have been performed (based on CA MUTCD) for EAPC (2020) traffic conditions based on daily or peak hour volumes. There are no 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 to the Project’s TIA, *Technical Appendix H*). (Urban Crossroads, 2019d, p. 63)

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. 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. As discussed under the analysis of Threshold 37.a), and as shown previously on Table 5-17, the proposed Project would generate 702 fewer PCE trip-ends per day, 26 fewer PCE AM peak hour trips, and 28 fewer PCE PM peak hour trips as compared to the amount of traffic evaluated for the Project site by EIR No. 466. The Project would generate approximately 33.5% of the total amount of traffic (in PCE trips) assumed for the site by EIR No. 466. As such, the Project's potential to impact CMP facilities would be reduced as compared to what was evaluated for the Project site by EIR No. 466. Additionally, the Project would not generate more than 50 trips during the AM or PM peak hours, and none of the Project's study area intersections are identified as CMP facilities in the Riverside County CMP. 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, 2019d, 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 Project Applicant proposes to implement a portion of Planning Area 5 of the MFBCSP, and Project improvements would be limited to frontage improvements and improvements to the proposed driveways off of Markham Street, Harvill Avenue, and Commerce Center Drive. Improvements proposed by the Project Applicant are fully consistent with the circulation plan included in the MFBCSP and evaluated by EIR No. 466. Additionally, and consistent with the findings of the IS/NOP, the proposed Project would be compatible in transportation design with the existing land uses and roadway network in the surrounding area, and the Project would not create a transportation hazard as a result of an incompatible use. The Project site is not located adjacent to residential uses, and truck traffic would utilize Harvill Avenue to access I-215 and not residential areas located generally west of Harvill Avenue. All improvements planned as part of the Project would be in conformance with applicable Riverside County roadway standards, and would not result in any hazards due to a design feature and would not result in inadequate emergency access. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that potential impacts to road maintenance from project-related traffic would be offset by fee mechanisms established and required by the Riverside County Transportation Department. Impacts were found to be less than significant, and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 44-45)

No Substantial Change from Previous Analysis: The Project as proposed is fully consistent with the MFBCSP, and buildout of the Project site with light industrial uses was evaluated as part of EIR No. 466 and its associated IS/NOP. Consistent with the finding of the IS/NOP, the Project would cause an effect on and increase the need for maintenance of roadways in the local area. However, as compared to the Project evaluated in EIR No. 466 and as shown in Table 5-17, the Project would generate approximately 702 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 and analyzed in EIR No. 466. Moreover, there are no new roadways proposed by the Project Applicant requiring maintenance, although the Project would dedicate ROW along the site's frontage with Harvill Avenue and Commerce Center Drive. Consistent with the finding of the IS/NOP, although the Project would result in an incremental increase in the need for new or altered maintenance of roads, such impacts would be off-set by applicable County fees as well as by property taxes. Additionally, there are no components of the Project that would inhibit the County's ability to continue to maintain roadways in the local area. 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: As noted by the IS/NOP prepared for EIR No. 466, the Project Applicant would be required to implement traffic control measures during proposed frontage improvements to Harvill Avenue. Additionally, it is anticipated that surrounding roadways have sufficient capacity to accommodate construction vehicle traffic traveling to and from the site because construction-related traffic would not exceed traffic volumes anticipated upon buildout of the Project. Accordingly, impacts to the circulation network during construction would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that roadways to access the MFBCSP area were already constructed, thereby facilitating greater emergency access to the MFBCSP area through the provision of a north/south road between Oleander and Cajalco Road. The IS/NOP further found that the MFBCSP would be developed in accordance with County ordinances, standard conditions of approval, and permits related to emergency access. Thus, the IS/NOP concluded that no impact would occur, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 43 and 45)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, major roadway facilities needed to serve buildout of the Project already are in place. Although the Project Applicant proposes frontage improvements to Harvill Avenue and would construct sidewalks along Markham Street and Commerce Center Drive, 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"/>

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: Consistent with the findings of EIR No. 466, Riverside County evaluated the MFBCSP area and determined that no bike trails are required along the Project's frontage with abutting roadways. Harvill Avenue is anticipated to serve truck traffic associated with buildout of the industrial/commercial uses allowed by the MFBCSP as well as other lands in the area that are designated for light industrial use. As such, a bike trail along Harvill Avenue would result in potentially unsafe conditions and is therefore not proposed or required. As such, no impacts due to the construction of bike trails 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.

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, requiring the dedication of 9 feet of ROW along the Project's frontage with Harvill Avenue. The Project site does not abut Nandina Avenue, Oleander Avenue, Old Oleander Avenue, Martin Street, Seaton Avenue, or Cajalco Expressway; thus, Mitigation Measures MM Trans 2, MM Trans 3, MM Trans 4, MM Trans 6, MM Trans 7, and MM Trans 8 would not apply to the proposed Project. Mitigation Measure MM Trans 5 applies to the portion of Markham Street west of Harvill Avenue, and is therefore not applicable to the Project. The Project is not adjacent to and does not produce more than 50 peak hour trips at the intersections of Harvill at Oleander Avenue, Harvill Avenue at Martin Street, Seaton Avenue at Cajalco Expressway, and Harvill Avenue at Messenia Lane; therefore, Mitigation Measures MM Trans 9, MM Trans 11, MM Trans 12, and MM Trans 13 are not applicable to the proposed Project. In addition, although the Project abuts the intersection of Harvill Avenue and Markham Street, the analysis in the Project's TIA (*Technical Appendix H*) demonstrates that a traffic signal is no longer warranted at this location; therefore, Mitigation Measure MM Trans 10 is not applicable to the proposed Project. However, 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, and the Project's conditions of approval would ensure that significant traffic impacts do not occur with implementation of the Project under any analysis scenario.

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.
- 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 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**

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

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures MM Cultural 1 and MM Cultural 2, identified above in subsection 5.1.5, shall apply.

5.1.20 Utilities and Service Systems

	<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.

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

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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 3-6, and in conformance with the MFBCSP, water service for Building 12 would occur from a direct connection to an existing 12-inch water main located within Markham Street. In addition, 10-inch fire water mains would be constructed on site surrounding Building 12 to provide adequate water for fire protection purposes, and would be supplied via connections to the existing 10-inch water line in Markham Street. Additionally, fire hydrants are proposed along Harvill Avenue and would be served by existing water lines within this roadway. Furthermore, sewer service for the Project would occur from a direct connection to existing sewer facilities in Commerce Center Drive. Additionally, all runoff generated on the site would be conveyed to a proposed detention basin on-site. Flows from the on-site detention basin and existing storm drainage facilities within Markham Street and Commerce Center Drive would be conveyed to an existing off-site detention basin located east of and adjacent to the Project site.

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 approximately 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 ($6,215,500 \text{ s.f.} \div 12,163,258.8 \text{ s.f.} [279.23 \text{ acres}] = 0.51$). The Project Applicant proposes to develop the site with a total of 154,751 s.f. of light industrial uses on an 8.51-acre site, resulting in an overall FAR of 0.42 ($154,751 \text{ s.f.} \div 370,696 \text{ s.f.} [8.51 \text{ acres}] = 0.42$). 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. At the time EIR No. 466 was certified, the PVRWRF had a capacity of 11 million gallons per day (gpd) (Webb, 2005, p. IV-225). However, according to current 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 a demand for approximately 14,467 gpd ($8.51 \text{ acres} \times 1,700 \text{ gpd/acre} = 14,467 \text{ gpd}$). (EMWD, 2006, Table 1) The Project's daily generation of wastewater represents 0.18% of the available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF would be 8.2 million gpd. Accordingly, adequate capacity exists at the PVRWRF to serve the Project's projected demand and construction of additional wastewater treatment facilities would not be required.

Based on the foregoing analysis, and consistent with the conclusions reached by EIR No. 466, the Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could result in significant environmental effects. Impacts associated with the construction of site improvements related to water, wastewater treatment, and storm water drainage have been evaluated throughout this EIR Addendum, which concludes that impacts would be less than significant or would be reduced to less-than-significant levels with implementation of mitigation measures or standards regulatory requirements. There are no components of the proposed Project's water, wastewater, or storm water drainage connections that would result in environmental effects not already addressed herein. Accordingly, impacts due to construction of water, waste water treatment, and stormwater drainage facilities would be less than significant. Based on the

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

b) Would the proposed Project have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years?

EIR No. 466 Finding: The Water Supply Assessment (WSA) prepared for EIR No. 466 (see Appendix F to EIR No. 466), EMWD determined that the water demand for the MFBCSP is estimated to be 264.4 acre-feet per year (AF/yr) or 0.236 mgd at build-out. EIR No. 466 indicated that the total demand for MFBCSP as set forth in the water supply assessment was within the limits of projected demand in the then-current Urban Water Management Plan (UWMP) and EMWD indicated that the MFBCSP would be included in the update to the UWMP in 2005. Therefore, EIR No. 466 concluded that based on the water supply assessment prepared for the project by EMWD, the MFBCSP would have less-than-significant impacts to water supplies. (Webb, 2005, p. IV-233)

No Substantial Change from Previous Analysis: As disclosed by EIR No. 466 and the WSA prepared for the MFBCSP (contained as Appendix F to EIR No. 466), buildout of the MFBCSP would result in a demand for 0.236 million gallons per day (mgd), or 264 acre-feet per year (AF/yr), which EIR No. 466 noted represented only 2.4% of the capacity at the Perris Valley Water Filtration Plant. Based on the findings of the WSA, EIR No. 466 determined that this level of water demand was not considered significant, and concluded that buildout of the MFBCSP would not require significant upgrades to existing water treatment facilities. EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 ($6,215,500 \text{ s.f.} \div 12,163,258.8 \text{ s.f. [279.23 acres]} = 0.51$). The Project Applicant proposes to develop the site with a total of 154,751 s.f. of light industrial uses on an 8.51-acre site, resulting in an overall FAR of 0.42 ($154,751 \text{ s.f.} \div 370,696 \text{ s.f. [8.51 acres]} = 0.42$). Thus, the Project would result in a substantial decrease in the amount of building area on site and associated demand for water as compared to what was evaluated and disclosed by EIR No. 466.

Moreover, since EIR No. 466 was certified in 2005, there have been a number of regulations and requirements implemented to reduce water demands associated with new developments. Specifically, Riverside County Ordinance No. 859 establishes provisions for water management practices and water waste prevention and creates a structure for planning, designing, installing, maintaining, and managing water-efficient landscapes in new and rehabilitated projects. Adopted to implement the requirements of the 2006 California Water Conservation in Landscaping Act and California Code of Regulations (CCR) Title 23, Division 2, Chapter 2.7, Ordinance No. 859 generally requires new development landscaping to not exceed a maximum water demand of 70% (or lower as may be required by state legislation). Additionally, future development on site would be subject to compliance with the 2016 California Green Building Standards Code (GBSC), which imposes a series of regulations to reduce water consumption both within buildings and in landscaping areas outside of buildings. 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 consistent with the assumptions made by the UWMP, which concluded that EMWD would have adequate supplies to meet existing and projected demands from existing and planned resources during normal, dry, and multiple dry-year conditions.

Based on the foregoing, because the Project is consistent with the General Plan, MVAP, and MFBCSP, the Project would be within the demand projections of the EMWD’s UWMP, which demonstrates the EMWD’s ability to provide water service within its district during various climactic conditions; thus, the EMWD would have sufficient water supplies available to serve the project from existing entitlements and resources, and no new or expanded resources would be required to serve the proposed Project. Accordingly, impacts to water supply would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<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 entails the buildout of a portion of MFBCSP Planning Area 5 with up to 154,751 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. As discussed in subsection 3.1.1, the Project Applicant proposes sewer lines on site that would connect to existing sewer facilities in 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. However, the Project's proposed sewer plan is consistent with the MFBCSP Section III.5, *Conceptual Water and Sewer Plans*, which indicates that future buildings within the MFBCSP would connect to the existing sewer infrastructure constructed as part of CFD No. 88-8 in the early 1980s. Additionally, impacts related to the Project's proposed sewer connections are considered to be part of the Project's construction phase and are evaluated throughout this Addendum to EIR No. 466 accordingly. The construction of wastewater 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. At the time EIR No. 466 was certified, the PVRWRF had a capacity of 11 million

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gallons per day (gpd) (Webb, 2005, p. IV-225). However, according to current information available from the EMWD the PVRWRF was since upgraded. 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 14,467 gpd (8.51 acres x 1,700 gpd/acre = 14,467 gpd). (EMWD, 2006, Table 1) Because the Project would develop the same acreage as assumed for the site by EIR No. 466, the Project would result in the same amount of wastewater generation as was assumed by EIR No. 466, based on EMWD's per-acre wastewater generation factor. The Project's daily generation of wastewater represents 0.18% of the current available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF would be 8.2 million gpd. Accordingly, and consistent with the findings of EIR No. 466, 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 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)

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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, as assumed by EIR No. 466. At the time EIR No. 466 was certified, the PVRWRF had a capacity of 11 million gallons per day (gpd) (Webb, 2005, p. IV-225). However, according to current information available from the EMWD the PVRWRF was since upgraded. 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 14,467 gpd (8.51 acres x 1,700 gpd/acre = 14,467 gpd). (EMWD, 2006, Table 1) Because the Project would develop the same acreage as assumed for the site by EIR No. 466, the Project would result in the same amount of wastewater generation as was assumed by EIR No. 466, based on EMWD’s per-acre wastewater generation factor. The Project’s daily generation of wastewater represents 0.18% of the available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF would be 8.2 million gpd. Accordingly, adequate capacity exists at the PVRWRF to serve the Project’s projected demand in addition to the EMWD’s existing commitments 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"/>

- a) **Would the proposed Project generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

EIR No. 466 Finding: EIR No. 466 found that given the limited contribution of construction-related solid waste anticipated to be generated by the MFBCSP over its estimated five-year construction period (approximately 0.033 to 0.039 percent of the annual landfill capacity), development of the MFBCSP would not substantially contribute to the exceedance of the permitted capacity of the designated landfills. Additionally, EIR No. 466 noted that considering the MFBCSP's participation in the source reduction programs required by the County, the solid waste stream generated by construction of the MFBCSP would be reduced over time. As such, EIR No. 466 concluded that impacts would be less than significant. (Webb, 2005, pp. IV-234 and IV-235)

With respect to operational-related landfill impacts, EIR No. 466 found that the majority of the waste generated (35-40% for warehousing and retail operations) was expected to be paper products that can be recycled. Additionally, EIR No. 466 noted that the California Integrated Waste Management Board (CIWMB) indicates that 51 percent of the overall waste stream for unincorporated portions of Riverside County was diverted away from landfills. Therefore, EIR No. 466 found that the MFBCSP's anticipated solid waste disposal totals would comprise approximately 49 percent of the total solid waste that would be generated by the MFBCSP. EIR No. 466 further indicated that the remaining 51 percent of the solid waste (approximately 12,608.5 to 16,764.4 tons per year) generated by the MFBCSP would consist of recycled material and green waste. EIR No. 466 determined that given the limited contribution of solid waste anticipated to be generated by the MFBCSP (approximately 0.195 to 0.259 percent of the annual landfill capacity), development of the MFBCSP would not substantially contribute to the exceedance of the permitted capacity of the designated landfills. Also, EIR No. 466 indicated that considering the MFBCSP's mandatory participation in the source reduction programs required by the County, the solid waste stream generated by the MFBCSP may be reduced over time. EIR No. 466 concluded that impacts to landfills would be below the level of significance. EIR No. 466 also determined that compliance with the Riverside County Integrated Waste Management Plan (CIWMP) would further reduce impacts to landfills. (Webb, 2005, pp. IV-236 and IV-237)

No Substantial Change from Previous Analysis: The MFBCSP allows for development with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 ($6,215,500 \text{ s.f.} \div 12,163,258.8 \text{ s.f.} [279.23 \text{ acres}] = 0.51$). The Project Applicant proposes to develop the site with a total of 154,751 s.f. of light industrial uses on an 8.51-acre site, resulting in an overall FAR of 0.42 ($154,751 \text{ s.f.} \div 370,696 \text{ s.f.} [8.51 \text{ acres}] = 0.42$). According to EIR No. 521, which was prepared for the County's 2015 General Plan Update, industrial uses generate approximately 10.8 tons of solid waste per year for each 1,000 s.f. of building area. Thus, because the Project Applicant proposes less building area than assumed by EIR No. 466, the Project would generate less solid waste as compared to the project evaluated by EIR No. 466. Based on the proposed square footage of Building 12, the Project would generate approximately 1,671 tons per year (tpy) of solid waste ($154,751 \text{ s.f.} \times 10.8 \text{ tons}/1,000 \text{ s.f.} = 1,671 \text{ tpy}$), or approximately 4.6 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 4.6 tpd that would be generated by the Project would represent 0.03% of the daily capacity of the El Sobrante Landfill, 0.09% of the daily capacity at the Lamb Canyon Landfill, and 0.10% 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	184,930,000	145,530,000 ¹
Lamb Canyon	5,000	38,935,653	19,242,950 ²
Badlands	4,800	34,400,000	15,748,799 ³
Totals:	25,854	258,265,653	180,521,749

1. Remaining capacity as of April 6, 2009, which is the most recent information reported by CalRecycle.
2. Remaining capacity as of January 8, 2015, which is the most recent information reported by CalRecycle.
3. Remaining capacity as of January 1, 2015, which is the most recent information reported by CalRecycle. (CalRecycle, 2019)

c) Does the proposed Project comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

EIR No. 466 Finding: EIR No. 466 did not identify any impacts due to a conflict with federal, state, and local statutes and regulations related to solid wastes including the CIWMP.

No Substantial Change from Previous Analysis: As with the project evaluated in EIR No. 466, the Project would be required to comply with County waste reduction programs pursuant to the State's Integrated Waste Management Act (IWMA) and the Riverside County CIWMP. Project-generated solid waste would be conveyed to the El Sobrante Landfill, Lamb Canyon Landfill, and/or Badlands Landfill. These landfills are required to comply with federal, State, and local statutes and regulations related to solid waste. Mandatory compliance with federal, State, and local 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.

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In order to assist the County of Riverside in achieving the mandated goals of the IWMA, the Project Applicant would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse Act of 1991 (Cal Pub Res. Code § 42911), which also was in effect when EIR No. 466 was certified, the Project would provide adequate areas for collecting and loading of recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. Additionally, the Riverside County Department of Waste Resources (DWR) requires development projects to prepare a Waste Recycling Plan (WRP) that identifies the materials (i.e., concrete, asphalt, wood, etc.) that would be generated by construction and development; the projected amounts; the measures/methods that would be taken to recycle, reuse, and/or reduce the amount of materials; the facilities and/or haulers that would be utilized; and the amount of solid waste generated by the Project. Mandatory compliance with the WRP would aid in the extension of the life of affected disposal sites. As such, the Project would comply with the mandates of applicable solid waste 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"/>
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"/>

a) **Would the proposed Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?**

- 1) **Electricity**
- 2) **Natural Gas?**
- 3) **Communication Systems?**
- 4) **Street Lighting?**
- 5) **Maintenance of Public Facilities?**
- 6) **Other Governmental Services?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 made the following findings with respect to Utilities and Service Systems:

- Electricity. The IS/NOP indicated that the MFBCSP would use existing electricity service provided by Southern California Edison. The IS/NOP noted that extensions would have to be made to the proposed structures within the MFBCSP. Since service already existed for the MFBCSP site, the IS/NOP concluded that the provision of extending electricity service to the MFBCSP site would be considered a less-than-significant impact and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)
- Natural Gas. The IS/NOP noted that the MFBCSP would use existing natural gas service provided by Southern California Gas Company, and that extensions would have to be made to the proposed MFBCSP structures. Because service existed within the MFBCSP site, the IS/NOP concluded that extending natural gas service to individual developments be considered a less-than-significant impact. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)
- Communication Systems. The IS/NOP noted that the MFBCSP would use existing communications service provided by Pacific Bell. The IS/NOP indicated that extensions would have to be made to the individual structures within the MFBCSP. However, since service existed within the project area, the IS/NOP concluded that extending communications service to developments within the MFBCSP would be considered a less-than-significant impact. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)
- Street Lighting. The IS/NOP indicated that the MFBCSP would require new street lighting along the site's frontage and along internal streets. However, the IS/NOP noted that the amount of new street lighting construction needed would be considered environmentally insignificant. Therefore, the IS/NOP concluded that street lighting construction for the MFBCSP would be a less-than-significant impact and therefore this issue was not evaluated in EIR No. 466. The IS/NOP did, however, indicate that light and glare issues and potential impacts upon the Mt. Palomar Observatory resulting from the street lights would be addressed in the Aesthetics section of EIR No. 466 (as discussed above in subsection 5.1.1). (Webb, 2005, Appendix A, p. 49)

- Maintenance of Public Facilities. Although the IS/NOP indicated that impacts resulting in the need for increased road maintenance from increased traffic would be potentially significant and would be evaluated in EIR No. 466 under the analysis of transportation and traffic, the introductory paragraph in the Transportation/Traffic section of EIR No. 466 erroneously indicated that the IS/NOP determined that impacts associated with maintenance of roads would be less than significant. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 49 and 50; Webb, 2005, p. IV-177)

No Substantial Change from Previous Analysis: Consistent with the project evaluated in EIR No. 466 and its associated IS/NOP, implementation of the proposed Project would require the construction of numerous facilities as necessary to provide services to the site, including electrical facilities, natural gas lines, communication systems (telephone/cable), and street lighting. Consistent with the conditions that existed when EIR No. 466 was certified, all facilities needed to serve the Project are available in the immediate area, and the Project would implement improvements on site that would connect to existing facilities available within or adjacent to the Project site. Although the telecommunication provider in the local area is now Time Warner Cable, the Project would be served by the same telecommunications facilities as was assumed by EIR No. 466; thus, the change in service provider does not constitute new information of substantial importance, as no increased physical impacts to the environment would occur beyond what was assumed by EIR No. 466. Impacts associated with the construction of facilities needed to serve the proposed Project are the same as was evaluated by EIR No. 466, and such improvements are inherent to the Project's construction phase and have been evaluated throughout this EIR Addendum accordingly. As concluded herein, the Project's construction-related impacts would be less than significant or could be reduced to less-than-significant levels with standard regulatory compliance and/or implementation of the mitigation measures identified by EIR No. 466. There are no components of the proposed Project or its demand for utility services that could result in significant environmental effects not otherwise addressed herein. In addition, although the Project would generate traffic that would result in the need for increased roadway maintenance in the local area, it is expected that any such increase in road maintenance costs would be off-set by property taxes generated by the Project. As such, the increased road maintenance would not affect the County's ability to fund existing programs established to protect the environment. Additionally, there would be no discernable environmental impacts associated with such increased need for maintenance. Accordingly, impacts due to the construction and expansion of utilities as needed to serve the Project and increased roadway maintenance would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address impacts to utilities and service systems. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. Mitigation Measure MM Utilities 1 has been revised to reflect the change in name from the "Waste Management Department" to the "Department of Waste Resources."

MM Utilities 1: The applicant shall submit a Recyclables Collection and Loading Area plot plan to the Riverside County ~~Waste Management Department~~ 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"/>

	<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. 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: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project would include adequate access for emergency response vehicles and personnel. Additionally, the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Furthermore, the Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- b) **Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

EIR No. 466 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in detail in EIR No. 466, EIR No. 466 nonetheless contained enough information about the MFBCSP's potential impacts associated with wildfires that that with the exercise of reasonable diligence, information about the MFBCSP's potential effect on wildfire risks and associated pollutants was readily available to the public.

No Substantial Change from Previous Analysis: The Project site is located within a developed portion of Riverside County. Land uses surrounding the Project site include existing and planned light industrial uses, with a detention basin, the AT&SF railroad, and I-215 to the east (Google Earth, 2018). Additionally, the Project site is mostly surrounded by improved roadways. Moreover, the Project area is not subject to wildfire hazards. The nearest area subject to wildland fire hazards occurs approximately 1.2 miles south of the Project site and south of Cajalco Road. (RCIT, 2019) 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. 466.

- 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 1.2 miles south of the Project site and south of Cajalco Road. (RCIT, 2019) 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. 466.

- 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 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 1.2 miles south of the Project site and south of Cajalco Road. (RCIT, 2019) Additionally, the Project site occurs in a portion of Riverside County that does not contain prominent hillforms or other topographic features that could subject the Project site or surrounding areas to risks associated with flooding or landslides caused by wildfires. There are no components of the Project that could contribute to or cause significant risks to people or structures as a result of fire-related flooding or landslides resulting from runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- e) **Would the proposed Project expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that the MFBCSP site was not located within a 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, 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;

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therefore, the IS/NOP concluded that risks associated with hazardous fire areas would be less than significant and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 25 and 26)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site is not identified as being susceptible to wildfires. The nearest area subject to wildland fire hazards occurs approximately 1.2 miles south of the Project site and south of Cajalco Road. (RCIT, 2019) Additionally, the Project site is located adjacent to land uses that do not pose a high fire risk, including existing and planned light industrial developments to the north, west, and south of the site, and an existing detention basin, the AT&SF railroad, and I-215 to the east (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>
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)?	<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, or would be reduced to a level below significant with implementation of the mitigation measures specified by EIR No. 466 (as modified/supplemented herein). Additionally, this EIR Addendum concludes that the Project as proposed would not result in any new or more severe cumulative effects beyond what was already evaluated and disclosed by EIR No. 466. All applicable mitigation measures identified as part of EIR No. 466 and that were imposed to address cumulatively-considerable effects would continue to apply to the proposed Project as revised, except as modified or supplemented by this Addendum to EIR No. 466. The analysis throughout this EIR Addendum demonstrates that all Project impacts would be less than significant, or would be reduced in comparison to the analysis and conclusions of EIR No. 466. Additionally, the analysis herein demonstrates that physical impacts associated with the Project (e.g., biological resources, cultural resources, geology/soils, etc.) would not substantially change or increase compared to the analysis presented in EIR No. 466. Therefore, because the Project would have similar or reduced cumulative impacts to the environment as compared to what was evaluated and disclosed in EIR No. 466, the Project would not result in any new or increased impacts to the environment beyond what was evaluated, disclosed, and mitigated for by EIR No. 466. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<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"/>

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No Substantial Change from Previous Analysis: The Project's potential to result in substantial adverse effects on human beings has been evaluated throughout this EIR Addendum (e.g., Air Quality, Geology/Soils, Noise, etc.). Where potentially significant impacts are identified, mitigation measures from EIR No. 466 have been imposed, as modified or supplemented by this EIR Addendum to EIR No. 466, to reduce these adverse effects to a level below significance. 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>

6.0 References

The following documents were referred to as information sources during the preparation of this document.

<u>Cited As:</u>	<u>Source:</u>
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7.0 Mitigation Monitoring Program

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180038 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. 180038	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180038	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. 180038		NOT APPLICABLE TO PP No. 180038	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. 180038		NOT APPLICABLE TO PP No. 180038	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 and off-site-leakage, 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.	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. 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 MIMP)	PLOT PLAN NO. 180038 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. 180038	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180038	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 _x .	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>MM Air 3: Prohibit all diesel trucks from idling in excess of five (5) minutes, both on-site and off-site.</p> <p>MM Air 4: Wherever practicable, main truck entries will not be located near existing residences.</p> <p>MM Air 5: Signage will be installed directing heavy-duty trucks to identified truck routes that avoid residential areas within vicinity of the Project site.</p>	Set forth as Condition of Approval on all development prior to implementing application approval.	Planning Department.	Applicable.	comply with BACT are 2014 for Large Fleets, 2017 for medium fleets, and 2019 for smaller fleets. 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. PDF: All of the Project's driveways occur along Markham Street, Commerce Center Drive, and Harvill Avenue, and away from existing residences located generally west of Seaton Avenue.	Significant direct and cumulative impacts.
			<p>MM Air 6: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls that accommodate TRUs in order to allow TRUs with electric standby capabilities to use them.</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</p>	Set forth as Condition of Approval on all development prior to implementing application approval.	Planning Department.	Applicable.	<p>PDF: The Project does not propose refrigerated space, and thus would not attract any TRUs.</p>	Significant direct and cumulative impacts.
			<p>MM Air 8: Provide preferential</p>	Set forth as	Planning Department.	Applicable.	RR: The 2016 Cal Green Code § 5.106.5.2	Significant

NOT APPLICABLE
TO PP No. 180038

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN NO. 180038 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. 180038	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180038	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>parking spaces for carpools and vanpools. Those parking spaces dedicated for vanpool access shall have a minimum 7' vertical clearance.</p> <p>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.</p> <p>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.</p> <p>a) All Heavy-Haul Trucks (HHD) accessing the Project site during construction shall use year 2010 or newer engines to the extent such HHD are commercially available.</p> <p>b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB Tier 3 Certified or</p>	<p>Condition of Approval on all development prior to implementing development application approval.</p> <p>Local transit agency to be contacted during implementing development application review.</p>	<p>Department.</p> <p>Planning Department.</p>	<p>Applicable.</p> <p>Applicable.</p>	<p>requires that new projects 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>None.</p> <p>None.</p>	<p>direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p>

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180038 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. 180038	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180038	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>better.</p> <p>c) Construction contractors shall notify their workers about Riverside County's Rideshare Program.</p> <p>d) Construction activities shall be suspended during Stage 2 Smoke Alerts issued by the South Coast Air Quality Management District (SCAQMD).</p> <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 unsealed 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 (paint).</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</p>					
				Although not specified by EIR No. 466, Mitigation	Planning Department	Applicable.	None.	Significant direct and cumulative

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 180038 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. 180038	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180038	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>California Code of Regulations Title 24 shall be provided. In addition, and to facilitate the possible future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed. 1) At Shell building permit, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the on-site location where the charging facilities would be located where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks. 2) At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel and charging units shall be installed, and the electrical wiring connections shall be made from the electrical panel to the charging units. If the tenant is not served by electric trucks, this requirement shall not apply.</p> <p>MM Air 12: All owner users and future tenants shall participate in Riverside County's Rideshare Program. The purpose of this program is to encourage 2+ person occupancy, vehicle trips and encourage other alternative modes</p>	<p>Measure MM Air 11 shall be implemented prior to issuance of building permits and prior to final buildings inspection.</p>		Applicable.	None.	<p>impacts.</p> <p>Significant direct and cumulative impacts.</p>

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 180038 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. 180038	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180038	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
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.	of transportation. Carpooling opportunities and public transportation information shall be advertised to employees of the building tenant. Developer and all successors shall include the provisions of this obligation in all leases of the Project so that all tenants shall fulfill the terms and conditions of this County condition of approval. MM Air 13: Developer and all successors shall include information in building sale and lease agreements that inform owner users and tenants about (1) the air quality benefits associated with water-based or low volatile organic compounds (VOC) cleaning products, and (2) the benefits of becoming SmartWay Shippers and SmartWay Carriers, which is federal EPA program that advances supply chain sustainability.	Although not specified by EIR No. 466, Mitigation Measure MM Air 13 shall occur as part of all future building sale and lease agreements.	Planning Department.	Applicable.	None.	Significant direct and cumulative impacts.
5.1.4: Biological Resources (Nesting Birds)	In the warehouse/ distribution only, and the warehouse/distribution plus commercial scenarios, the cancer risk threshold of ten excess cancer cases per million set by SCAQMD is exceeded and thereby considered significant. This threshold is not exceeded in the light industrial only and the light industrial plus commercial scenarios and therefore the impacts of these two scenarios are less than significant.	The analysis provided in the Project's Health Risk Assessment (EIR Addendum Technical Appendix A) demonstrates that the Project would not exceed the SCAQMD thresholds of significance for cancer or non-cancer health risks.	Implementation of the above-listed MM Air 3 through MM Air 6 will reduce potential impacts due to diesel exhaust, however, this impact will not be reduced to below the level of significance and a Statement of Overriding Consideration would be required prior to project approval.	Construction Start.	Project construction	Applicable.	None; Project impacts due to cancer and non-cancer health risks would be less than significant.	Significant direct and cumulative effects
		Consistent with the finding of EIR No. 466, the Project	MM Bio 1: In order to avoid violation of the Migratory Bird	Construction Start.	Project construction	Applicable.	None; Mitigation Measure MM Bio 1 (as revised) shall apply.	Less than Significant

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	<p>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.</p>	<p>has the potential to result in impacts to nesting birds during construction.</p>	<p>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 May 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</p>	<p>Prior to issuance of grading permit.</p>	<p>manager(s). Planning Department.</p>			

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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 and would then be adversely impacted by the proposed project construction.	Because the Project site contains suitable habitat for the burrowing owl, a pre-construction burrowing owl survey is required by the Migratory Bird Treaty Act (MBTA) and Fish and Game Code to avoid harming burrowing owls if any were to be present immediately prior to construction.	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 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	Prior to grading permit.	Planning Department.	Applicable.	None; Mitigation Measure MM Bio 2 shall apply.	Less than significant.

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5.1.4: Biological Resources (Sensitive Habitats and Jurisdictional Waters)	EIR No. 466 acknowledged the potential for impacts to non-wetland jurisdictional waters, including riparian habitats.	The proposed Project would permanently impact approximately 0.07 acre of Regional Board jurisdiction, none of which consist of jurisdictional wetlands, and approximately 0.08 acre of CDFW jurisdiction, none of which consists of vegetated riparian habitat and all of which consists of non- riparian, earthen ditch. A total of 563 linear feet of earthen ditch would be permanently disturbed.	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. No mitigation is required.	N/A	N/A	N/A	COA: Prior to issuance of grading permits, the Project Applicant shall obtain the appropriate permits from the regulatory agencies, including a CDFW Section 1602 Streambed Alteration Agreement and notification to the Regional Board in accordance with the Waste Discharge Requirements under Section 13260 of the CWC (the Porter-Cologne Water Quality Control Act). As part of the permitting process, it is expected that the regulatory agencies will require compensatory mitigation for permanent impacts to 0.07- acre of Regional Board jurisdiction, none of which consist of jurisdictional wetlands, and approximately 0.08 acre of CDFW jurisdiction, none of which consists of vegetated riparian habitat and all of which consists of non-riparian, earthen ditch, at a minimum 1:1 mitigation-to-impact ratio through the purchase of rehabilitation, re- establishment, and/or establishment	

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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>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 within 100 feet of the discovered cultural resources that 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 and an equipped 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</p>	During construction.	Project construction manager(s), County Archaeologist, Project Archaeologist, and Native American Tribal Representative.	Applicable.	mitigation credits at the Riverpark Mitigation Bank. In the event that compensatory mitigation credits are not available from the Riverpark Mitigation Bank at the time of proposed work commencement, the Project Applicant shall enter into an agreement to purchase rehabilitation credits from the Santa Ana River Watershed In-Lieu Fee Program (SARW-ILFP) at a 2:1 mitigation-to-impact ratio. The compensatory mitigation shall consist of the rehabilitation of riparian habitat within the Santa Ana River Watershed.	Less than significant.

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			<p>resources. Resource evaluations shall be limited to non-destructive analysis. Further ground-disturbing activities shall not resume within the area of the discovery until the appropriate treatment has been 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 of 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> <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>No mitigation is required.</p>	<p>During construction.</p>	<p>Project construction manager(s).</p>	<p>Applicable.</p>	<p>None; Mitigation Measure MM Cultural 2 shall apply.</p>	<p>Less than significant.</p>
							<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.</p>	<p>Less than significant.</p>
5.1.6: Energy	Impacts to energy were determined by the IS/MOP for EIR No. 466 to be less than significant.	With mandatory compliance with Title 24 Building Energy Efficiency Standards, Project Impacts due to energy					None.	Less than significant.

**NOT APPLICABLE
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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.	would 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 impacts due to geology and soils would be less than significant.	No mitigation is required.	NOT APPLICABLE TO PP No. 180038			None.	Less than significant.
5.1.8: Greenhouse Gas Emissions	The issue of Greenhouse Gas (GHG) emissions was not evaluated in EIR No. 466.	The Project Applicant would be required to demonstrate as part of future building permit applications that the Project will achieve a minimum of 100 points per the Riverside County Climate Action Plan (CAP).	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. 180038	
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	The Project would not result in significant impacts due to the transportation, use, or storage of hazardous materials, and the Project	No mitigation is required.					

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5.1.9: Hazards and Hazardous Materials (Airports)	exception of airports, as discussed below).	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.	MM Airport 1: All street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.	Review of electrical plan, prior to the issuance of building permits. Review of street improvement plans prior to issuance of building permits.	Department of Building and Safety Transportation Department	Applicable.	<ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> (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 	Less than significant.

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							<p>may otherwise affect safe air navigation within the area.</p> <p>(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <ul style="list-style-type: none"> 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: <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</i></p> 	

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						<p><i>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> <ul style="list-style-type: none"> 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 	

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							<p>aircraft operations are at or below 45 CNEL.</p> <ul style="list-style-type: none"> This Project has been evaluated for 147,249 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. The Project does not propose rooftop solar panels at this time. However, if the Project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base. The Federal Aviation Administration has conducted an aeronautical study of the proposed Project (Aeronautical Study No. 2018-AWP-18231-0E) 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. The proposed buildings shall not exceed a height of 46 feet above ground level and a maximum elevation at top point of 1,572 feet above mean sea level. The maximum height and top point elevation specified above shall not be 	

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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	Prior to the issuance of grading permits.	Department of Building and Safety	Applicable.	<p>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> <ul style="list-style-type: none"> Temporary construction equipment used during actual construction of the structure(s) shall not exceed 465 feet in height and a maximum elevation of 1.572 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://osaaa.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.

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5.1.10: Hydrology and Water Quality (Operational Water Quality)	Operational-related impacts to water quality would be potentially significant prior to mitigation.	With implementation of the Project's drainage plan as proposed, including the proposed detention/water quality basin, and with mandatory compliance with the Project's Water Quality Management Plan (WQMP), operational impacts to water quality would be less than significant.	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 M54 permit.	Draft WQMP to be submitted prior to approval of each implementing development application. Final WQMP to be submitted prior to issuance of grading permits.	Department of Building and Safety	Applicable.	PDF: A Project-specific WQMP was prepared for Plot Plan No. 180038. Additionally, Mitigation Measure MM Hydro 2 shall apply.	Less than significant.
5.1.10: Hydrology and Water Quality (Operational Water Quality)	Pollutants such as oil and grease, heavy metals, sediment, fertilizers and pesticides can be expected to be present in surface water runoff once project development occurs.	With implementation of the Project's drainage plan as proposed, including the proposed detention/water quality basin, and with mandatory compliance with the Project's Water Quality Management Plan (WQMP), operational impacts to water quality would be less than significant.	MM Hydro 3: To mitigate impacts related to water quality following development, individual project proponents will determine if coverage under the State's General Permit for Industrial Activities is necessary. This permit requires implementation of a SWPPP for certain types of industrial activities. The future building occupants of the structures proposed in this document may warrant coverage under the General Permit for Industrial Activities. Therefore, prior to issuance of the certificate of occupancy, building occupants shall determine whether or not coverage under the Industrial permit is warranted for their operations.	Prior to the issuance of grading permits. Prior to October 1 of each year following issuance of occupancy permits.	Department of Building and Safety. Regional Water Quality Control Board	Applicable.	None; Mitigation Measure MM Hydro 3 shall apply.	Less than significant.
5.1.10: Hydrology and Water Quality	Impacts due to increased runoff that has the potential	Due to drainage infrastructure constructed	MM Hydro 4: To mitigate impacts related to exceedance of capacity	Prior to the approval of	Flood Control District	Applicable.	PDF: A Project-specific hydrology study was prepared for the Project and reviewed.	Less than significant.

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(Storm Drain Capacity)	to exceed the capacity of downstream drainage facilities would be potentially significant prior to mitigation.	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.	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.	implementing development applications.			by the Riverside County Flood Control and Water Conservation District (RCFCWCD), which demonstrates that Plot Plan No. 180038 would not exceed the capacity of existing or planned storm drains with installation of the proposed detention/water quality basin.	
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.	Less than significant.
5.1.12: Mineral Resources	The IS/NOP prepared for EIR No. 466 determined that impacts to mineral resources would be less than significant.	The Project would not result in any direct or indirect impacts to mineral resources.	No mitigation is required.				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.				Traffic-related noise impacts associated with Plot Plan No. 180038 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	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	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	During project construction.	Building and Safety Department.	Applicable.	None; Mitigation Measure MM Noise 1 shall apply.	Less than significant.
				During project	Building and	Applicable.	None; Mitigation Measure MM Noise 2	Less than

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	<p>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.</p>	<p>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>	<p>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.</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>construction. During project construction.</p>	<p>Safety Department. Building and Safety Department.</p>	<p>shall apply. None; Mitigation Measure MM Noise 3 shall apply. PDF: The Project site is located more than 500 feet from the nearest occupied residential structure; thus, MM Noise 4 would not apply to the proposed Project. PDF: In accordance with Mitigation Measure MM Noise 5, a Project-specific Noise Impact Analysis was prepared, which demonstrates that the Project would not expose nearby residential receptors to noise levels exceeding the County's daytime (55 dBA CNEL) or nighttime (45 dBA CNEL) noise level limits, and would not exceed the City of Perris limits of 80 dBA Leq during the daytime hours and 60 dBA Leq during the nighttime hours. As such, Mitigation Measure MM Noise 5 shall no longer apply to Plot Plan No. 180038.</p>	<p>significant. Less than significant. Less than significant. Less than significant.</p>	
<p>NOT APPLICABLE TO PP No. 180038</p>								
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5.1.14: Paleontological Resources	Impacts to paleontological resources were determined by the IS/MOP for EIR No. 466 to be less than significant.	Due to past disturbances on site, any possible paleontological resources that may have existed on the Project site would have been removed or destroyed as part of past grading on site. Notwithstanding, the Project would be subject to the County's standard conditions of approval for projects located in areas with "High" paleontological sensitivity.	No mitigation is required.	<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>NOT APPLICABLE TO PP No. 180038</p>	<p>NOT APPLICABLE TO PP No. 180038</p>	<p>PDF: In accordance with Mitigation Measure MM Noise 5, a Project-specific Noise Impact Analysis was prepared, which demonstrates that the Project would not expose nearby residential receptors to operational noise levels exceeding the County's daytime (5 dBA CNEL) or nighttime (45 dBA CNEL) noise level limits, and would not exceed the City of Perris limits of 80 dBA Leq during the daytime hours and 60 dBA Leq during the nighttime hours. 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>	Less than significant.
5.1.14: Paleontological Resources	Impacts to paleontological resources were determined by the IS/MOP for EIR No. 466 to be less than significant.	Due to past disturbances on site, any possible paleontological resources that may have existed on the Project site would have been removed or destroyed as part of past grading on site. Notwithstanding, the Project would be subject to the County's standard conditions of approval for projects located in areas with "High" paleontological sensitivity.	No mitigation is required.	<p>NOT APPLICABLE TO PP No. 180038</p>	<p>NOT APPLICABLE TO PP No. 180038</p>	<p>NOT APPLICABLE TO PP No. 180038</p>	<p>COA: Prior to the issuance of grading permits, the Project Applicant shall retain a qualified paleontologist approved by the County to create and implement a Project-specific plan for monitoring site grading/earthmoving activities (Project paleontologist). The Project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the Project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the 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 	Less than significant.

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							<p>planned grading operations.</p> <ol style="list-style-type: none"> 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. 	

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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	No mitigation is required.			NOT APPLICABLE TO PP No. 180038	<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 institution.</p> <p>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.</p>	Less than significant

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5.1.1.6: Public Services	<p>The construction of the project could necessitate the provision of new, expanded, or physically-altered sheriff and fire services and the need for new fire facilities, which may have a significant impact on the environment, in order to maintain acceptable service ratios, 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</p>	<p>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.</p> <p>Consistent with the findings of EIR No. 466, although the Project has the potential to result in impacts to fire protection services, police libraries, and health services, impacts would be less than significant with mandatory payment of DIF fees and SB 18 fees.</p>	<p>No mitigation is required.</p>			<p>NOT APPLICABLE TO PP No. 180038</p>	<p>RR: The Project Applicant shall pay appropriate fees pursuant to Riverside County Ordinance No. 659 prior to occupancy permits.</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>	<p>Less than significant</p>

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5.1.17: Recreation	<p>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 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>					<div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>NOT APPLICABLE TO PP No. 180038</p> </div>	None.	Less than significant

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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>would occur or be accelerated, and impacts would be less than significant.</p> <p>Based on a Project-specific Traffic Impact Analysis (Technical Appendix H), the proposed Project would generate fewer than 50 peak hour trips (both actual vehicles and PCEs), and therefore has no potential to result in significant impacts to LOS at any study area intersections. All study area intersections, which are limited to Project driveways and site-adjacent intersections, were shown to operate at an acceptable LOS with the addition of Project traffic and traffic from cumulative developments. Accordingly, Project impacts to traffic would be less than significant and less than was evaluated for the Project site by EIR No. 466.</p>	<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 0.9 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.

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			<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>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.</p> <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>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</p>	<p>NOT APPLICABLE TO PP No. 180038</p> <p>NOT APPLICABLE TO PP No. 180038</p> <p>NOT APPLICABLE TO PP No. 180038</p> <p>NOT APPLICABLE TO PP No. 180038</p> <p>NOT APPLICABLE TO PP No. 180038</p> <p>NOT APPLICABLE TO PP No. 180038</p> <p>NOT APPLICABLE TO PP No. 180038</p> <p>NOT APPLICABLE TO PP No. 180038</p>			<p>The Project site does not front along Old Oleander Avenue, which is located approximately 0.4 mile north of the Project site. Thus, Mitigation Measure MM Trans 4 is not applicable to the proposed Project.</p> <p>MM Trans 5 applies to the portion of Markham Avenue located west of Harvill Avenue, and is therefore not applicable to the proposed Project.</p> <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>The Project site does not front along Seaton Avenue, which is located approximately 0.1 mile west of the Project site. Thus, Mitigation Measure MM Trans 7 is not applicable to the proposed Project.</p> <p>The Project site does not front along Cajalco Expressway, which is located approximately 0.6 mile southeast of the Project site. Thus, Mitigation Measure MM Trans 8 is not applicable to the proposed Project.</p> <p>The Project would not result in any direct or cumulatively-considerable impacts to the intersection of Harvill Avenue and Oleander Avenue, and the Project site is not proximate to this intersection. Improvements required by Mitigation Measure MM Trans 9 would be</p>	<p>Less than significant.</p> <p>Less than significant.</p> <p>Less than significant.</p> <p>Less than significant.</p> <p>Less than significant.</p> <p>Less than significant.</p> <p>Less than significant.</p>

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR NO. 466 MMP)	PLOT PLAN NO. 180038 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. 180038	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180038	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>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, 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: 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.</p> <p>MM Trans 12: Install Traffic</p>				<p>implemented as part of future implementing developments within the MFBCSP.</p> <p>With exception of the traffic signal, the improvements required by Mitigation Measure MM Trans 10 have been constructed. Although the Project abuts the intersection of Harvill Avenue and Markham Street, the analysis in the Project's TIA (Technical Appendix H) demonstrates that a traffic signal is no longer warranted at this location; therefore, Mitigation Measure MM Trans 10 is not applicable to the proposed Project.</p> <p>The Project is not adjacent to and does not produce more than 50 peak hour trips at the intersection of Harvill Avenue at Martin Street. As such, Mitigation Measure MM Trans 11 is not applicable to the proposed Project.</p>	<p>Less than significant.</p> <p>Less than significant.</p>
				<p>NOT APPLICABLE TO PP No. 180038</p>				
				<p>NOT APPLICABLE TO PP No. 180038</p>				
				<p>NOT APPLICABLE TO PP No. 180038</p>				

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			<p>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 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.</p> <p>N/A</p>				<p>produce more than 50 peak hour trips at the intersection of Seaton Avenue at Cajalco Expressway. As such, Mitigation Measure MM Trans 12 is not applicable to the proposed Project.</p>	significant.
			<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 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.</p> <p>N/A</p>				<p>The Project is not adjacent to and does not produce more than 50 peak hour trips at the intersection of Harvill Avenue at Messenia Lane. As such, Mitigation Measure MM Trans 13 is not applicable to the proposed Project.</p>	Less than significant.

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	<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</p>	<p>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 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>No mitigation is required.</p>	<p>NOT APPLICABLE TO PP No. 180038</p>	<p>None.</p>	<p>None.</p>	<p>Less than significant</p>	

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 180038 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. 180038	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180038	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>significant. Wastewater from the proposed project will not exceed the sewage capacity of Eastern Municipal Water District current sewer facilities considering other projected demands and commitments. When the project's 0.5525 mgd is added to existing demand, the total will be 8,2525 mgd of the plant's current capacity of 11 mgd (which will be expanded to 22 mgd at the end of 2010). Although the total amount of wastewater generated by the proposed project will be well within the capacity of the PVRWRF by the time that development of the proposed project is completed; there is the potential that prior to the expansion of the facility's capacity at the end of 2010 that EMWD will be required to reduce the wastewater diversions from elsewhere within the District to the PVRWRF. However, because EMWD's wastewater diversions are operational decisions, the amount that is diverted to the PVRWRF is variable. There is sufficient capacity in EMWD's other wastewater treatment facilities to accommodate any additional wastewater flows sent to them whenever</p>	<p>According to information available from the EMWD, the PVRWRF has a current capacity of 22 million gallons per day (gpd), and receives typical daily flows of 13.8 million gpd. The ultimate planned capacity at the PVRWRF is 100 million gpd. At buildout the Project would generate approximately 14,467 gpd (8.51 acres x 1,700 gpd/acre = 14,467 gpd). The Project's daily generation of wastewater represents 0.18% of the available daily capacity at the PVRWRF. With buildout of the Project, the remaining daily capacity at the PVRWRF would be 8.2 million gpd. Accordingly, adequate capacity exists at the PVRWRF to serve the Project's projected demand in addition to the EMWD's existing commitments.</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. 180038

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN NO. 180038 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. 180038	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180038	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>diversions from other parts of the District to the PVRWRF are reduced. Overall, EMWD has sufficient capacity to treat all wastewater generated by the proposed project, both during project phasing and after project build out. Therefore, no significant impact upon EMWD's ability to treat wastewater will occur.</p>							
	<p>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.</p>	<p>The 4.6 tpd that would be generated by the Project would represent 0.03% of the daily capacity of the El Sobrante Landfill, 0.09% of the daily capacity at the Lamb Canyon Landfill, and 0.10% 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.</p>	<p>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.</p> <p>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.</p> <p>MM UTILITIES 2: In addition to solid waste dumpsters, the project development will include recycling containers for aluminum cans, glass, plastics, paper and</p>	<p>Prior to the issuance of building permits.</p>	<p>Waste Management Department of Waste Resources.</p>	<p>Applicable.</p>	<p>None; Mitigation Measure MM Utilities 1 shall apply.</p>	<p>Less than significant.</p>
				<p>Prior to the issuance of certificate of occupancy.</p>	<p>Waste Management Department of Waste Resources.</p>	<p>Applicable.</p>	<p>None; Mitigation Measure MM Utilities 2 shall apply.</p>	<p>Less than significant.</p>

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN NO. 180038 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. 180038	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180038	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
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.	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. No mitigation is required.	Prior to the issuance of certificate of occupancy. Prior to the issuance of certificate of occupancy. Prior to the issuance of certificate of occupancy.	Waste Management Department of Waste Resources. Waste Management Department of Waste Resources. Waste Management Department of Waste Resources.	Applicable. Applicable. Applicable.	None; Mitigation Measure MM Utilities 3 shall apply. None; Mitigation Measure MM Utilities 4 shall apply. None; Mitigation Measure MM Utilities 5 shall apply.	Less than significant. Less than significant. Less than significant.
<p>NOT APPLICABLE TO PP No. 180038</p>							None.	Less than significant.



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Juan C. Perez
Agency Director



04/22/20, 10:36 am

PPT180038

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT180038. 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 (PPT180038) 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. 180038 is a proposal for the construction and operation of a 147,249 square foot warehouse/distribution/manufacturing development on 8.51-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 1-4, dated 1/9/20.

Exhibit B (Elevations), Sheets 1-5, dated 1/9/20.

Exhibit C (Floor Plans), dated 1/9/20.

Exhibit L (Conceptual Landscaping and Irrigation Plans), Sheets 1-6, 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

BS-Plan Check

BS-Plan Check. 1

Gen - Custom

BUILDING AND SAFETY COMMENTS

To assist in providing an expeditious review, please cloud all corrections on revised exhibit. Items labeled as "Corrections" must be addressed prior to entitlement approval. Items labeled as "Notifications" are for your information only and are not required for entitlement approval. Include a comment response list addressing each correction on the comment list. Thank You.

Notification:

1- Show minimum 60 feet clear yard all around the building to be qualify for unlimited area per 507.4. The comment is applicable only on any side that does not face the public way or doesn't comply with the reduced open space per CBC Section 507.2.1

NOTIFICATIONS:

ACCESSIBLE PATH OF TRAVEL:

A revised site plan to indicate the required continuous accessible paved path of travel must be included with the building plans. The accessible path of travel details shall include the following where applicable;

1. Accessible path construction type (Asphalt or concrete).
2. Accessible path width.
3. Accessible path directional slope % and cross slope %.
4. All accessible ramp and curb cut-out locations and details where applicable.

The Accessible path of travel shall:

1. Connect to the public R.O.W.
2. Connect to all building(s).
3. Connect to all accessible parking loading/unloading areas.
4. Connect to accessible sanitary facilities.
5. Connect to areas of public accommodation.

Please be aware that the approved site plan with accessibility requirements should be included with any building plan submittals. The plan review staff may have additional comments depending on the additional information or revisions provided during the plan review process. Additional accessible requirements within the structure shall be reviewed during the building plan review.

CODE/ORDINANCE REQUIREMENTS:

The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply.

NOTE: The new updated 2019 California Building Codes will be in effect as of January 1st 2020, as mandated by the state of California. Any building plan and fee payment submitted to the building department on or after January 1st, 2020 will be subject to the new updated California Building Code(s).

PERMIT ISSUANCE:

Per section 105.1 (2016 California Building Code, CBC): Where any owner or authorized agent intends to construct, enlarge, alter, repair, move, demolish or change the occupancy of a building or structure, or to

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1

Gen - Custom (cont.)

erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the regulation of which is governed by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit.

The applicant shall obtain the required building permit(s) from the building department prior to any construction or placement of any building, structure or equipment on the property.

The applicant shall obtain an approved final building inspection and certificate of occupancy from the building department prior to any use or occupancy of the building, or structure.

At no time shall the approval of the planning case exhibit allow for the construction or use of any building, structure, or equipment. In residential applications, each separate structure will require a separate building permit.

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.

E Health. 2

Water/Sewer

The proposed (development) facility shall obtain potable water service and sanitary sewer service from Eastern Municipal Water District (EMWD). Prior to building permit issuance, applicant shall submit an original copy of water and sewer "will-serve" letter(s) to DEH for review and recordkeeping.

Please note that it is the responsibility of the applicant to ensure that all requirements to obtain potable water service and sanitary sewer service are met with the appropriate purveyors, as well as, all other applicable agencies.

Fire

Fire. 1

Gen - Fire

1.) Access - Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

2.) Water - Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code, Riverside County Ordinance 787 and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1

Flood Hazard Report

Flood Hazard Report: 10/30/2019

Plot Plan (PP) 180038 is a proposal for the construction and operation of a 147,249 square foot warehouse/distribution/manufacturing development on 8.45 acres. The project site is located in the Mead Valley Area Plan, east of Harvill Avenue, north of Commerce Center Drive, south of Markham Street, and west of Interstate 215.

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 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.

PP 180038 is required to complete the portion of the District's Perris Valley MDP Lateral F-2 (earthen swale portion) from the current terminus of Lateral F-2 (eastern end of Markham Street) through the project site to the 7x6 RCB connecting to the adjacent detention basin. The applicant proposes to continue Lateral F-2 (60-inch RCP) along the northern border of the project site, and has provided a 20-foot storm drain easement as shown on Exhibit A submitted 10/4/2019 (third submittal). Lateral F-2 shall conform to District design, maintenance, and operation standards.

The project proposes to tie into the District's existing detention basin (Project Number 4-492) to the east of the proposed site. The detention basin was constructed to mitigate storm flows to an undersized culvert located underneath the AT&SF Railroad between Perry Street and Commerce Center Drive. The development within the area tributary to this basin, between Markham St and Old Oleander, will not require increased runoff mitigation. However, water quality mitigation will still be required. The District currently maintains the basin and will not allow the basin to be altered to incorporate a water quality feature to mitigate the impacts of this development proposal.

PP 180038 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.

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 147,249 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. 2018-AWP-18291-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 46 feet above ground level and a maximum elevation at top point of 1,572 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 46 feet in height and a maximum elevation of 1,572 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. 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

GEO180053 ACCEPTED (cont.)

No. 12, NEC of Harvill Avenue and Commerce Center Drive, Riverside County, California,” dated November 13, 2018.

“Report of Geotechnical Study, Majestic Freeway Business Center, Building No. 12, Northeast Corner of Harvill Avenue and Commerce Center Drive, Riverside County, California, Kleinfelder Project No. 20192021.001A,” dated November 13, 2018 (Revised June 24, 2019).

These documents are herein incorporated into GEO180053.

GEO180053 concluded:

1. The site is not located within a State of California Earthquake Fault Zone, nor a County of Riverside Fault Hazard Zone.
2. Based on the age of the geologic units present at the site, lack of geomorphic evidence such as lineaments, off-set drainages or concentration of vegetation, and the distance to known active faults in the region, the risk of surface rupture at the site resulting from faulting is considered low.
3. The site is relatively flat and the risk of the site from landslides and other forms of mass wasting is considered very low.
4. Based on the properties of the soils underlying the site, there is a low potential for impact due to liquefaction from a seismic event.
5. Seismically-induced settlement is estimated to be less than 1-inch total and ½ inch differential 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. Expansion index testing indicated an Expansion Index of 5 (Very Low).

GEO180053 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. 180053 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 180053 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

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1

RCTD - General (cont.)

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.
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 reconstructed at 4-way intersections, Harvill Avenue and Commerce Center Drive per draft Standard No. 403, sheets 1 through 7 of Ordinance 461, and as directed by the Director of Transportation.
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. Improvement plans shall be based upon a design profile extending a minimum of 300 feet beyond the project limits.
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

TS/CONDITIONS

The Transportation Department has reviewed the traffic study submitted for the referenced project. The study has been prepared in accordance with County-approved guidelines. We generally concur with the

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2 TS/CONDITIONS (cont.)

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 based on the traffic study assumptions.

1. Harvill Avenue (NS) at:
Markham Street (EW)
2. Harvill Avenue (NS) at:
Driveway 1(EW)
3. Harvill Avenue (NS) at::
Driveway 2 (EW)
4. Harvill Avenue (NS) at:
Commerce Center Drive (EW)
5. Driveway 3 (NS) at:
Markham Street (EW)
6. Driveway 4 (NS) at:
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.

Waste Resources

Waste Resources. 1 Waste - General

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the

ADVISORY NOTIFICATION DOCUMENT

Waste Resources

Waste Resources. 1

Waste - General (cont.)

determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14.

For more information, please visit:

www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

- Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.

AB 1826 (effective April 1, 2016) requires businesses that generate 8 cubic yards or more of organic waste per week to arrange for organic waste recycling services. The threshold amount of organic waste generated requiring compliance by businesses is reduced in subsequent years. Businesses subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:

-Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.

-Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

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60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 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 6 Items to Accept Facility Not Satisfied

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST REQUEST IN WRITING THAT ONE OF THESE AGENCIES ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE. The Applicant's request shall note the project number, location, briefly describe the system (sizes and lengths) and include an exhibit that shows the proposed alignment(s). The request to the District shall be addressed to the General Manager-Chief Engineer, Attn: Chief of the Planning Division. In event the District is willing to maintain the proposed facility(ies), the following six (6) items must be initiated prior to the issuance of a grading permit and accomplished prior to starting construction of the drainage facility(ies):

- 1) Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.
- 2) The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.
- 3) The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.
- 4) All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 2 Logistics/Warehouse – Grading Plan Notes (cont.) Not Satisfied

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.
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.

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60. Prior To Grading Permit Issuance

Planning

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).

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.

Planning-EPD

060 - Planning-EPD. 1 30-Day Preconstruction Burrowing Owl Survey - EPD Not Satisfied

Pursuant to Objectives 6 & 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the issuance of a rough grading permit, a pre-construction presence/absence survey for the burrowing

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 4 Streambed Permits - EPD (cont.) Not Satisfied

Prior to issuance of grading permits, the applicant must provide documentation demonstrating that streambed permits have been applied for. This would include a Notification of Lake or Streambed Alteration was submitted to the California Department of Fish and Wildlife pursuant to Fish and Game Code section 1602. If CDFW determines that a Lake or Streambed Alteration Agreement is required as a result of the Notification process, the applicant shall provide the final Agreement documentation. Also, a 401 Certification from Regional Water Quality Control Board shall be applied for.

If the agencies decide no permit is required, the applicant shall provide evidence of communication to that effect from the agencies.

Planning-PAL

060 - Planning-PAL. 1 PRIMP REQUIRED 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. 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

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 3 RCTD - File L&LMD Application (cont.) Not Satisfied
Street, Riverside, CA, for required annexation.

If you have any questions or for the processing fee amount, please call the L&LMD Section at (951) 955-6748.

060 - Transportation. 4 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.

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

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

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

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

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

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

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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 to stabilize the site 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 Office of the Fire Marshal. (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)
4. Fire lanes and fire apparatus access roads shall have an unobstructed width of not less than twenty-four (24) as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches. (CFC 503.2.1)

080 - Fire. 2 Prior to permit - Water Not Satisfied

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.

2. 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

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 2 ALUC - FAA Max Height (cont.) Not Satisfied
 elevation at top point of 1,572 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

 Prior to building permit issuance, the following measures shall be incorporated into the building design and appropriately noted:

1. At shell building permit, warehouse/distribution facilities shall install electrical rooms to hold sufficiently sized electrical panels and shall install conduit to facilitate the potential future installation of electrical connections from the electrical room to dock doors and/or a separate designated location where diesel engine trucks and/or trailers would park and connect to the electrical system. At

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 8 Logistics/Warehouse – Building Plan Design (cont.) Not Satisfied

issuance of shell building permit, these conduits shall be provided at a rate of no less than 20% of the dock doors for the facility. At issuance of a building permit for Tenant Improvements, the electrical panel shall be required to be installed and electrical wiring connections shall be made to the locations, if any, where diesel trucks and/or trailers would park and connect to the electrical system.

2. At shell building permit, warehouse/distribution facilities shall install electrical rooms and/or designate exterior areas to hold sufficiently sized electrical panels, and shall install conduit to facilitate future electrical connections for the charging of electric-powered trucks at a designated location where the trucks would park and connect to the charging facilities to charge the batteries that power the motors of the electric-powered trucks. At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel, charging units, and electrical wiring connections shall be required to the designated locations where electric-powered trucks would park and connect to the electrical system to charge their batteries.

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 shall be provided. In addition, and to facilitate the possible future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed. 1) At Shell building permit, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the on-site location where the charging facilities would be located where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric powered trucks. 2) At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel and charging units shall be installed, and the electrical wiring connections shall be made from the electrical panel to the charging units. If the tenant is not served by electric trucks, this requirement shall not apply.

080 - Planning. 13 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.

080 - Planning. 14 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. 180038. The proposed parcel shall comply with all applicable development standards for the parcel’s zone classification as provided in Ordinance No. 348.

080 - Planning. 15 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. 16 Plans Showing Bike Racks Not Satisfied

Bike rack spaces or bike lockers shall be shown on the project’s parking and landscaping plan

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 16 Plans Showing Bike Racks (cont.) Not Satisfied
submitted to the Planning Department for approval.

080 - Planning. 17 Renewable Energy Generation R2-CE1 Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. This is anticipated to be accommodated through solar panels mounted on the building rooftops.

The energy demand shall be determined at the initial building permit stage if the tenant/particular use is known at that time. If the tenant or particular use is not known at that time, this condition should be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as tenants may change.

Utilizing the energy demand calculated, the appropriate amount of solar panels shall be included with the related building permits to ensure their installation and operation.

As it relates to the initial building permit, the roof shall be designed to accommodate rooftop mounted solar panels.

ALUC approval shall be required for rooftop mounted solar panels related glare prior to building permit issuance based on their separate conditions of approval and determination of consistency for this project.

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.

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80. Prior To Building Permit Issuance

Survey

080 - Survey. 1 RCTD - Right-of-Way Dedication Not Satisfied

Sufficient public street right-of-way along Harvill Avenue shall be conveyed for public use to provide for a 59-foot half-width dedicated right-of-way per County Standard No. 93, Ordinance 461.

080 - Survey. 2 RCTD - USE - Vacation Not Satisfied

The project proponent, by his/her design, is requesting a vacation of the existing dedicated rights-of-way on Markham Street. The project proponent shall apply under a separate application with the County Surveyor for a conditional vacation of Markham Street, and receive a Board of Supervisors decision. Should the Board of Supervisors fail to approve said vacation request, the project proponent shall re-design the project, utilizing the existing rights-of-way.

Transportation

080 - Transportation. 1 0080-Transportation-ESTABLISH WQMP MAINT ENTITY Not Satisfied

A maintenance plan and signed WQMP/BMP maintenance agreement shall be submitted to the Transportation Department shall be approved and recorded against the property. A maintenance organization will be established with a funding source for the permanent maintenance.

080 - Transportation. 2 0080-Transportation-IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

080 - Transportation. 3 Landscape Inspection Deposit Required Not Satisfied

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

Prior to building permit issuance, the developer/permit holder shall verify all plan check fees have been paid and deposit sufficient funds to cover the costs of the required landscape inspections associated with the approved landscape plans. The deposit required for landscape inspections shall be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 4 Landscape Plot Plan/Permit Required Not Satisfied

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 4 Landscape Plot Plan/Permit Required (cont.) Not Satisfied

responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24" x 36"), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

- 1) Landscape and irrigation working drawings "stamped" by a California certified/registered landscape architect;
- 2) Weather-based controllers and necessary components to eliminate water waste;
- 3) A copy of the "stamped" approved grading plans; and,
- 4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

- 1) Identification of all common/open space areas;
- 2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC;
- 3) Shading plans for projects that include parking lots/areas;
- 4) The use of canopy trees (24" box or greater) within the parking areas;
- 5) Landscaping plans for slopes exceeding 3 feet in height;
- 6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or,
- 7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 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:

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 5 Landscape Project Specific Requirements (cont.) Not Satisfied

- Landscape screening located on the northeast corner shall be designed to ensure full, opaque, coverage up to a minimum height of ___ feet at maturity except that planting within ten feet of an entry or exit driveway shall not be permitted to grow higher than eighteen (18) inches and no trees shall be planted within ten (10) feet of driveways, alleys, or street intersections.
- 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.
- 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 589.3.
- Trees shall be hydrozoned separately.
- Irrigation shall be designed using hydrozones by plant water type, irrigation type, and flat/sloped areas.
- The developer/ permit holder/landowner shall use the County of Riverside's California Friendly Plant List when making plant selections. Use of plant material with a "low" or "very low" water use designation is strongly encouraged.
- All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the useful plant life, and replaced with an equal or 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.

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.

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 6 RCTD - Annexation into L&LMD or Other District (cont.) Not Satisfied
(2) Streetlights.
(3) Street sweeping.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

- (1) Completed Transportation Department application.
- (2) Appropriate fees for annexation.
- (3) Two (2) sets of street lighting plans approved by Transportation Department.
- (4) Streetlight Authorization form from SCE or other electric provider.

080 - Transportation. 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 - USE - Commerce Center Drive Not Satisfied

Commerce Center drive shall be modified based on Exhibit A titled Commerce Center Drive Concept Striping prepared by Urban Crossroads dated 09/09/2019. The exhibit shows a tapered section reducing the width of Commerce Center Drive east of the project driveway and allowing for a modified cul-de-sac design.

or as approved by the Director of Transportation.

080 - Transportation. 10 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. 11 TS/DESIGN Not Satisfied

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 11 TS/DESIGN (cont.) Not Satisfied

The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Harvill Avenue (NS) at Markham Street (EW)

Signals eligible for fee credit if installed in the ultimate location.

NOTE:

The construction of these improvement anticipated to be done by Building 12 and 15. In the event the construction does not occur, the fair share cash in-lieu of 13.4% shall be paid for these improvements.

ADA ramps at four (4) way intersections of Harvill Avenue and Markham Street, and Harvill Avenue and Commerce Center Street shall be redesigned and reconstructed per the concept Truck turning templet and as directed by the Director of Transportation.

Harvill Avenue (NS) at Cajalco Expressway (EW) (modification)

Signal not eligible for fee credit.

NOTE:

With the exception of the northbound approach, Building 1, 3, and 4 will improve the intersection as outline in the Specific Plan geometric conditions. In the event that construction does not occur, the 4.7 percentage of fair share for these improvements shall be paid for these improvement as approved by the Director of Transportation.

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.

080 - Transportation. 12 TS/GEOMETRICS Not Satisfied

The intersection of Harvill Avenue (NS) at Markham Street (EW) shall be improved to provide the following geometrics:

Northbound Approach: One left-turn lane, one through, one shared through/right turn-lane.

Southbound Approach: One left-turn lane, one through, one shared through/right turn-lane.

Eastbound Approach: One left-turn lane, one through, one right turn-lane.

Westbound Approach: One shared through-left turn lane, one right turn-lane.

The intersection of Harvill Avenue (NS) at Driveway 1 (EW) – Install a stop control on the westbound

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 12 TS/GEOMETRICS (cont.)

Not Satisfied

approach and construct the intersection with the following geometrics:

Northbound Approach: One through lane and one shared through-right turn lane.

Southbound Approach: One left-turn lane, and two through lanes.

Eastbound Approach: N/A

Westbound Approach: One shared left-right turn lane.

NOTE:

Post:- 'No Trucks' - Passenger Car ONLY

The intersection of Harvill Avenue (NS) at Driveway 2 (EW) – Install a stop control on the westbound approach and construct the intersection with the following geometrics:

Northbound Approach: One through lane and one shared through-right turn lane.

Southbound Approach: One left-turn lane, and two through lanes.

Eastbound Approach: N/A

Westbound Approach: One shared left-right turn lane.

NOTE:

Post:- 'No Trucks' - Passenger Car ONLY

The intersection of Harvill Avenue (NS) at Commerce Center Drive (EW)

Northbound Approach: One left-turn lane, one through lane, one shared through/right turn-lane.

Southbound Approach: One left-turn lane, one through lane, one shared through/right turn-lane.

Eastbound Approach: One left-turn lane, one shared through/right turn-lane.

Westbound Approach: One left-turn lane, one shared through/right turn-lane.

NOTE:

1. Maintain existing traffic controls.

2. ADA ramps at four (4) way intersections of Harvill Avenue and Commerce Center shall be reconstructed per the concept Truck turning template and as directed by the Director of Transportation.

The intersection of Driveway 3 (NS) at Markham Street (EW) - Install a stop control on the westbound

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 12 TS/GEOMETRICS (cont.) Not Satisfied
approach and construct the intersection with the following geometrics:

Northbound Approach: N/A.

Southbound Approach: One shared left-right turn lane.

Eastbound Approach: One shared left-through lane.

Westbound Approach: One shared through-right turn lane.

The intersection of Driveway 4 (NS) at Commerce Center Drive (EW) - Install a stop control on the northbound approach and construct the intersection with the following geometrics:

Northbound Approach: N/A.

Southbound Approach: One shared left-right turn lane.

Eastbound Approach: One shared left-through lane.

Westbound Approach: One shared through-right turn lane.

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 to WastePlanning@rivco.org. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources (found at <http://www.rcwaste.org/business/planning/design>) and shall show the location of and access to the collection area for recyclable materials, shall demonstrate space allocation for trash and recyclable materials and have the adequate signage indicating the location of each bin in the trash enclosure.

The project applicant is advised that clearance of the Recyclables Collection and Loading Area plot plan only satisfies the Waste Resources' conditions for Recyclables Collection and Loading Areas space allocation and other Recyclables Collection and Loading Area Guideline items. Detailed drawings of the Trash Enclosure and its particular construction details, e.g., building materials, location, construction methods etc., should be included as part of the Project plan submittal to the Riverside County Department of Building and Safety.

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80. Prior To Building Permit Issuance

Waste Resources

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.

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 Soils Compaction Report from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for the sub-grade and base of all paved areas.
3. Submitting a "Wet Signed" copy of the Sub-grade (rough) Certification from a Registered Civil Engineer certifying that the sub-grade was completed in conformance with the approved grading plan.
4. Submitting a "Wet Signed" copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.

Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

Flood

090 - Flood. 1 Facility Completion - Use Not Satisfied

The District will not release occupancy permits for any commercial lot prior to the District's acceptance of the drainage system for operation and maintenance.

Planning

090 - Planning. 1 Accessible Parking Not Satisfied

A minimum of 4 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

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90. Prior to Building Final Inspection

Planning

090 - Planning. 1 Accessible Parking (cont.) Not Satisfied

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 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 \$41,125 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.

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90. Prior to Building Final Inspection

Planning

090 - Planning. 5 Logistics/Warehouse – Signs (cont.) Not Satisfied

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 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 100 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 Renewable Energy Generation R2-CE1 Installed Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. In accordance with the prior condition titled "Renewable Energy Generation R2-CE1", prior to occupancy for any tenant improvement building permit, the renewable energy facility as approved with the prior condition shall be installed and ready for operation.

090 - Planning. 10 Roof Equipment Shielding Not Satisfied

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

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90. Prior to Building Final Inspection

Planning

090 - Planning. 10 Roof Equipment Shielding (cont.) Not Satisfied

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.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

090 - Transportation. 3 RCTD - Complete Annexation into L&LMD or Other District 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 - Coordination with Others Not Satisfied

Coordinate the required improvements with PPT180034.

090 - Transportation. 5 RCTD - Existing Curb and Gutter Not Satisfied

On existing curb and gutter, new driveway, closure of existing driveways, sidewalks, and/or drainage devices within County right-of-way, including sewer and water laterals, on Harvill Avenue, Commerce

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 5 RCTD - Existing Curb and Gutter (cont.) Not Satisfied

Center Drive, and Markham Street shall be constructed within the dedicated right-of-way in accordance with County standards and 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. A 6-foot sidewalks along Markham Street and Commerce Center Drive shall be constructed adjacent to the curb line within the parkways.
3. Driveways on Harvill Avenue shall serve only for the passenger car only and "No Truck Access" sign shall be installed to restrict inbound and outbound Truck movements.
4. ADA ramps at four (4) way intersections of Harvill Avenue and Commerce Center, and Harvill Avenue Markham Street shall be redesigned and reconstructed per the concept Truck turning templet and as directed by the Director of Transportation.
5. 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-Information/Pamphlets-Brochures>.

090 - Transportation. 6 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, Commerce Center Drive, and Markham Street.

090 - Transportation. 7 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. 8 RCTD - Streetlights Install Not Satisfied

Install streetlights along the streets associated with development in accordance with the approved street lighting plan and standards of County Ordinances 461.

Streetlight annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

Plan: PPT180038

Parcel: 314260018

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 8 RCTD - Streetlights Install (cont.) Not Satisfied

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. 9 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. 10 TS/INSTALLATION Not Satisfied

The project proponent shall be responsible for the design and construction of traffic signal(s) at the intersections of:

Harvill Avenue (NS) at Markham Street (EW)

Signals eligible for fee credit if installed in the ultimate location.

NOTE:

The construction of these improvement anticipated to be done by Building 12 and 15. In the event the construction does not occur, the fair share cash in-lieu of 13.4% shall be paid for these improvements.

ADA ramps at four (4) way intersections of Harvill Avenue and Markham Street, and Harvill Avenue and Commerce Center Drive shall be redesigned and reconstructed per the concept Truck turning templet and as directed by the Director of Transportation.

Harvill Avenue (NS) at Cajalco Expressway (EW) (modification)

Signal not eligible for fee credit.

NOTE:

With the exception of the northbound approach, Building 1, 3, and 4 will improve the intersection as outline in the Specific Plan geometric conditions. In the event that construction does not occur, the 4.7 percentage of fair share for these improvements shall be paid for these improvement as approved by the Director of Transportation.

or as approved by the Transportation Department.

Plan: PPT180038

Parcel: 314260018

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 10 TS/INSTALLATION (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.

090 - Transportation. 11 TS/INTERCONNECT Not Satisfied

The project proponent shall be required to provide traffic signal interconnect along its frontage along Harvill Avenue.

or as approved by the Transportation Department.

Waste Resources

090 - Waste Resources. 1 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.

090 - Waste Resources. 2 Waste-Recycling and Organics Compliance Not Satisfied

Prior to final inspection, the applicant shall complete a Mandatory Commercial Recycling and Organics Recycling Compliance form (Form D). Form D requires applicants to identify programs or plans that address commercial and organics recycling, in compliance with State legislation/regulation. Once completed, Form D shall be submitted to the Recycling Section of the Department of Waste Resources for approval. For more information go to: www.rcwaste.org/business/planning/applications. To obtain Form D, please contact the Recycling Section at 951-486-3200, or email to: Waste-CompostingRecycling@rivco.org.



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: December 27, 2018

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.
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. 180038 (PPT180038) – 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: Easterly of Harvill Avenue, northerly of Commerce Center Drive, southerly of Markham Street, westerly of Interstate 215 – 8.45 Gross Acres – Zoning: Manufacturing – Service Commercial (M-SC) – **REQUEST:** The Plot Plan is a proposal for the construction and operation of a 147,249 square foot warehouse/distribution/manufacturing development on 8.45-acres (gross). – APNs: 314-110-073, 314-260-018, 314-270-024, 314-270-025. Related Cases: SP00341, EIR0466 – **BBID: 789-550-246**

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 January 17, 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

March 21, 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.: ZAP1346MA18
Related File Nos.: PPT180038 (Plot Plan)
APNs: 314-110-073; 314-260-018; 314-270-024; 318-270-025

Dear Mr. Hildebrand:

On February 14, 2019, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case No. PPT180038 (Plot Plan), a proposal to construct a 147,249 square foot industrial manufacturing building on 8.45 acres located northerly of Commerce Center Drive, easterly of Harvill Avenue, westerly of 215 Freeway, and southerly of Markham Street in the unincorporated community of Mead Valley, **CONDITIONALLY CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, pending Federal Aviation Administration (FAA) review, which has now been completed, subject to the following conditions, as amended to incorporate the provisions of the FAA's Determination of No Hazard to Air Navigation letter issued on March 14, 2019 (new conditions, as added pursuant to FAA letter subsequent to 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 147,249 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 subsequent to the February 14, 2019 ALUC hearing.

11. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2018-AWP-18291-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 46 feet above ground level and a maximum elevation at top point of 1,572 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 46 feet in height and a maximum elevation of 1,572 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 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.**

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 2018-AWP-18291-OE

cc: Majestic Freeway Business Center, LLC/Majestic Realty Co. (applicant/landowner)
T&B Planning, Inc. – Attn.: George Atalla (representative)
Gary Goslga, March Inland Port Airport Authority
Daniel "Rock" Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1346MA18\ZAP1346MA18.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of a 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. Business & Professions Code Section 11010 (b)(13)(A)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2018-AWP-18291-OE

Issued Date: 03/14/2019

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 12
 Location: Riverside County, CA
 Latitude: 33-51-09.09N NAD 83
 Longitude: 117-15-29.79W
 Heights: 1526 feet site elevation (SE)
 46 feet above ground level (AGL)
 1572 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 09/14/2020 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 2018-AWP-18291-OE.

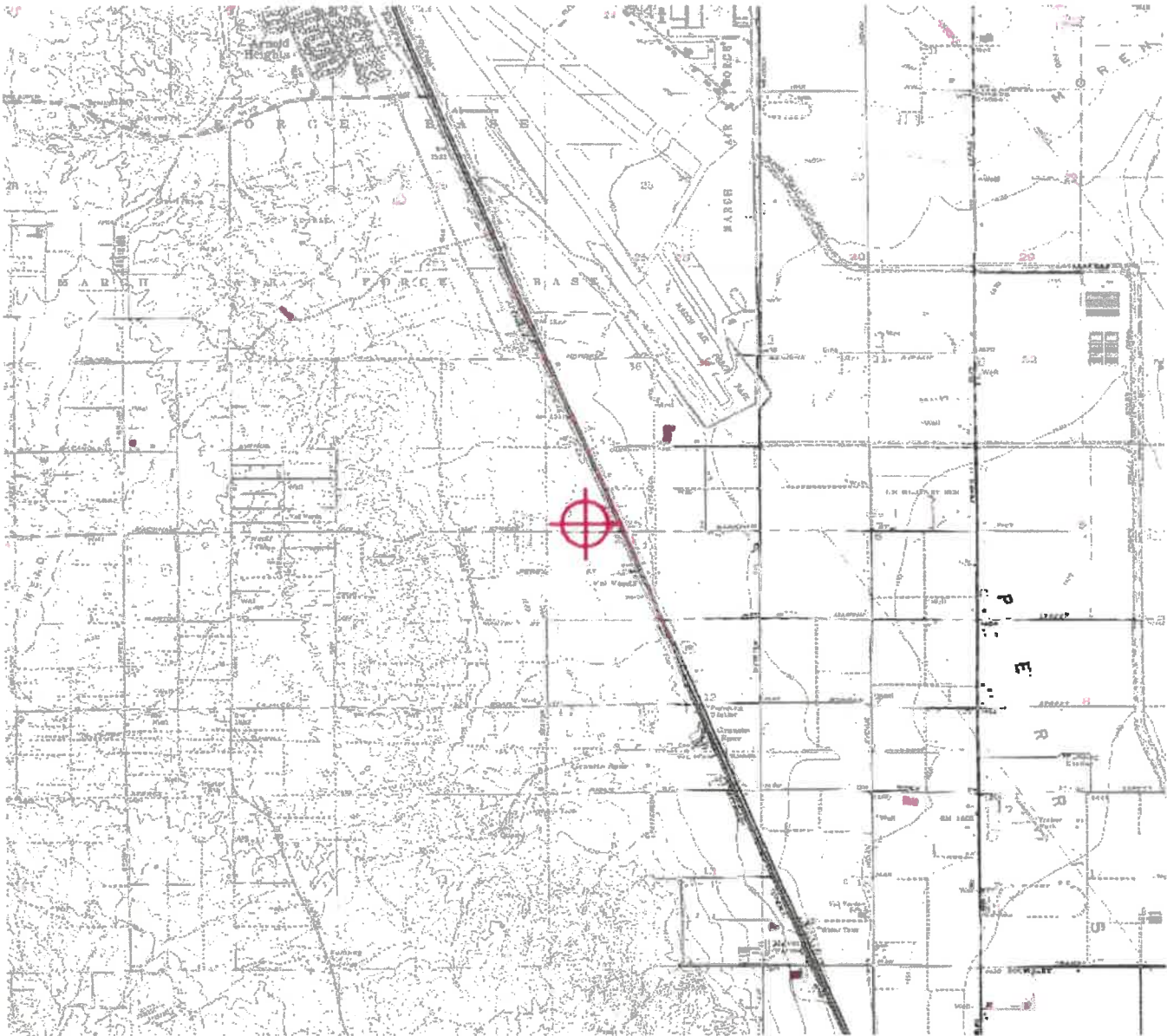
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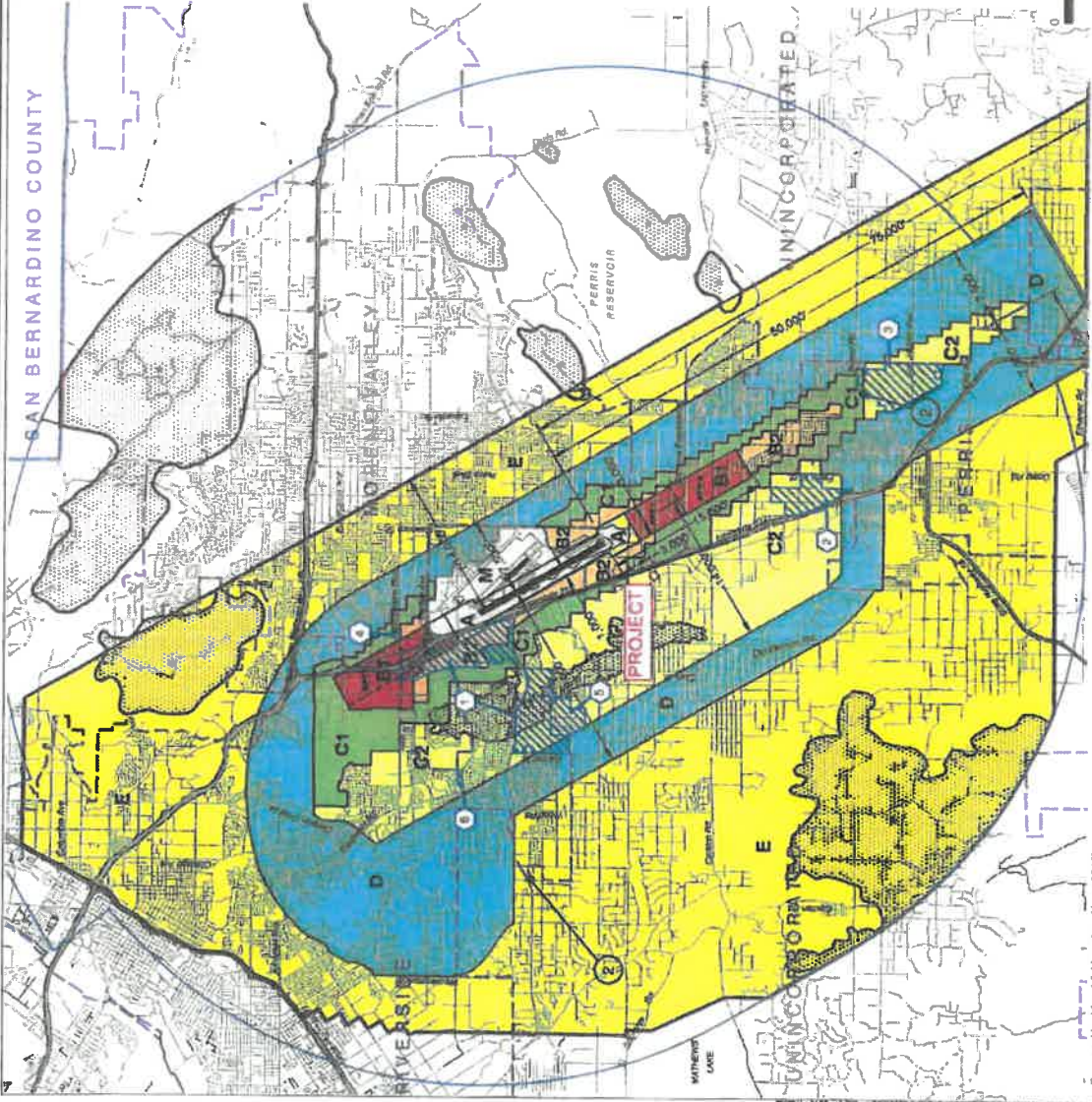
(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-18291-OE





LEGEND

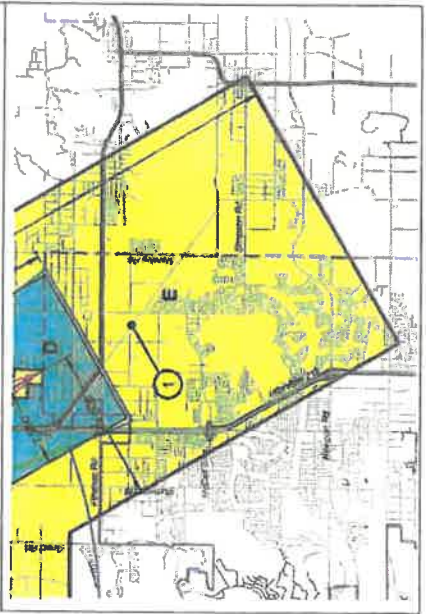
- Compatibility Zones**
- Zone A
 - Zone B1
 - Zone B2
 - Zone C1
 - Zone C2
 - Zone D
 - Zone E
 - Zone M
- Other Symbols:**
- March JPA, March Business Center/Werfildan
 - Perris: Harvest Landing
 - Perris: Park West
 - Monero Valley: Affordable Housing
 - March JPA: Ben Clark Training Center
 - Riverside: Ridge Crest Subdivision

Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority
- Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (including local agency commitments to development projects)

- 1 Point at which aircraft on Runway 32 ILS approach is less than 3,000 feet above runway end. Airport Elevation is 1,852 feet MSL.
- 2 Point at which departing aircraft typically reach 3,000 feet above runway end.

INSET



Note:
All dimensions are measured from runway ends and centerlines.

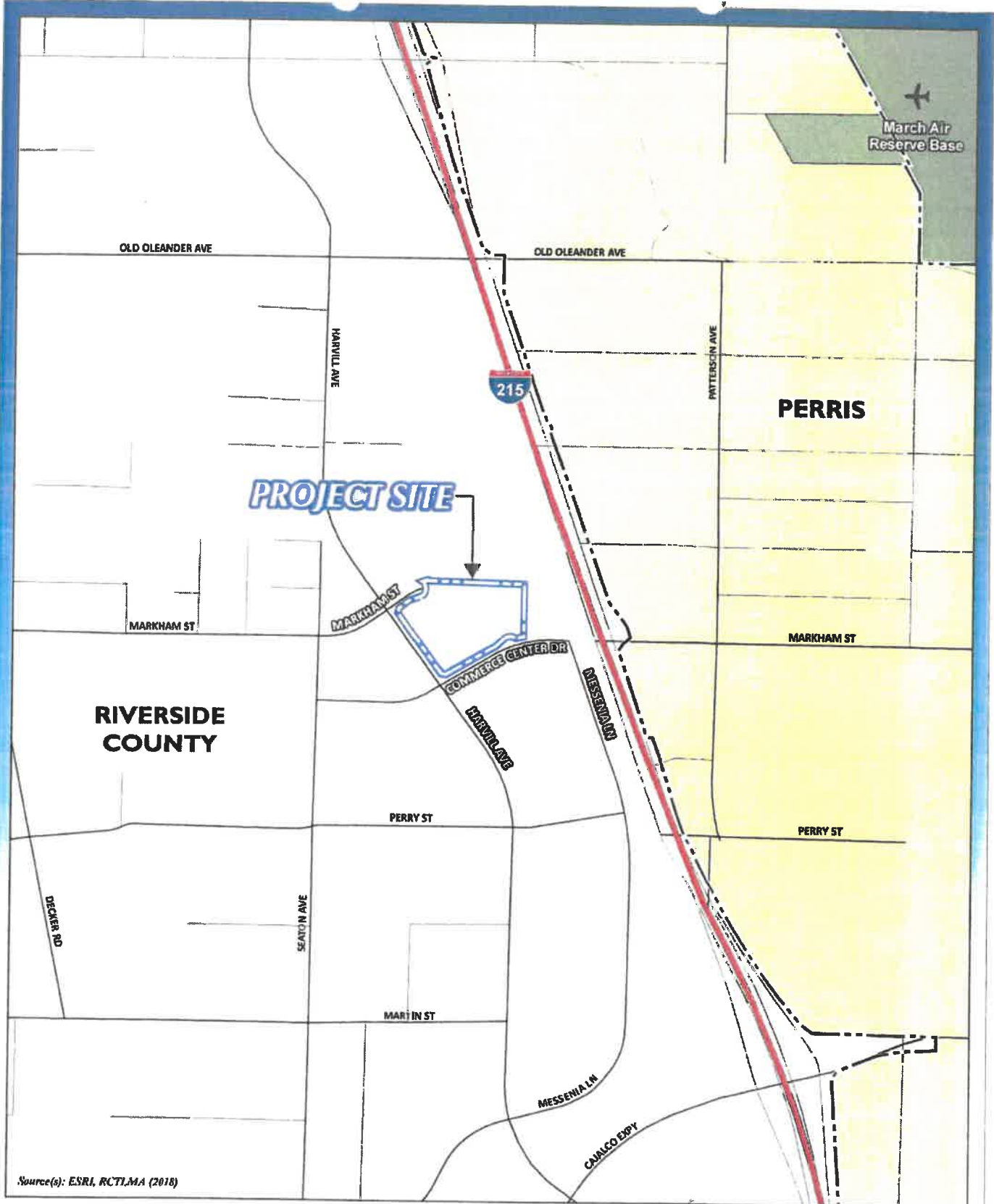


Base map source: County of Riverside, 2013

Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

Map MA-1

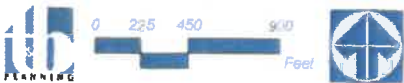
Compatibility Map
March Air Reserve Base / Inland Port Airport



Source(s): ESRI, RCTLMA (2018)

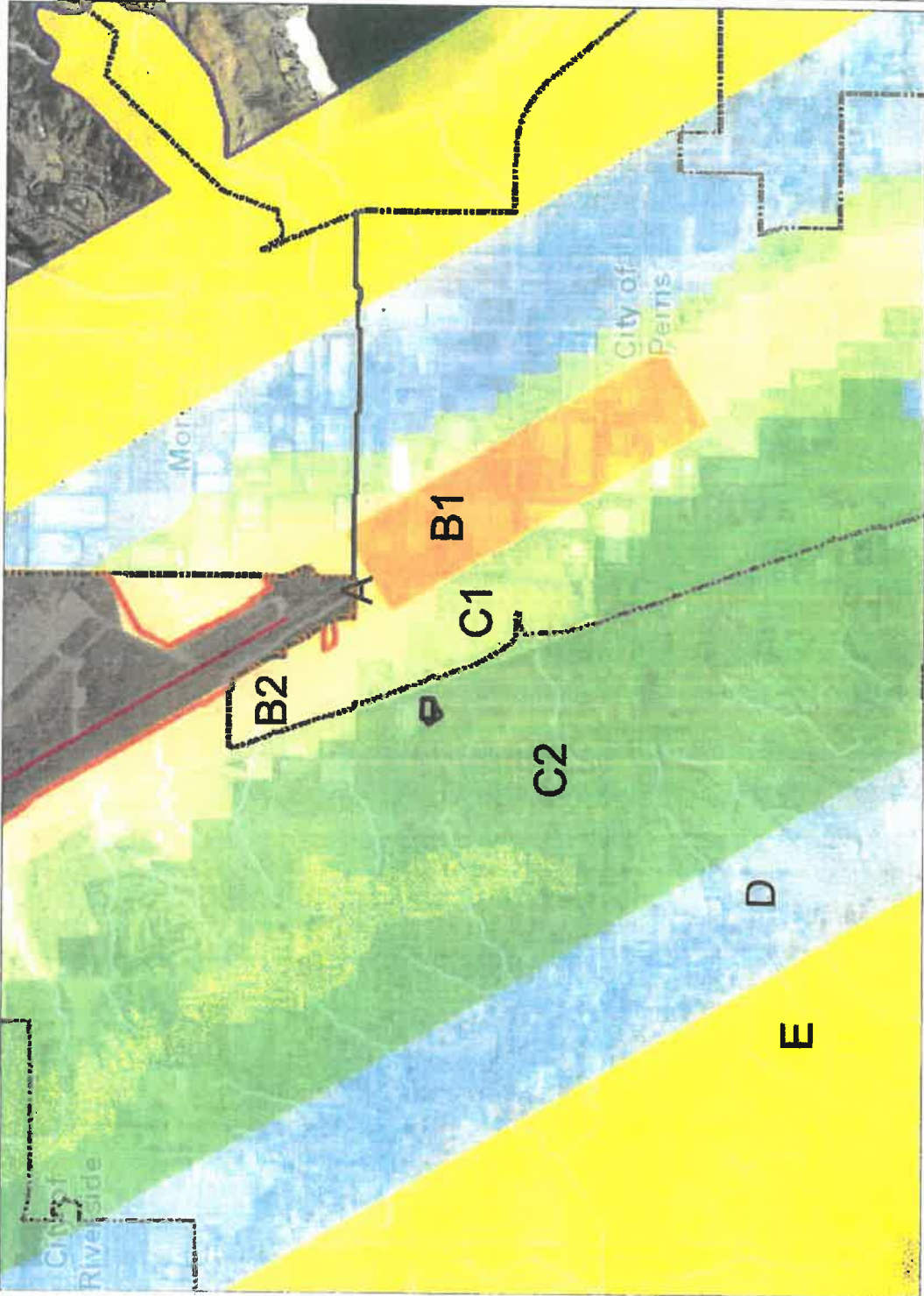
Date: December 2018

MAJESTIC FREEWAY BUSINESS CENTER - BUILDING 12



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-EXC8 | C2-EXC8 | ■ |

Notes

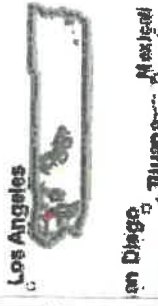
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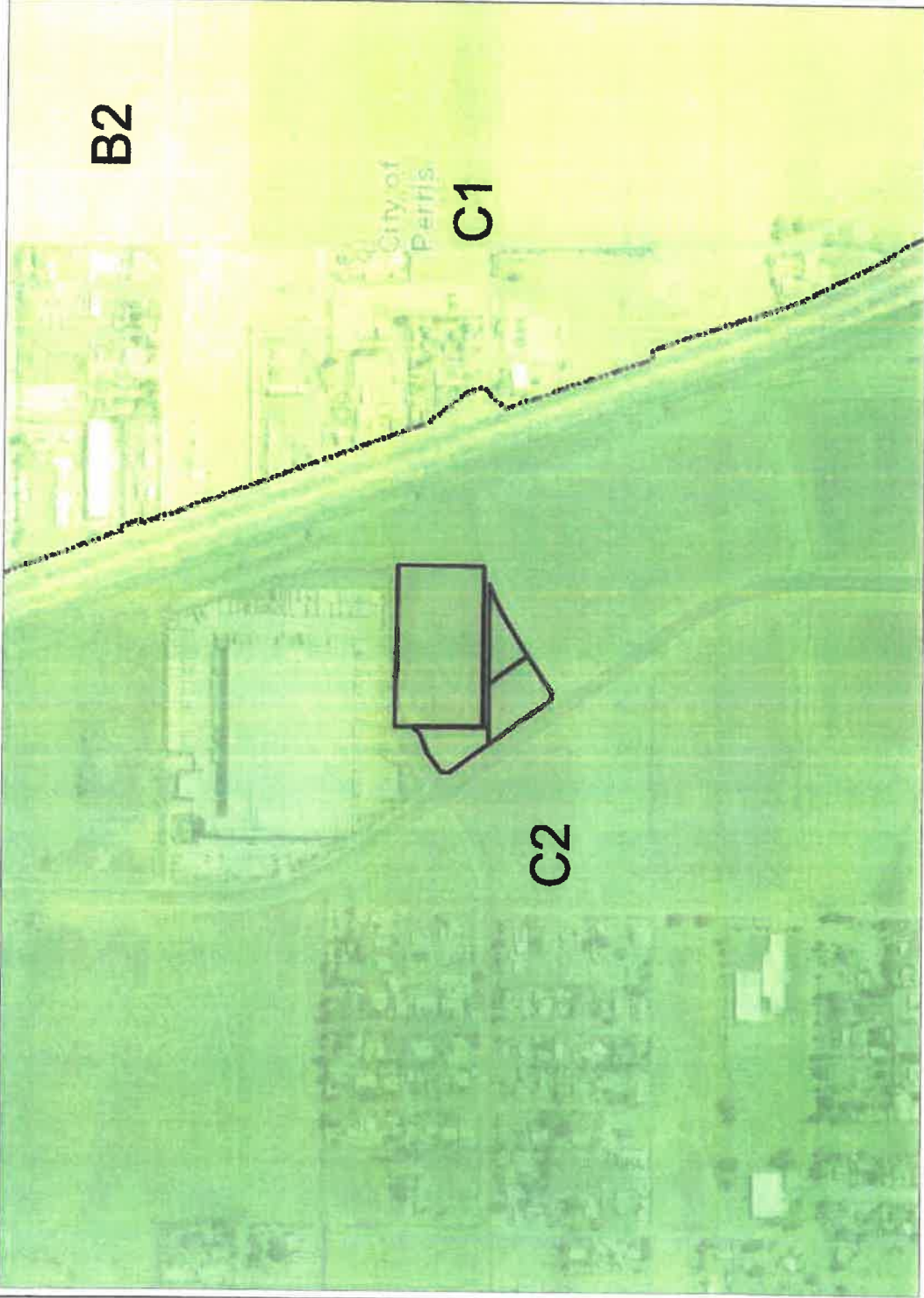
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Map My County Map



- Legend**
- Runways
 - Airports
 - Airport Influence Areas
 - Airport Compatibility Zones
 - OTHER COMPATIBILITY ZONE

- A
- A-EXG1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXG1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXG1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



Notes

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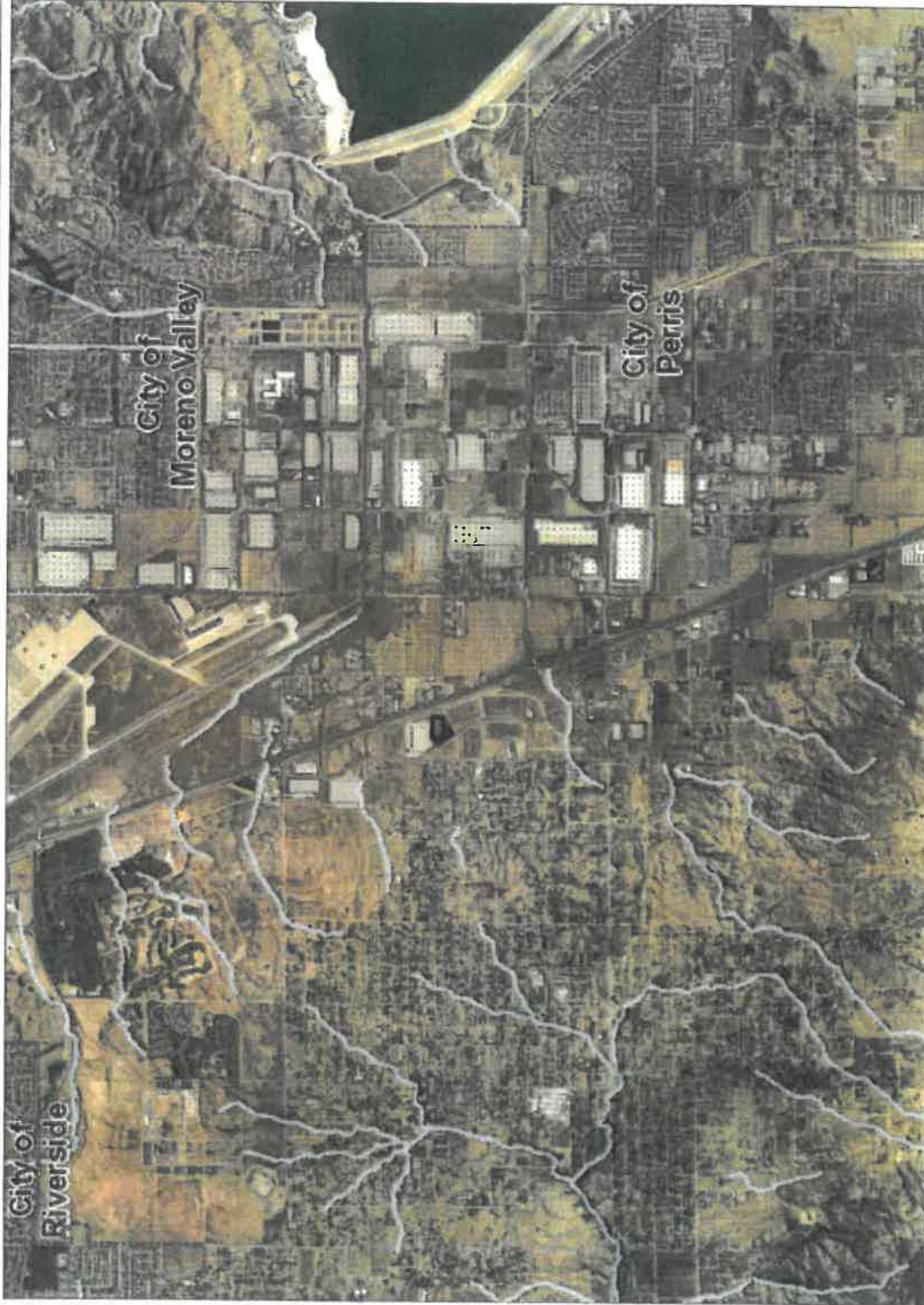
1.516 Feet

758

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Map My County Map



- Legend**
- Blueline Streams
 - City Areas
 - World Street Map



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Notes

Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



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REPORT PRINTED ON... 1/8/2019 9:17:11 AM

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Notes

Map My County Map



- Legend**
- Blue Line Streams
 - City Areas
 - World Street Map



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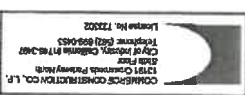
REPORT PRINTED ON... 1/8/2019 9:18:07 AM

© Riverside County GIS

Notes

NO.	REVISIONS	DATE

COMPLETOR CONSTRUCTION CO. L.P.
 1375 CHERRY BLVD. FLEMING HILLS, AL 36034
 PHONE: (205) 899-0400
 LICENSE NO. 12202



SITE PLAN
BUILDING 12
MAJESTIC FREEMWAY BUSI.
 RIVERSIDE, CA

COO JOB NO. 6712
 SHEET NO. A1.12
 DATE: 12/18/18

ZONING & LAND USE INFORMATION:
 COUNTY OF RIVERSIDE GENERAL PLAN:
 LIGHT INDUSTRIAL
 EXISTING LAND USE: LIGHT INDUSTRIAL
 ALSO THE SURROUNDING AREA
 SPECIFIC PLAN 341 (SLA) 09
 Final Power Line # 41
 Final 1/2" Grid Center

Parking Stalls:
 All Parking Stalls Are 8'10" Minimum With 5'00" Side
 Being 11'10" Minimum. A 10'00" High Wall with a 12
 inch concrete roadway shall be constructed along
 all parking stalls.
 An Accessible Space For ADA Compliance

Assessor Parcel Maps:
 314-250-0034
 314-250-0035
 314-150-073

Legal Description:
 Lot 1

**ALL INFORMATION CONTAINED HEREIN IS THE PROPERTY OF BUSINESS CENTER LLC
 OR MAJESTIC FREEMWAY BUSI. ANY REPRODUCTION
 WITHOUT THE WRITTEN PERMISSION OF BUSINESS CENTER LLC
 OR MAJESTIC FREEMWAY BUSI IS STRICTLY PROHIBITED.
 CITY OF RIVERSIDE, CA 92503-3207**

PREPARED BY:
 CIVIL ENGINEERING
 1375 CHERRY BLVD. FLEMING HILLS, AL 36034
 (205) 899-0400
 www.completor.com

DESIGNED BY:
 ALL INFORMATION CONTAINED HEREIN IS THE PROPERTY OF
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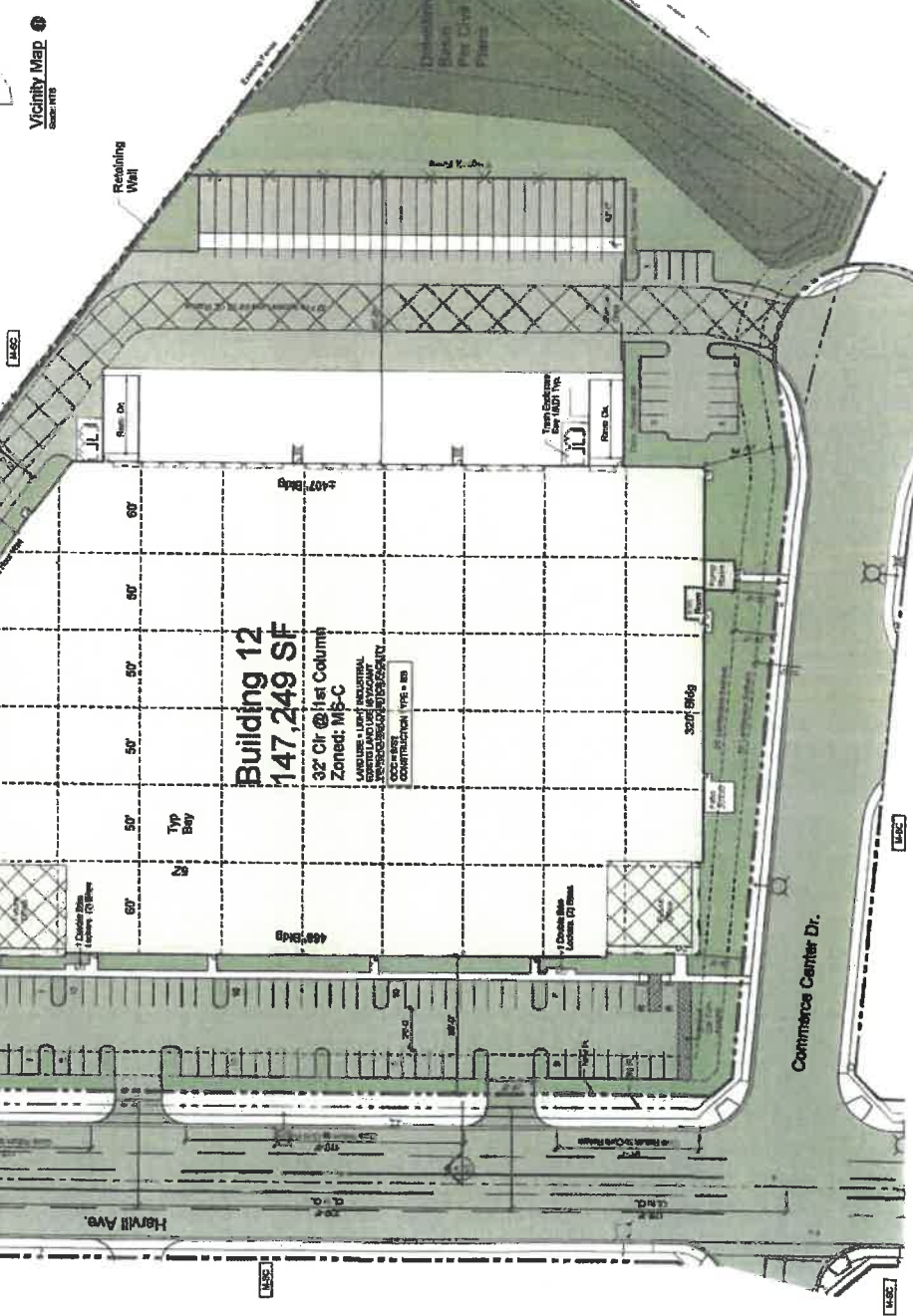
THIS MAP WAS PREPARED BY:
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 CITY OF RIVERSIDE, CA 92503-3207**



Vicinity Map
 Scale: 1" = 100'

Building 12
147,249 SF
 32' Clr @ 1st Column
 Zoned: MS-C
 LAND USE: LIGHT INDUSTRIAL
 EXISTING LAND USE: LIGHT INDUSTRIAL
 SPECIFIC PLAN 341 (SLA) 09
 CITY OF RIVERSIDE, CA 92503-3207



Area	Area (Sq Ft)	Percentage (%)
Lot Area	147,249	100.00
Impervious	108,794	73.89
Permeable	38,455	26.11

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Permeable	38,455	26.11

Scale: 1" = 100'

North Arrow

REVISION	DATE	BY	CHK

COMMERCE CONSTRUCTION CO., L.P.
 13191 Commerce Parkway #200
 Chino, California 91710-4007
 Telephone: (909) 408-4433
 License No. 720022

ELEVATIONS
BUILDING 12
MAJESTIC FREEWAY BUS
 RIVERSIDE, CA

PROJECT NO. 12-12-18
 DRAWING DATE 12-12-18
 OCCUPANCY NO. 6712
 SHEET NO. A3.12

ENTER

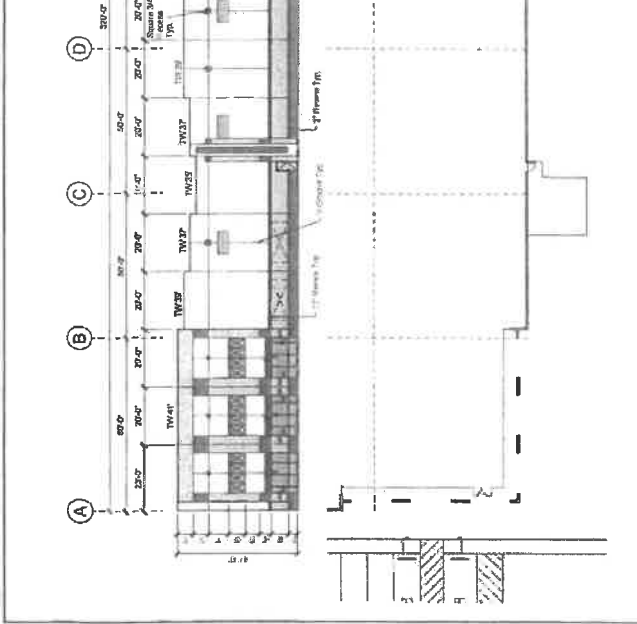
Provide Detail For Scheduling of All
 Materials, Labor, and Equipment or
 Precast Elements.

COLOR LEGEND

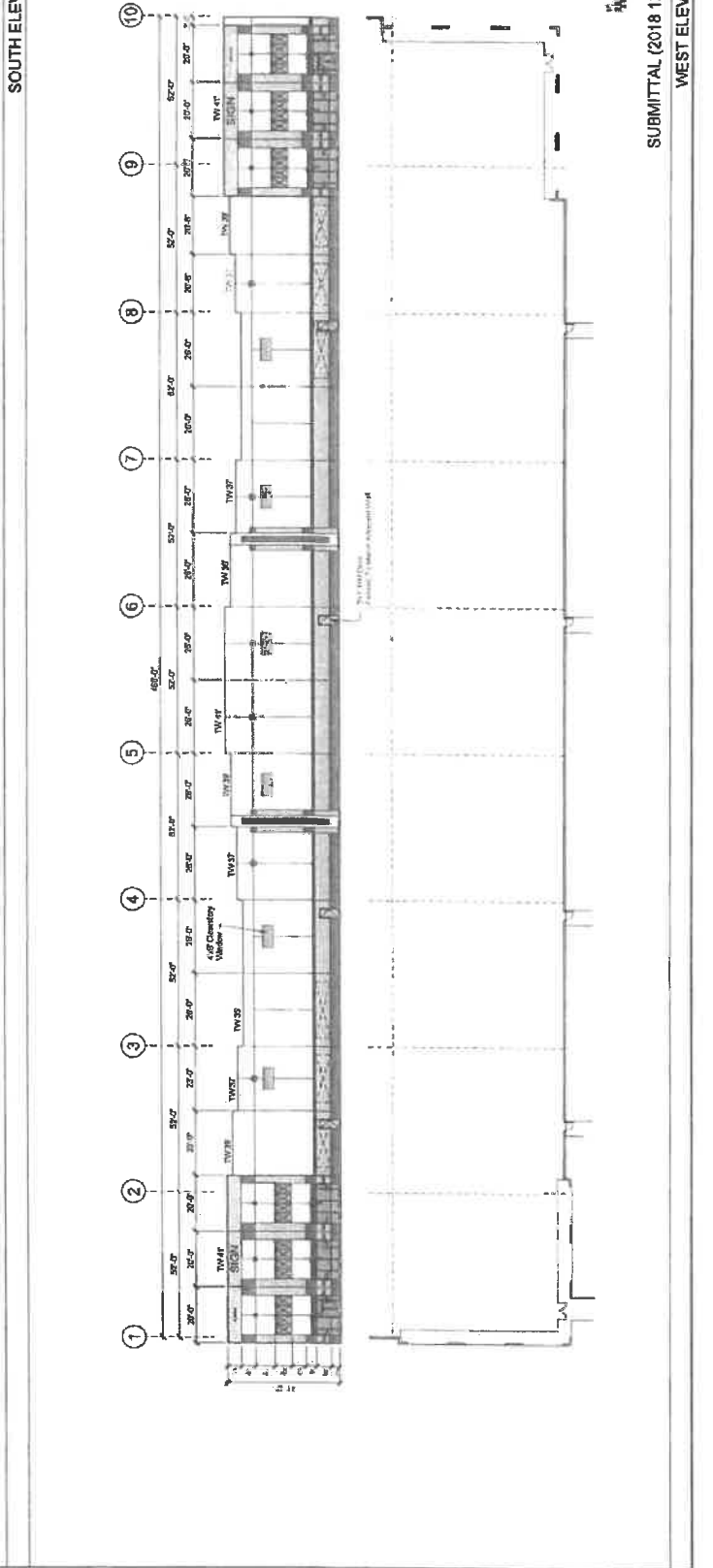
- SHOWN WILLIAMS
PURE WHITE
- SHOWN WILLIAMS
MONOCHROM SILVER
- SHOWN WILLIAMS
WALL STREET
- SHOWN
SOLAR COOL GRAY

Building is 1/4" @ Concrete Form

SOUTH ELEVATION A CH. 15
 SCALE: 1/8" = 1'-0"



WEST ELEVATION B CH. 15
 SCALE: 1/8" = 1'-0"



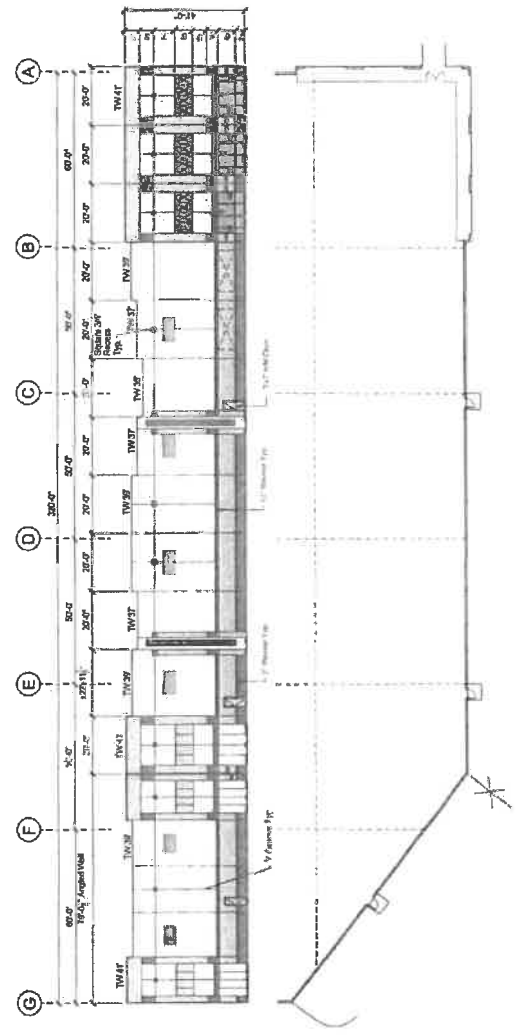
SUBMITTAL (2018 12 07)

COLOR LEGEND

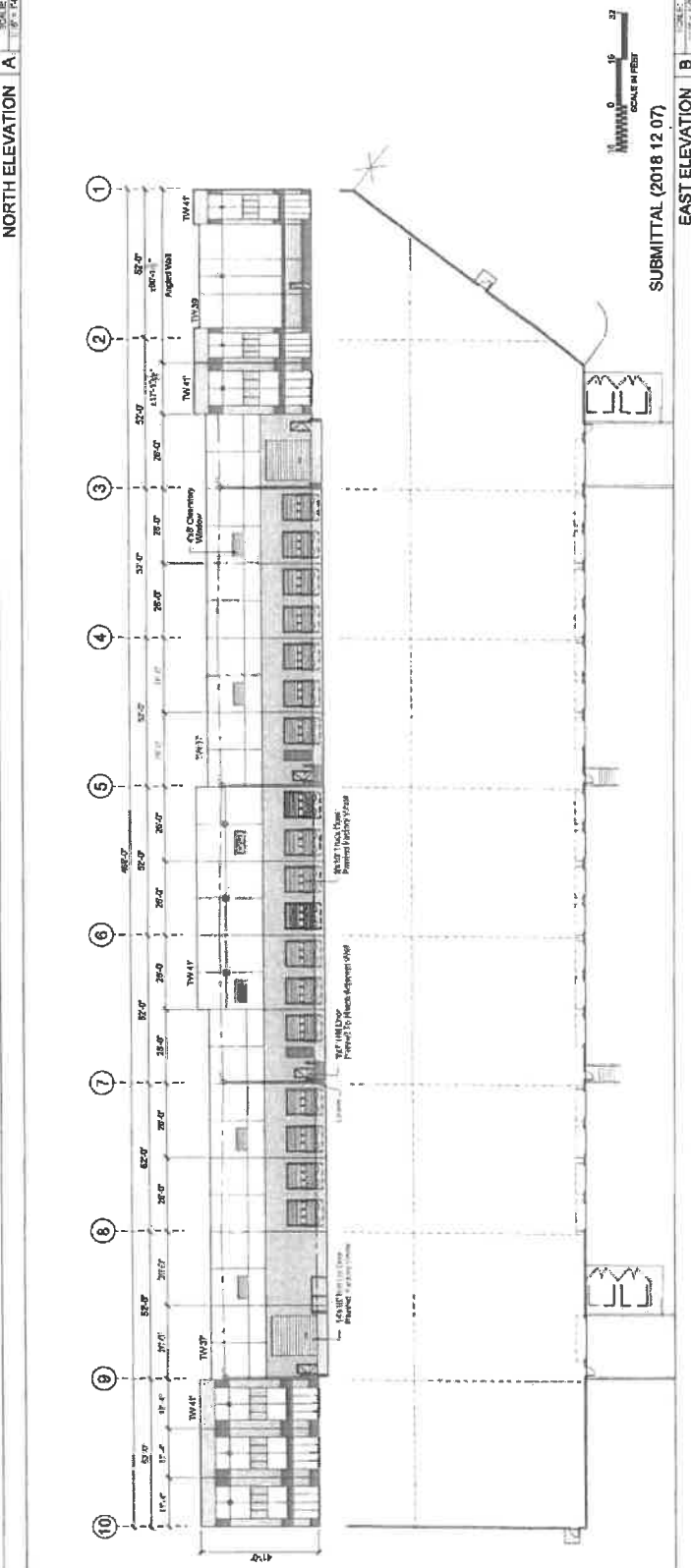
	SHERWIN WILLIAMS PURE WHITE
	SHERWIN WILLIAMS MINERAL IN VIVO
	SHERWIN WILLIAMS WALL STREET
	GLAZERS SLOAN COOL GRAY

Painting in 1/8" Up Concrete Finish

Provide Roof Top Screening of R.V.
 A.C. Units per Boundary of
 Planning Commission.



NORTH ELEVATION A
 SCALE: 1/8" = 1'-0"
 SCALE IN FEET



EAST ELEVATION B
 SCALE: 1/8" = 1'-0"
 SCALE IN FEET

SUBMITTAL (2018 12 07)
 EAST ELEVATION B

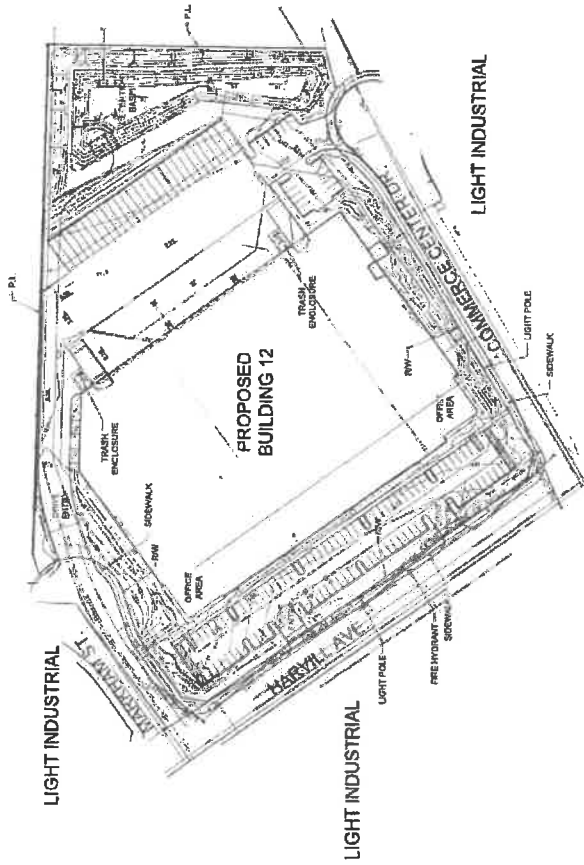
BUILDING 12

MAJESTIC FREEWAY BUSINESS CENTER

RIVERSIDE, CA

LANDSCAPE PLANS

COUNTY OF RIVERSIDE



KEY MAP
NOT TO SCALE

NOTE: OWNER TO PROVIDE INFORMATION TO SUBMIT COMPLETE LANDSCAPE CONSTRUCTION DOCUMENTS INCLUDING BUT NOT LIMITED TO: TREE SPECIFICATIONS, APPLICABLE ORDINANCES, INCLUDING BUT NOT LIMITED TO: CITY OF RIVERSIDE ORDINANCES WITH THE APPROVED LANDSCAPE CONCEPT PLAN. SHOULD THE ORDINANCES BE REVISED, THIS PLAN MAY BE SUBJECT TO CHANGE.

LANDSCAPE ARCHITECT'S SIGNATURE: _____ DATE: 12-12-18

MAINTENANCE NOTE:
CONTINUED LANDSCAPE MAINTENANCE FOR ONE YEAR AFTER THE DATE OF WAY TO BE PROVIDED BY MAJESTIC FREEMAN LLC

GENERAL NOTES

- IRRIGATION**
1. LOCATION OF CONTROLLER TO BE DETERMINED IN THE FIELD WITH APPROVAL OF CITY AND LANDSCAPE ARCHITECT.
 2. REFER TO GENERAL REVISION NOTES ON REVISION PLAN.
- PLANTING**
- ALL SOIL TYPES ARE TO BE SPECIFIED BY THE LANDSCAPE ARCHITECT.
2. REMOVE STIKES FROM ALL ESPALIERS AND VINES AND ATTACH TO WALLS, POSTS, ETC.

SHEET INDEX

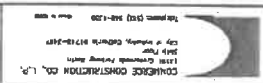
- COVER SHEET
- L-1 PRELIMINARY LANDSCAPE PLAN
- L-2 PLANTING LEGEND & NOTES
- L-3 SHADE PLAN AND SHADE CALCULATIONS
- L-4 HYDROZONE MAP
- L-5 SITE PHOTO PLAN
- L-6

PROJECT LOCATION



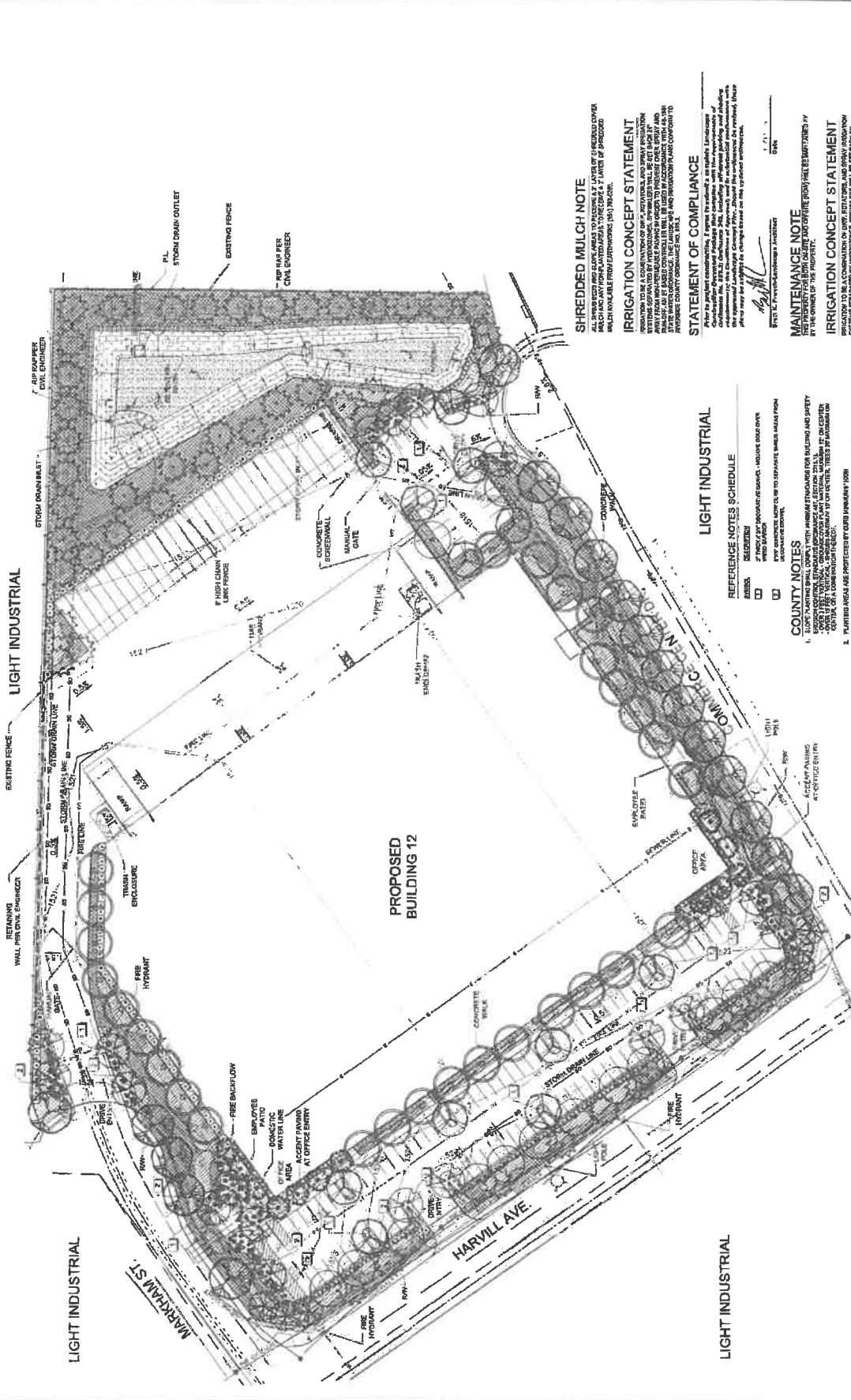
VICINITY MAP
NOT TO SCALE
THOMAS BROS. MAPS
PAGE 777, C-1

MAJESTIC FREEMAN LLC
15000 MAJESTIC FREEWAY
RIVERSIDE, CA 92504
TEL: 951-508-1200
WWW.MAJESTICFREEWAY.COM



COVER SHEET
PROJECT LOCATION
BUILDING 12
MAJESTIC FREEWAY BUSINESS CENTER
RIVERSIDE, CA
DATE: 12-12-18
BY: [Signature]

PROJECT NO. 1717178
SHEET NO. 1-1
CONTRACT NO. 1717178



SHREDDED MULCH NOTE
 SHREDDED MULCH SHALL BE APPLIED TO THE EXISTING DRIVE ALLEY AND ANY UNPAVED AREAS TO RECEIVE A 4" DEPTH OF SHREDDED MULCH AVAILABLE FROM ENVIRONMENTAL SERVICES.

IRRIGATION CONCEPT STATEMENT
 THIS IRRIGATION CONCEPT STATEMENT IS BASED ON THE INFORMATION PROVIDED TO THE LANDSCAPE ARCHITECT. THE IRRIGATION SYSTEM IS BASED ON THE INFORMATION PROVIDED TO THE LANDSCAPE ARCHITECT. THE IRRIGATION SYSTEM IS BASED ON THE INFORMATION PROVIDED TO THE LANDSCAPE ARCHITECT. THE IRRIGATION SYSTEM IS BASED ON THE INFORMATION PROVIDED TO THE LANDSCAPE ARCHITECT.

STATEMENT OF COMPLIANCE
 THE LANDSCAPE ARCHITECT HAS CONDUCTED VISUAL AND PHYSICAL SURVEYS OF THE PROPERTY AND HAS OBSERVED THE EXISTING CONDITIONS. THE LANDSCAPE ARCHITECT HAS CONDUCTED VISUAL AND PHYSICAL SURVEYS OF THE PROPERTY AND HAS OBSERVED THE EXISTING CONDITIONS. THE LANDSCAPE ARCHITECT HAS CONDUCTED VISUAL AND PHYSICAL SURVEYS OF THE PROPERTY AND HAS OBSERVED THE EXISTING CONDITIONS.

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NOTE: FOR PLANTING
LEGEND SEE SHEET L-3

REFERENCE NOTES SCHEDULE

COUNTY NOTES

- ALL TREES WITH A DBH OF 8" OR MORE SHALL BE MAINTAINED UNLESS THEY ARE DEEMED UNDESIRABLE BY THE LOCAL HEALTH OFFICIALS. SUCH TREES SHALL BE IDENTIFIED BY DATE AND SPECIES.
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DATE: 12/12/19
 SHEET NO: 1-4
 PROJECT: MAJESTIC FREEWAY BUSINESS CENTER
 BUILDING 12
 13100 CHERRYBROOK BLVD
 COMMERCE, CALIFORNIA 91714
 SHEET TITLE: SHADE PLAN AND CALCULATIONS

CONTRACT NO: 121219
 DATE: 12/12/19
 SCALE: AS SHOWN

COMMERCE CONSTRUCTION CO., P.C.
 13100 CHERRYBROOK BLVD
 COMMERCE, CALIFORNIA 91714
 PHONE: (951) 251-1234
 FAX: (951) 251-1235
 WWW: WWW.COMMERCECONSTRUCTION.COM



DATE: 12/12/19
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 PROJECT: MAJESTIC FREEWAY BUSINESS CENTER
 BUILDING 12
 13100 CHERRYBROOK BLVD
 COMMERCE, CALIFORNIA 91714
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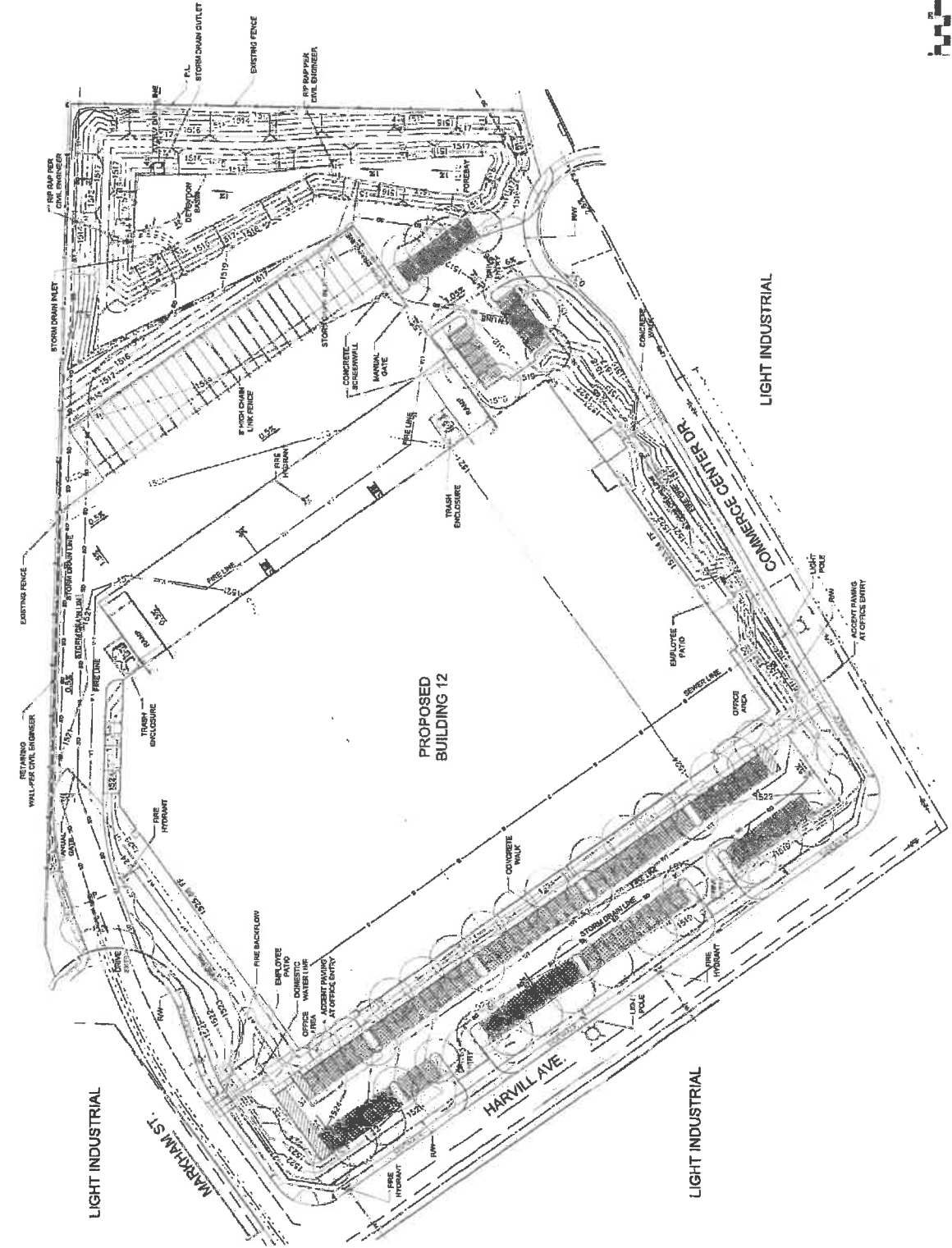
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 BUILDING 12
 13100 CHERRYBROOK BLVD
 COMMERCE, CALIFORNIA 91714
 SHEET TITLE: SHADE PLAN AND CALCULATIONS

BUILDING 12 - SHADE TABULATION
 Parking area = 16,724 s.f.
 Shade provided = 10,609 s.f.
 by trees in parking area
 Percentage of parking area
 shaded by trees = 63%

REFERENCE NOTES - SCHEDULE

SYMBOL	DESCRIPTION	DATE
[Pattern]	ASBESTOS	12/12/19
[Pattern]	WOODEN LOT AREA	12/12/19
[Pattern]	TREE SHADE	12/12/19





Charissa Leach, P.E.
Assistant TLMA Director

RIVERSIDE COUNTY
PLANNING DEPARTMENT

CC007883
PPT 180038
CEQ 180128
GEO 180053

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 of Industry	<small>Street</small> CA	91746
<small>City</small>	<small>State</small>	<small>ZIP</small>

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

Tustin	<small>Street</small> CA	92780
<small>City</small>	<small>State</small>	<small>ZIP</small>

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 of Industry	<small>Street</small> CA	91746
<small>City</small>	<small>State</small>	<small>ZIP</small>

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

"Planning Our Future... Preserving Our Past"

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)



SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME 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): 314-260-018, 314-270-024, 314-270-025, 314-110-073

Approximate Gross Acreage: ^{8.45}8.6 Acres

General location (nearby or cross streets): North of Commerce Center Drive, South of Markham Street, East of Harvill Avenue, West of Interstate 215.

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 11a, Subsection 11.26.n (M-M)

Number of existing lots: 4

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	154,612*	41**	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 11, 26, 27, 29 (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 12/06/2018

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 (Majestic Freeway Business Center, LLC) Date _____

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.*

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) 863-7040

"Planning Our Future... Preserving Our Past"

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. 180038 (PPT180038) – 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: Easterly of Harvill Avenue, northerly of Commerce Center Drive, southerly of Markham Street, and westerly of Interstate 215 – 8.45 Gross Acres – Zoning: Manufacturing – Service Commercial (M-SC) – **REQUEST:** The Plot Plan is a proposal for the construction and operation of a 147,249 sq. ft. warehouse/distribution/manufacturing development on 8.51 gross acres.

TIME OF HEARING: 1:30 p.m. or as soon as possible thereafter.
DATE OF HEARING: **MAY 4, 2020**
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER
1ST FLOOR, CONFERENCE ROOM 2A
4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the Planning Department website at: <https://planning.rctlma.org/>.

For further information regarding this project, please contact Project Planner 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 is available for review via email by contacting the project planner. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. Please note that access to the meeting is limited. All comments received prior to the public hearing will be submitted to the Planning Director for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received during or after the meeting will be distributed to the Planning Director and retained for the official record.

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

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on January 22, 2020,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PPT180038 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

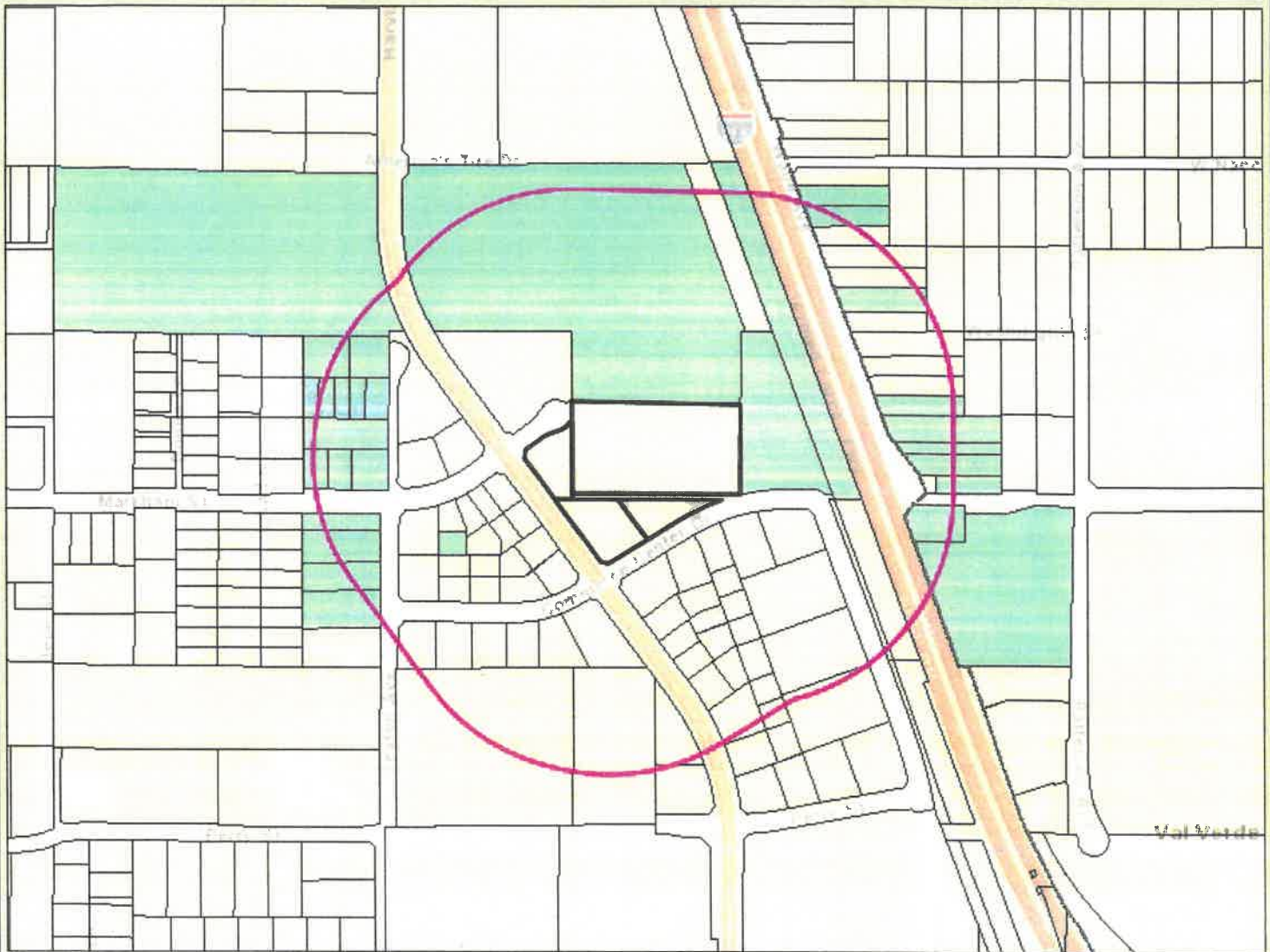
ADDRESS: 4080 Lemon Street 9TH Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

Riverside County GIS Mailing Labels

PPT180038 (1000 feet buffer)



Legend

-  County Boundary
-  Cities
-  Parcels
-  World Street Map

Notes



0 752 1,505 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 1/22/2020 8:00:45 AM

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314051015
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS N 6TH FL
CITY OF INDUSTRY CA 91746

314110008
CHEROKEE FUNDING
26786 IRONWOOD AVE
MORENO VALLEY CA 92555

314110009
GEORGE R FROST
2935 S PACIFIC AVE
SAN PEDRO CA 90731

314110018
FROST GEORGE R
2935 S PACIFIC AVE
SAN PEDRO CA 90731

314110031
RANDY REISSNER
P O BOX 3132
LAKE ARROWHEAD CA 92352

314110034
LUIS CARRANZA
4431 WADE AVE
PERRIS CA 92570

314110035
LUIS CARRANZA
4431 WADE AVE
PERRIS CA 92571

314110036
RAFAEL CARRANZA
4431 WADE AVE
PERRIS CA 92571

314110041
RIVERSIDE COUNTY TRANSPORTATION
PO BOX 12008
RIVERSIDE CA 92502

314110055
K & R EQUIPMENT
22254 N BEAR CREEK N
MURRIETA CA 92562

314110060
RIVERSIDE COUNTY FLOOD CONTROL
3133 MISSION INN AVE
RIVERSIDE CA 92507

314110075
HALLE PROPERTIES
20225 N SCOTTSDALE RD
SCOTTSDALE AZ 85255

314120002
HEATHER E CARLISLE
4181 GREEN AVE
LOS ALAMITOS CA 90720

314120017
JAMES D BAKER
53 SAN SIMEON
LAGUNA NIGUEL CA 92677

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

314210040
RAMON SALGADO
22971 MARKHAM 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

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
3200 El Camino Real, Suite 100
Irvine, CA 92602

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
3200 El Camino Real, Suite 100
Irvine, CA 92602

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13191 Crossroads Parkway, Sixth Floor
City of Industry, CA 91746

Representative:

T&B Planning Inc., c/o Tracy Zinn
3200 El Camino Real, Suite 100
Irvine, CA 92602

Richard Drury
Komalpreet Toor
Lozeau Drury, LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612

Kirkland West
Habitat Defense Council
PO Box 7821
Laguna Niguel, Ca, 92607-7821



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

Agenda Item No.

3.5

Director's Hearing: May 4, 2020

PROPOSED PROJECT

Case Number(s): Plot Plan No. 190028

EA No.: CEQ190108

Area Plan: Mead Valley

Zoning Area/District: North Perris Area


Supervisory District: First District

Project Planner: Travis Engelking
305-170-040, 305-170-041,
305-170-042, 305-170-043,
305-170-044, 305-170-047,

Project APN(s): 305-170-048

Applicant(s):
Core 5 Industrial Partners Inc.

Representative(s):
EPD Solutions Inc.



Charissa Leach, P.E.
Assistant TLMA Director

PROJECT DESCRIPTION AND LOCATION

PLOT PLAN NO. 190028 (PPT190028) is a proposal for the construction of a 197,856 Sq. Ft. single-story concrete tilt up industrial building with a maximum height of 45 feet on 10.97 acres. Approximately 12,960 Sq. Ft. of office space would be proposed at ground level and on a mezzanine located in the southwest corner of the building. In addition, the project would provide 33 loading docks on the south side of the building. A total of 178 parking stalls are proposed for the site.

A detention basin is proposed near the southwestern corner of the property that would treat runoff from the site and outlet to the existing drainage facilities to the east towards Perris Valley Master Drainage Plan (MDP) facility Lateral J-7 in Daytona and continue to Lateral J-9 along the west side of Interstate - 215. The project would be accessed by vehicles from Harvill Ave via an existing internal drive within the Daytona Business Park. The internal drive will provide three access points into the project site with two access points proposed for truck access.

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

The Project site is located East of Harvill Avenue, West of Frontage Road and Interstate-215, South of Orange Avenue, and North of Daytona Cove.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING DIRECTOR TAKE THE FOLLOWING ACTIONS:

CONSIDER an **ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. EA39961**, based on the findings and conclusions provided in the initial study,

attached hereto, and the conclusion that the project will not have a significant effect on the environment with the required mitigation: and,
APPROVE PLOT PLAN NO. 190028, subject to the attached advisory notification document, conditions of approval, and based upon the findings and conclusions provided in this staff report.

PROJECT DATA

Land Use and Zoning:

Specific Plan:	"A" Street #100
Specific Plan Land Use:	N/A
Existing General Plan Foundation Component:	Community Development
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	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), City of Perris
South:	Light Industrial (LI)
West:	Business Park (BP) Rural Community: Very Low Density Residential (RC:VLDR)
Existing Zoning Classification:	Manufacturing – Heavy (M-H)
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Manufacturing – Heavy (M-H)
East:	Manufacturing – Medium (M-M), City of Perris
South:	Manufacturing – Heavy (M-H)
West:	Industrial Park (I-P), Light Agriculture, ten-acre minimum (A-1-10)
Existing Use:	Vacant Land
Surrounding Uses	
North:	Vacant Land
South:	Warehouse, Distribution, Manufacturing Facility
East:	Self-Storage, I-215
West:	Vacant Land, Single Family Residential

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	10.97	N/A
Proposed Building Area (SQFT):	197,586	N/A
Floor Area Ratio:	.41	0.25 minimum, 0.60 maximum for Light Industrial
Building Height (FT):	45 Feet	40 feet at setback line, maximum of 50 feet

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	12,960	1 per 250	52	144
Warehouse	184,626	1 per 2,000	92	
TOTAL:	197,586		144	144

Located Within:

City's Sphere of Influence:	Yes, City of Perris
Community Service Area ("CSA"):	No
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, Zone B
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



PROJECT BACKGROUND AND ANALYSIS

Background:

Plot Plan No. 190028 was submitted to the County of Riverside on October 2, 2019.

Anticipated Uses

The Project proposes the construction of a single-story industrial building on a speculative basis with no specific tenant or use intended at this time. This type of building 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, which limits certain types of uses due to their scale or potential for other environmental impacts not already analyzed. If any proposed uses exceed what the Project was permitted for and what was analyzed in the Initial Study/Addendum, further entitlement permitting and analysis pursuant to CEQA would be required.

ALUC

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 January 9, 2020. The ALUC determined the Project consistent subject to

recommended conditions of approval that are included in the recommended conditions of approval on the Project.

ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS

State CEQA Guidelines Section 15162 provides that an addendum to an adopted Mitigated Negative Declaration for Environmental Assessment No. 39961 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.*

While the project differs in some minor respects from the project description in EA 39961, those changes will not result in any new or substantially more severe impacts than those that have already been analyzed. The previously approved Environmental Assessment / Mitigated Negative Declaration analyzed the development of 38.52 acres consisting of three phases to include manufacturing, industrial, and warehouse uses. The proposed project is within Phase 3 of the approved Project, which was analyzed as a warehouse facility consisting of 14 industrial/warehouse buildings totaling 259,225 square feet. The proposed Project includes less building area than what was previously analyzed within Phase 4 and therefore would have reduced impacts and is within the scope and type of development analyzed in EA 39961. Further, no new or substantially more severe impacts will result from any changes in circumstances surrounding the proposed Harvill and Daytona Project and there is no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time EA 39961 was adopted that would affect the analysis of the potential significant effects, mitigation measures or alternatives of the project analyzed in EA 39961. Therefore, as explained in greater detail below, no subsequent or supplemental environmental impact report is required because all potential effects of the proposed Project have been analyzed in EA 39961 and the Addendum.

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 previous Initial Study EA39961 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 Environmental Assessment NO. EA39961. In summary, the proposed Project consists of the construction of a 197,856 Sq. Ft. single-story concrete tilt up industrial building with a maximum height of 45 feet on a 10.97 acre site. EA39961 evaluated development of industrial land uses which analyzed the implementation of a Plot Plan for 38.52 acres consisting of three phases. The previously approved Environmental Assessment / Mitigated Negative Declaration analyzed the development of industrial, warehouse, and manufacturing uses across 38.52 acres. The proposed Project is 197,856 square foot industrial building within Phase 3 (Site C) of the Approved Project, which was analyzed as a warehouse facility consisting of 14 industrial/warehouse buildings totaling 259,225 square feet. The proposed Project includes less building area than what was previously analyzed within Phase 3 and therefore would have reduced impacts and is within with the scope and type of development analyzed in EA 3396. The Applicant is seeking approval of a new Plot

plan required as part of the processing procedure new development. 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 EA39961. 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-adopted EA39961.

The EA 39961 was a Mitigated Negative Declaration which analyzed the implementation of Plot Plan No. 20103 and was adopted by the County of Riverside on April 22, 2005 (herein referred to as the "Approved Project"). The Approved Project consisted of the following project description: Plot Plan No. 20103 is a proposal to construct a boat manufacturing and showroom facility, a self-storage facility, and an industrial warehouse facility on 38.52 acres consisting of 3 phases. Phase 1 (Site A) is a 90,140 square foot showroom and manufacturing facility; Phase 2 (Site B) is a self-storage facility consisting of 397 enclosed storage units and a manager's residence; Phase 3 (Site C) is a warehouse facility consisting of 14 industrial warehouse buildings totaling 259,225 square feet. The project also includes the development of a proposed street, south of the project site, off of Harvill Avenue and a manmade pond on the southeast corner of the property.

EA 39961 analyzed potential environmental impacts resulting from development of the Approved Project and determined that the project would not result in potentially significant impacts and no mitigation measures were required for the following: agriculture resources, air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, utilities and service systems, other, and mandatory findings of significance.

The Addendum includes findings comparing the environmental effects of the proposed Project as compared with the findings of EA 39961. On the basis of these findings and the provisions of the State CEQA Guidelines, the County of Riverside, as the Lead Agency, has determined that no supplemental or subsequent EIR is required for the Harvill and Daytona Project. This Addendum details a conservative comparative analysis by conducting new technical analyses to ensure there were no new changes in circumstance from existing conditions to development of the proposed Project.

3. *New information of substantial importance, which was not known and could not have been know 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 adoption of EA39961, no new information of substantial importance has become available which was not known and could not have been known at the time the EA39961 was prepared. Changes in law have occurred since adoption of EA39961 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 EA39961.

The proposed Project would not result in any new or substantially more severe significant environmental impacts beyond those disclosed in EA39961.

Subsequent to the adoption of EA39961, no new mitigation measures or alternatives have been identified that were infeasible at the time EA39961 was adopted and no supplemental or subsequent negative declaration is required to evaluate the proposed Project. Environmental analysis and mitigation measures from EA 39961 have been incorporated into this Addendum and modified as necessary to address the site-specific conditions of the proposed Project. In cases where mitigation measures from the EA 39961 have been satisfied, it is so noted.

Subsequent to the adoption of EA39961, no new mitigation measures or alternatives that are considerably different from those analyzed in EA39961 including changes in circumstances or new information of substantial importance that would substantially change the MND conclusions. In other words, this Addendum considers whether the proposed Project, which, as described in detail herein, would result in new or substantially more severe impacts than were disclosed in EA 39961.

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 EA. 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 20% of the energy demand for commercial, office, industrial or manufacturing uses totaling more than 100,000 square feet. This measure has been applied to this Project based on feasibility analysis provided and will be further implemented by the conditions of approval once a specific tenant is identified and more specific energy demand calculations can be calculated based on that specific tenant to determine the amount of renewable energy generation that is necessary. This is anticipated to be accommodated via rooftop mounted solar panels.

FINDINGS AND CONCLUSIONS

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

Land Use Findings:

General Plan Consistency

The project site has a General Plan Foundation Component and Land Use Designation of Community Development (CD): Light Industrial (LI). The Community Development General Plan Foundation Component depicts areas where urban and suburban development is appropriate. It is the intent of this Foundation Component to provide a breadth of land uses that foster variety and choice, accommodate a range of life styles, living and working conditions, and accommodate diverse community settings. The goal is to accommodate a balance of jobs, housing, and services within communities to help achieve other aspects of the RCIP Vision, such as mobility, open space, and air quality goals.

The Light Industrial land use designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other services facilities, warehousing, distribution centers, and supporting retail uses. Building intensity ranges from 0.25 to 0.6 FAR.

Zoning Consistency

The project site is zoned M-H (Manufacturing – Heavy). Pursuant to Ordinance No. 348, Article XII, Section 12.2. Warehouse, distribution, and manufacturing uses are allowed in the M-H Zone with an approved Plot Plan. The applicant has submitted this Plot Plan application to ensure compliance with all applicable development standards and regulations. As further described in the findings section, the project meets all the applicable development standards for the M-H Zone and those set forth in Section 12.4 of Ordinance No. 348, including design, height, setbacks, and parking requirements.

The project site includes a proposed landscape plan in accordance with the County of Riverside Ordinance No. 348 and Ordinance No. 859.

The Project, with proposed uses including warehouse, distribution, and manufacturing, is consistent with Ordinance No. 348 (Land Use) and is an allowable use within the Manufacturing – Heavy (M-H) Zoning Classification, 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. The Plot Plan proposes the construction of a building designed to be used for warehouse, distribution, and/or manufacturing purposes. These general uses are consistent with the Light Industrial land use designation of the General Plan since

these uses are specifically listed as anticipated uses for each of these designations in the General 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/Addendum, all impacts have been reduced to levels that are less than significant. These impacts were analyzed and feasible mitigation incorporated in the Initial Study/Addendum and through this project to reduce these impacts to a less than significant level. The Project 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, west, 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 further to the east across Interstate 215 in the City of Perris have developed with or designated for industrial and warehouse type uses. The Project has oriented dock doors to the south facing an existing Business Park; with landscape screening. The project also includes landscaping along the Harvill Avenue right-of-way and on the property that will provide some visual buffering for traffic and along Harvill Avenue. 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. The Project will provide the necessary additional dedication and improvements on Harvill Ave. The Project has been designed to accommodate, treat, and outlet the existing drainage pattern on the Project site with the proposed detention basin facility to accommodate existing flows.
5. The proposed uses are consistent with Ordinance No. 348, in particular with the permitted uses and development standards of the Manufacturing – Heavy (M-H) zone 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. The Manufacturing – Heavy (M-H) zone allows 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 that would not be able to be subdivided into multiple parcels. Furthermore, the project has been conditioned for a parcel merger (080-Planning – Parcel Merger), prior to building permit issuance, and that the recorded parcel merger is provide to the Planning Department for clearance of said condition.

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 – Heavy (M-H) zone as detailed below:
 - A. Lot Size. The minimum lot size shall be 10,000 square feet with a minimum average width of 75 feet, except that a lot size not less than 7,000 square feet and an average width of not less than 65 feet may be permitted when sewers are available and will be utilized for the development. 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 all be merged into one parcel totaling 10.97 gross acres as required by conditions of approval prior to building permit issuance. This total area would comply with this standard and would also be verified at that time the merger would be proposed.
 - B. Setbacks.
 1. Where the front, side, or rear yard adjoins a lot zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, the minimum setback shall be 25 feet from the property line. The site is surrounded by properties with non-residential zoning classifications; therefore, this setback requirement does not apply to the Project.
 2. Where the front, side, or rear yard adjoins a lot with a zoning classification other than those zones specified in paragraph (1) above, there is no minimum setback. This condition exists on all sides of the project site, which have setbacks of 40 feet, 95 feet, 117 feet, and 195 feet, respectively for the north, east, west, and south sides of the project site.
 3. Where the front, side, or rear yard adjoins a street, the minimum setback shall be 25 feet from the property line. The Project site is bordered a street (Harvill Avenue) on the west side. As previously noted, the Project proposes a minimum setback of 117 feet on the west side of the project along Harvill Avenue.
 - C. With the exception of those portions of the setback area for which landscaping is required by Subsection e. below, the setback area may only be used for driveways, automobile parking, or landscaping. A setback area which adjoins a street separating it from a lot with zoning classification other than those zones specified in paragraph (1) above may also be used for loading docks. The setback areas for the project are used for landscaping automobile parking and driveways, which is consistent with this standard.
 - i. Height Requirements. The height of structures, including buildings, shall be as follows:
 1. Structures shall not exceed 40 feet at the yard setback line. As noted previously in the setbacks, the buildings are not located at the yard setback line, so this 40 foot height limitation is not applicable to the proposed building.
 2. Buildings shall not exceed 50 feet unless a height up to 75 feet is approved pursuant to Section 18.34. of Ordinance No. 348. The maximum height proposed is 45 feet, which meets the requirement.

3. Structures other than buildings shall not exceed 50 feet unless a height up to 105 feet is approved pursuant to Section 18.34. of Ordinance No. 348. No other structures are proposed by the project.
- D. Masonry Wall. Prior to occupancy of any industrial use permitted in this article, a six foot high solid masonry wall or combination landscaped earthen berm and masonry wall shall be constructed on each property line that adjoins any parcel specifically zoned for residential use, unless otherwise approved by the hearing officer or body. As previously noted, no residential zones are adjacent to or immediately across the street from the Project site; therefore, this standard does not apply.
- E. Landscaping.
1. A minimum of ten percent of the site proposed for development shall be landscaped and irrigated. The Project proposes more than 14% 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.
 2. A minimum ten foot strip adjacent to street right-of-way lines shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular access ways, Said landscaping strip shall not include landscaping located within the street right-of-way. Minimum landscape areas of 45 feet are provided on-site (outside of the right-of-way) along the Harvill Avenue frontage. Additionally, a twenty two foot or more strip of landscape area is along the eastern portion of the project site as well as a fourteen foot landscaping strip runs along the northern property line of the Project site. Therefore, all landscape areas exceed the minimum ten foot except for designated pedestrian and vehicular accessways.
 3. A minimum 20 foot strip adjacent to lots zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, or separated by a street from a lot with said zoning, shall be landscaped and maintained, unless a tree screen or other buffer treatment is approved by the hearing officer or body. However, in no case shall said landscaping be less than ten feet wide excluding curbing. As noted previously, the site is surrounded by properties with non-residential zoning classifications; therefore, this requirement does not apply to the Project.
- F. Parking Areas. Parking areas 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 proposed Project provides adequate parking consistent with Section 18.12 of Ordinance No. 348. The Project proposes 12,960 square feet of office area and the remaining 184,626 square feet as warehouse area. At 1 space per 250 square feet, as required by Ordinance No. 348, the office area requires 52 spaces. At 1 space per 2,000 square feet, as required by Ordinance No. 348, the warehouse area requires 92 spaces. A total of 144 spaces is required. The Project proposes 178 parking spaces to meet/exceed the minimum required number of spaces. Additionally, disable persons and electric vehicle parking is noted on the site plan for 12 spaces, which meets the minimum requirements of Section 18.12 of 7 for disable persons and 6 for electric vehicle spaces.
- G. Trash Collection Areas. Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area. Trash collection areas for the Project and other service areas are proposed within the loading

area for the building. This loading area is located on the south side of the building, which does not face any public street or residential area.

- H. Outside Storage and Service Areas. Outside storage and service areas may be required to be screened by structures or landscaping. No outside storage or service areas are proposed with the Project. If future tenants desire to incorporate outside storage or service areas it will be required to be adequately screened consistent with the M-H development standards.
- I. Utilities. Utilities shall be installed underground except electrical lines rated at 33kV or greater. The Project is conditioned to underground any new utilities, excluding electrical lines rated higher than 33 kV.
- J. Mechanical Equipment. Mechanical equipment used in the manufacturing process may be required to be enclosed in a building, and roof-mounted accessory equipment may be required to be screened from view. 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 M-H zone 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.
- K. Lighting. All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property. The Project is conditioned to comply with Ordinance No. 915 which similarly requires direction of lighting downward and away from adjoin properties.

Other Findings:

- 1. The project site is not located within a Criteria Cell of the Multi-Species Habitat Conservation Plan. Accordingly, this Project fulfills the Conversation Area requirements of the MSHCP and is consistent with the MSHCP.
- 2. The project site is located within the Perris Sphere of Influence. 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 October 21, 2019 and no comment was received.
- 3. The project site is located within the March Air Reserve Base Airport Influence Area ("AIA") boundary and is therefore subject to the Airport Land Use Commission ("ALUC") review. This project was submitted to ALUC for review on November 7, 2019. A meeting was scheduled for January 9, 2020 with ALUC and ALUC determined the Project was Conditionally Consistent with the 2014 March Air Reserve Base/Inland Port Airport Land use Compatibility Plan.
- 4. The project site is located within Zone B of the Mount Palomar Observatory Lighting Zone boundary, as identified by Ordinance No. 655 (Mt. Palomar). The project is required to comply with all lighting standards specified within Ordinance No. 655, pursuant to Zone B.

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

Fire Findings:

1. The Project 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 1,200 feet of the project site. As of the writing of this report, Planning Staff has not received written communication/phone calls in support or opposition to the proposed project.

This Project was presented before the Mead Valley Municipal Advisory Committee in September 4, 2019 and the applicant's team spoke one-on-one with meeting participants.

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.

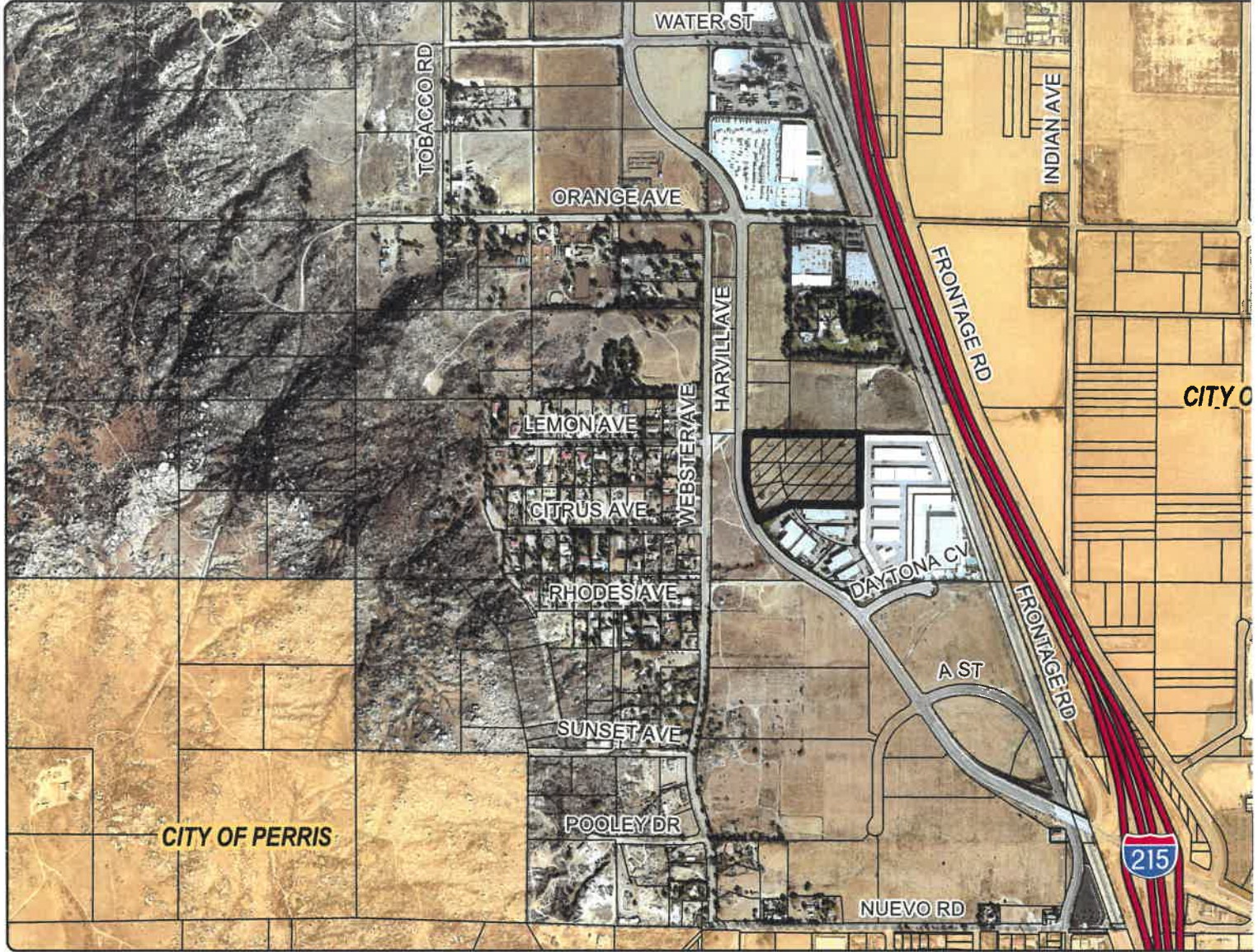
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190028

VICINITY/POLICY AREAS

Supervisor: Jeffries

District 1



Zoning Area: North Perris



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)965-8200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://planning.rcplanning.org>

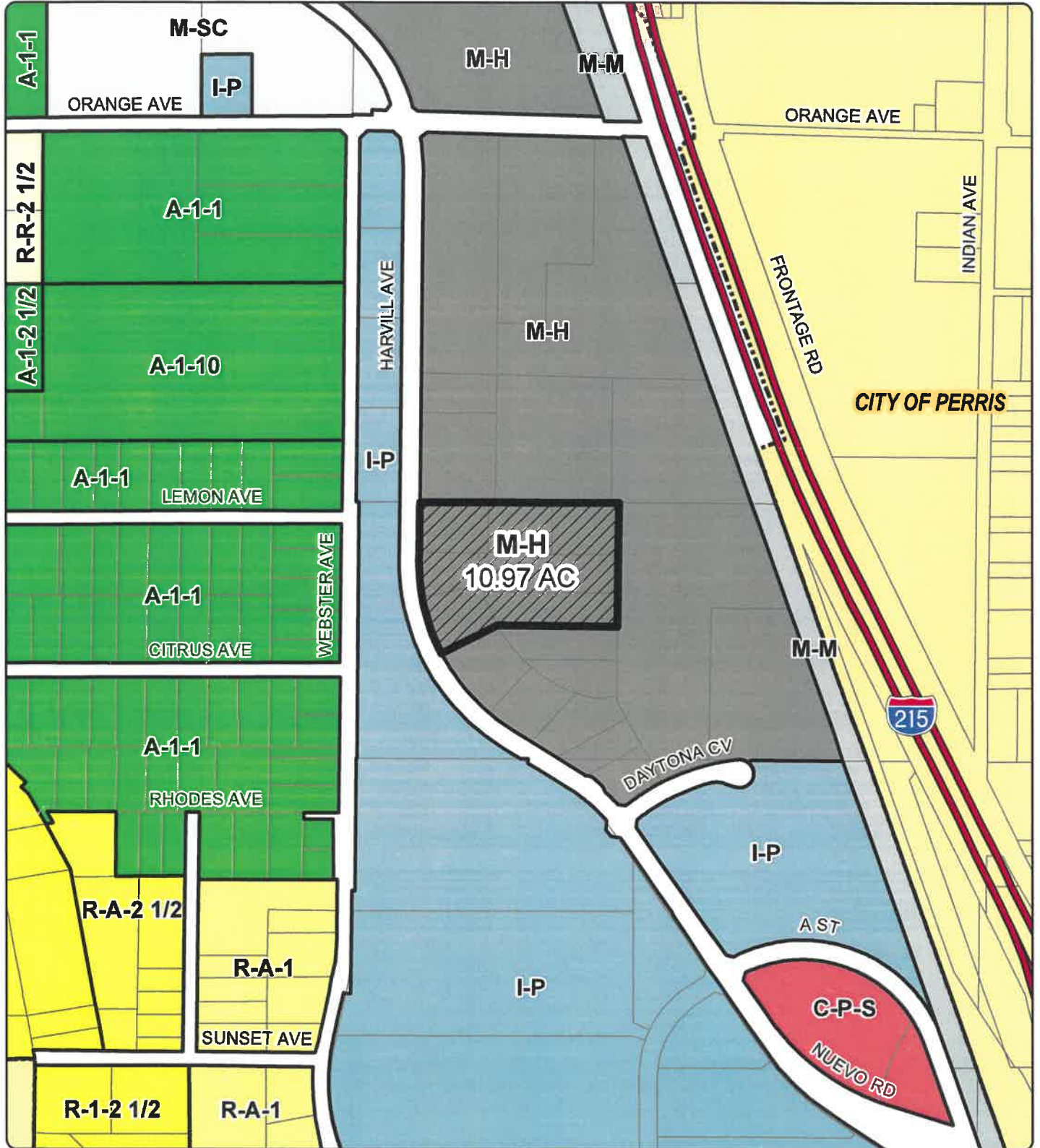
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190028

EXISTING ZONING

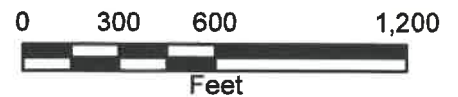
Supervisor: Jeffries
District 1

Date Drawn: 02/10/2020
Exhibit 2



Zoning Area: North Perris

Author: Vinnie Nguyen



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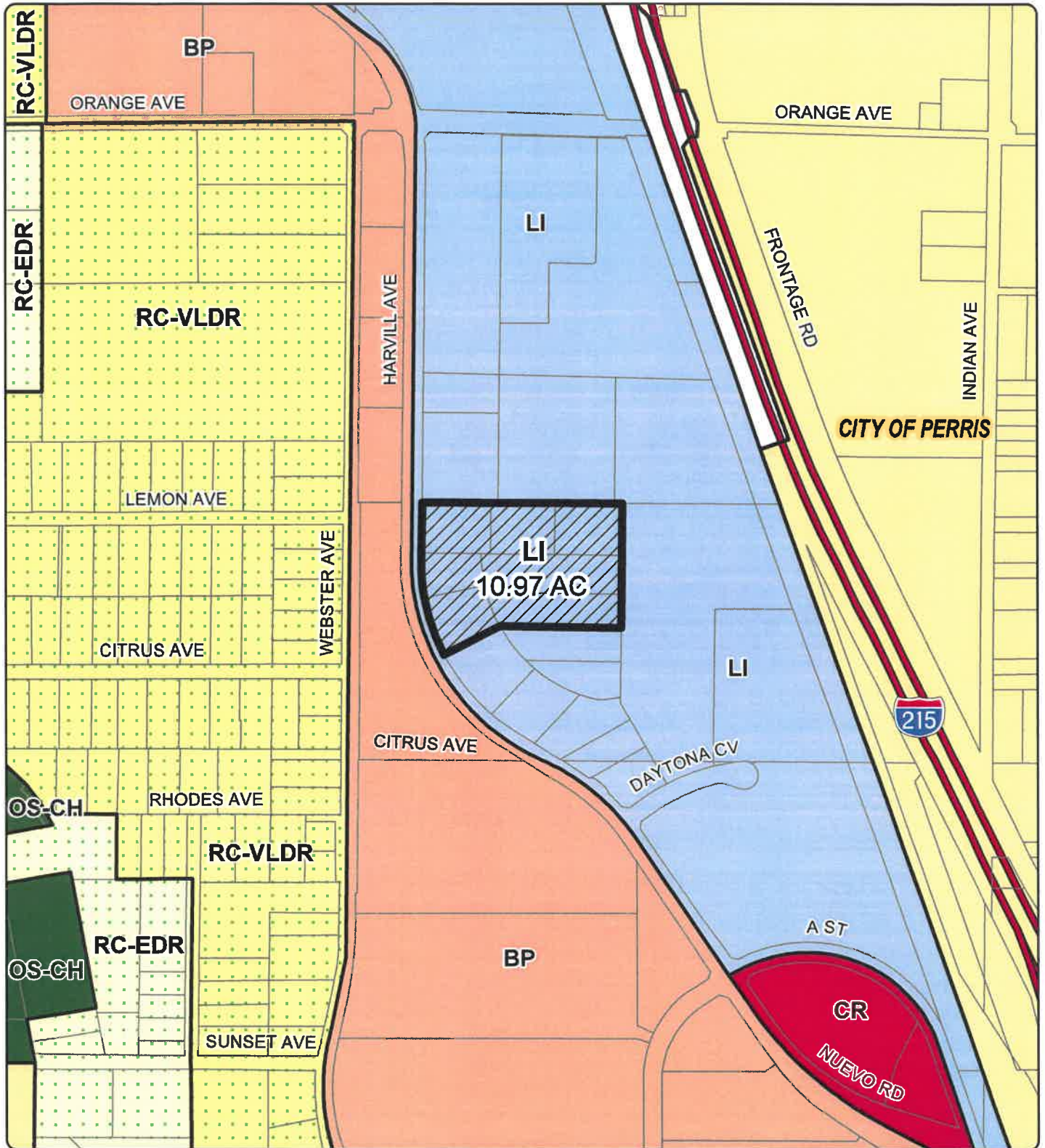
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190028

EXISTING GENERAL PLAN

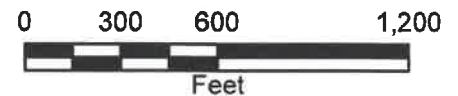
Supervisor: Jeffries
District 1

Date Drawn: 02/10/2020
Exhibit 5



Zoning Area: North Perris

Author: Vinnie Nguyen



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RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT190028

LAND USE

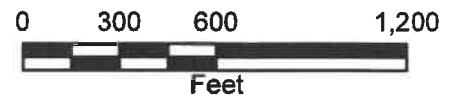
Supervisor: Jeffries
District 1

Date Drawn: 02/10/2020
Exhibit 1

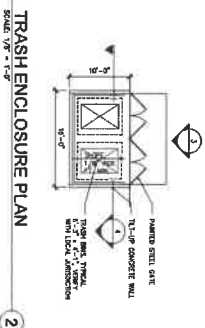
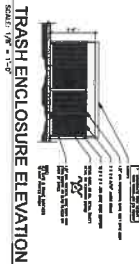
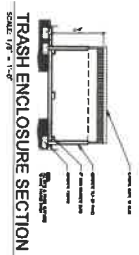
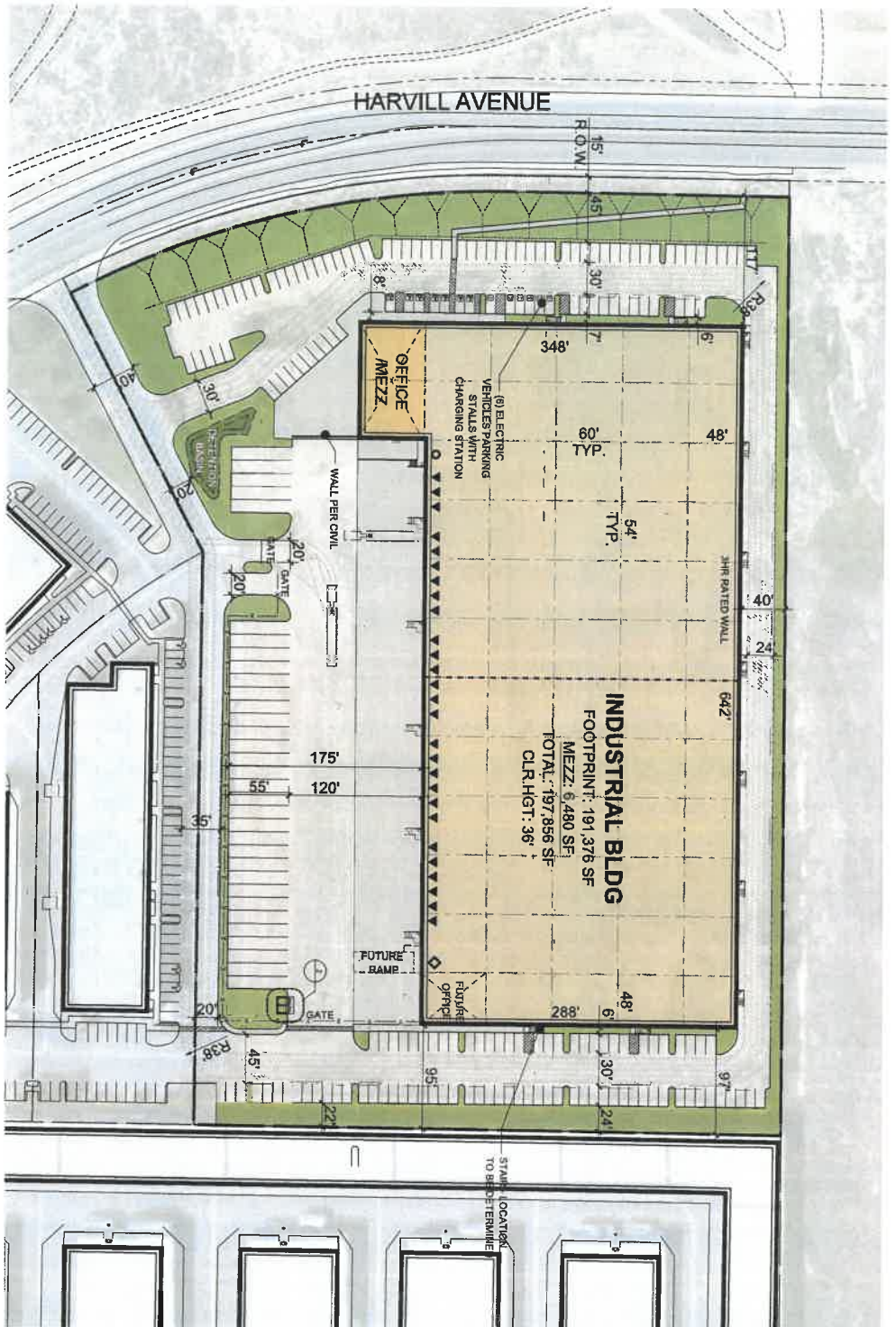


Zoning Area: North Perris

Author: Vinnie Nguyen



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scheme 7b

Conceptual Site Plan



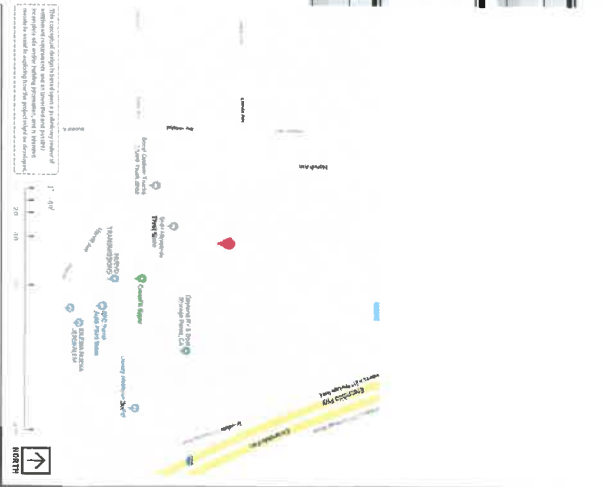
Harvill Daytona Business Park
Riverside County, CA

PROJECT DATA		DEVELOPMENT STANDARDS:	
SITE AREA	10.96 AC	ZONING:	MI-II
GROSS	477,392 SF	MAX. F.A.R.:	N/A
R.O.W.	10,004 SF	MAX. COVERAGE:	N/A
DEFENTION	2,078 SF	MAX. HEIGHT:	40 FT
NET	1,669 AC		
	495,240 SF	BUILDING SETBACKS:	
		FRONT:	95 FT
		SIDE:	0 FT
		REAR:	0 FT

BUILDING AREA		LANDSCAPE SETBACKS:	
FOOTPRINT	191,376 SF	FRONT:	10 FT
MEZZANINE	6,480 SF	SIDE:	0 FT
TOTAL BUILDING AREA	197,856 SF	REAR:	0 FT
BUILDING USE	194,698 SF		
OFFICE	12,960 SF	LANDSCAPE REQ.:	10%
WAREHOUSE	181,738 SF		
MEZZANINE	6,480 SF		
PARKING PROVIDED:	178 STALLS		
REG. AVAILABLE	97,920 SF		
REG. ELEC. VEHICLES	6,574 SF		
TRAILER	33 STALLS		
TRUCK DOCKS:	27		
DOCK-HIGH DOORS	1		
GRADE-LEVEL DOORS	52		
FIRE SHUT-DOWN DOORS	174		
LANDSCAPE	174		
	68,310 SF		

NOTES:

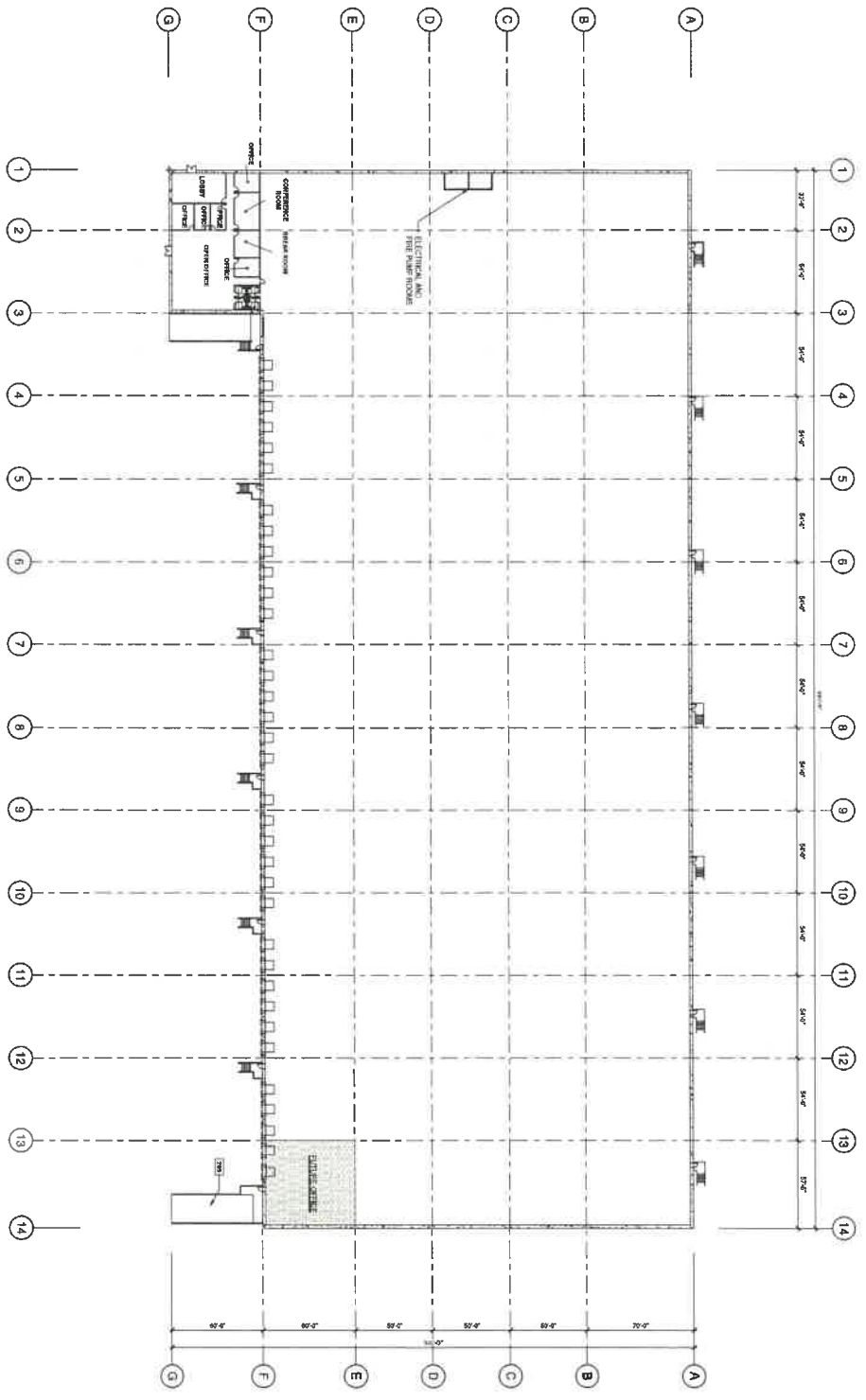
1. VEHICLES AND EQUIPMENT ARE AS SHOWN UNDER THE CITY & P.U. HIGH-INCLUSIVE CODES. REFER TO PLAN.
2. SEE EXHIBIT 11C FOR OFFICE MEZZANINE.
3. SEE EXHIBIT 11C FOR TRAILER AND TRUCK DOCKS.
4. SEE EXHIBIT 11C FOR PARKING STALLS.
5. SEE EXHIBIT 11C FOR TRUCK DOCKS.
6. SEE EXHIBIT 11C FOR OFFICE MEZZANINE.
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22. SEE EXHIBIT 11C FOR OFFICE MEZZANINE.
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49. SEE EXHIBIT 11C FOR TRUCK DOCKS.
50. SEE EXHIBIT 11C FOR OFFICE MEZZANINE.



WARE MALCOMB

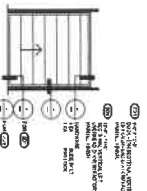
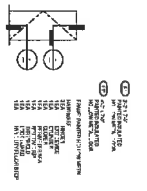
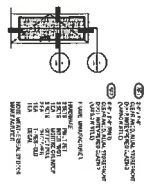
PREPARED BY: WARE MALCOMB
DATE: 12/15/2017
SHEET: 1

NOTES: □
 1. ALL DIMENSIONS ARE IN FEET AND INCHES.
 2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO FACE.



FLOOR PLAN
 SCALE: 1" = 30'

CASE: PPT100028
 EXHIBIT: B - Floor Plan
 DATE: 4/20/2010
 PLANNER: Tengeling
 10
 2



DATE: 03/02/10
 PROJECT: PLOT PLAN SUBMITTAL 1

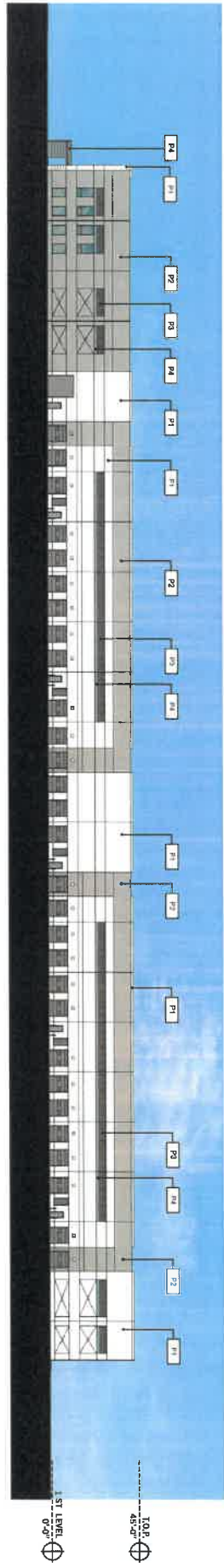
DATE	REVISIONS
03/02/10	PLOT PLAN SUBMITTAL 1



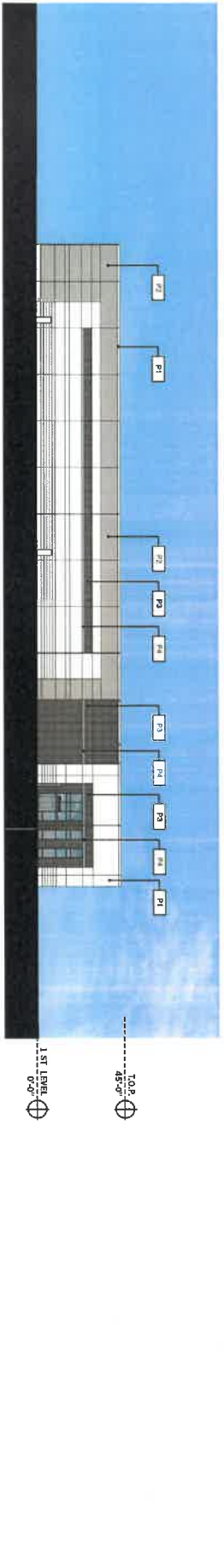
Conceptual Floor Plan
 Harvill Dayona Business Park
 Riverside County, CA

WARE MALCOMB

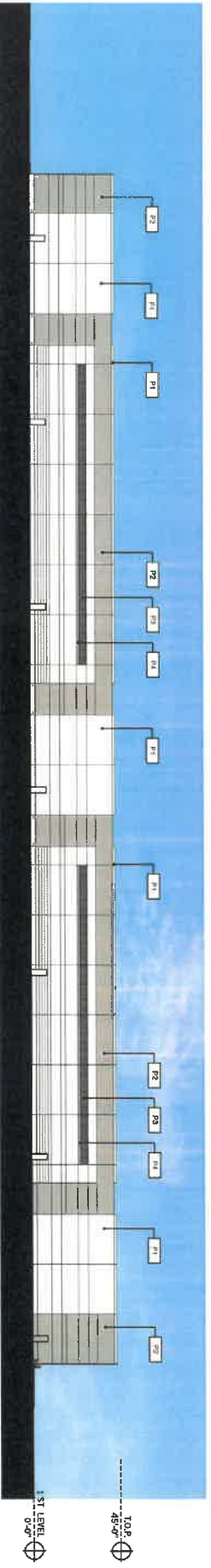
REVISIONS
 10/12/10



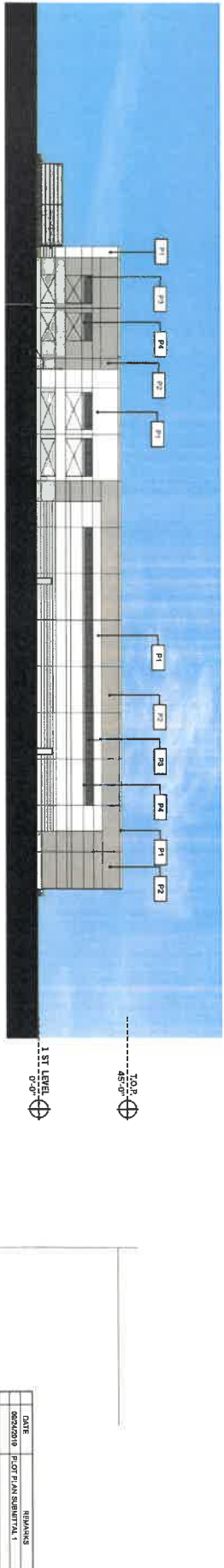
EXTERIOR ELEVATION - NORTH SCALE: 3/8" = 1'-0"



EXTERIOR ELEVATION - WEST SCALE: 3/8" = 1'-0"



EXTERIOR ELEVATION - SOUTH SCALE: 3/8" = 1'-0"



EXTERIOR ELEVATION - EAST SCALE: 3/8" = 1'-0"

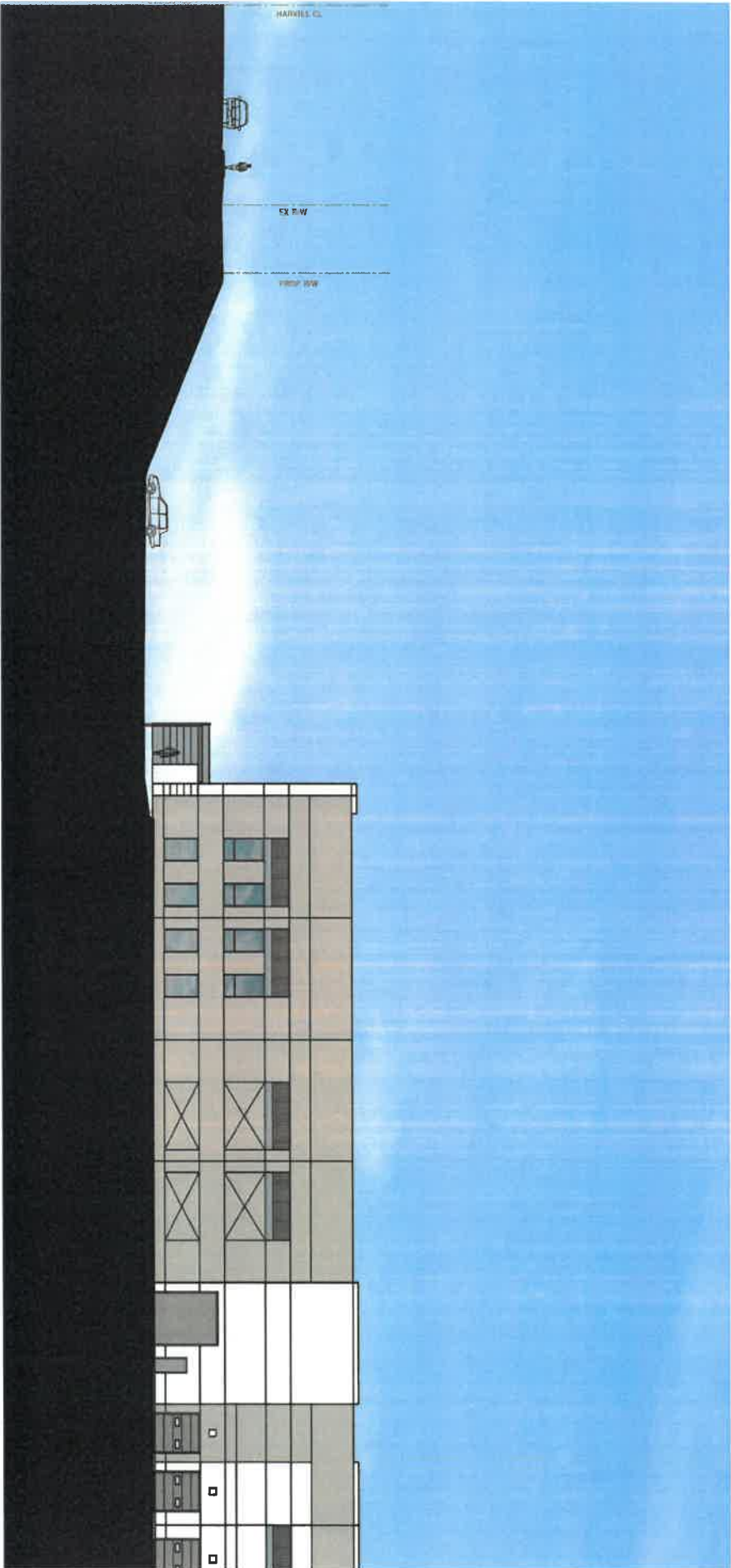
This conceptual design is based upon a preliminary review of entitlement requirements and is intended to assist in exploring the project. It is not intended to be used for construction. The design is preliminary and is subject to change. The design is not intended to be used for construction. The design is not intended to be used for construction. The design is not intended to be used for construction.

HARVILL DAYTONA BUSINESS PARK
RIVERSIDE COUNTY, CA - RPV19-0130-00

WARE MALCOMB
09.03.2019

DATE	REVISIONS
09/26/2019	P-02 PLAN SUBMITTAL 1





EAST / WEST SITE SECTION

DATE	REVISIONS
09/20/19	PROF PLAN SUBMITTAL 1

SITE SECTION

HARVILL DAYTONA BUSINESS PARK
RIVERSIDE COUNTY, CA - IPV19-0130-00

WARE MALCOMB

09.03.2019

PROJ
6

This concept art design is based upon a preliminary review of entitlement requirements and is intended to assist in understanding the project. It is not intended to be used for any other purpose and does not constitute a final design or construction plan. It is shown for illustrative purposes only and does not necessarily reflect a final design or construction plan.



IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

HARVILL DAYTONA BUSINESS PARK - PPT 190028

A CORE 5 INDUSTRIAL PARTNERS DEVELOPMENT

CORNER: 21 N. BROWN STREET, SUITE 100
21 N. BROWN STREET, SUITE 100
POMONA, CA 91768

ENGINEER: ALBERT A. BERRY ASSOCIATES
14500 S. RIVERVIEW BLVD. SUITE 100
POMONA, CA 91768-4200
PHONE: 909.798.4200

APPLICANT: CORE 5 INDUSTRIAL PARTNERS
2100 GARDNER CENTER DRIVE, SUITE 500
POMONA, CA 91768
PHONE: 909.798.4200

TROPSKAPART: T1, T2, T3, T4, T5, T6, T7, T8, T9, T10, T11, T12
11415 ARDEN BLVD., SUITE 200
POMONA, CA 91768
PHONE: 909.798.4200

PROJECT DATA: LOT: 100
AREA: 1.5 ACRES
ZONING: M2
SUBDIVISION: 200-0403-0041, 200-0403-0042, 081-1, 081-2, 081-3, 081-4, 081-5, 081-6, 081-7, 081-8, 081-9, 081-10, 081-11, 081-12, 081-13, 081-14, 081-15, 081-16, 081-17, 081-18, 081-19, 081-20, 081-21, 081-22, 081-23, 081-24, 081-25, 081-26, 081-27, 081-28, 081-29, 081-30, 081-31, 081-32, 081-33, 081-34, 081-35, 081-36, 081-37, 081-38, 081-39, 081-40, 081-41, 081-42, 081-43, 081-44, 081-45, 081-46, 081-47, 081-48, 081-49, 081-50, 081-51, 081-52, 081-53, 081-54, 081-55, 081-56, 081-57, 081-58, 081-59, 081-60, 081-61, 081-62, 081-63, 081-64, 081-65, 081-66, 081-67, 081-68, 081-69, 081-70, 081-71, 081-72, 081-73, 081-74, 081-75, 081-76, 081-77, 081-78, 081-79, 081-80, 081-81, 081-82, 081-83, 081-84, 081-85, 081-86, 081-87, 081-88, 081-89, 081-90, 081-91, 081-92, 081-93, 081-94, 081-95, 081-96, 081-97, 081-98, 081-99, 081-100

PROPOSED BUILDING: PROPOSED BUILDING
PROPOSED BUILDING
PROPOSED BUILDING
PROPOSED BUILDING
PROPOSED BUILDING

LAND USES: INDUSTRIAL
INDUSTRIAL
INDUSTRIAL
INDUSTRIAL
INDUSTRIAL

UTILITIES: WATER, GAS, ELECTRIC, TELEPHONE, CABLE, SANITARY
WATER
GAS
ELECTRIC
TELEPHONE
CABLE
SANITARY

PROJECT DATA: 2100 GARDNER CENTER DRIVE, SUITE 500
POMONA, CA 91768
PHONE: 909.798.4200

SCALE: 1" = 80'
NORTH ARROW
DATE: 4/27/20
PLANNER: T. ENGELING

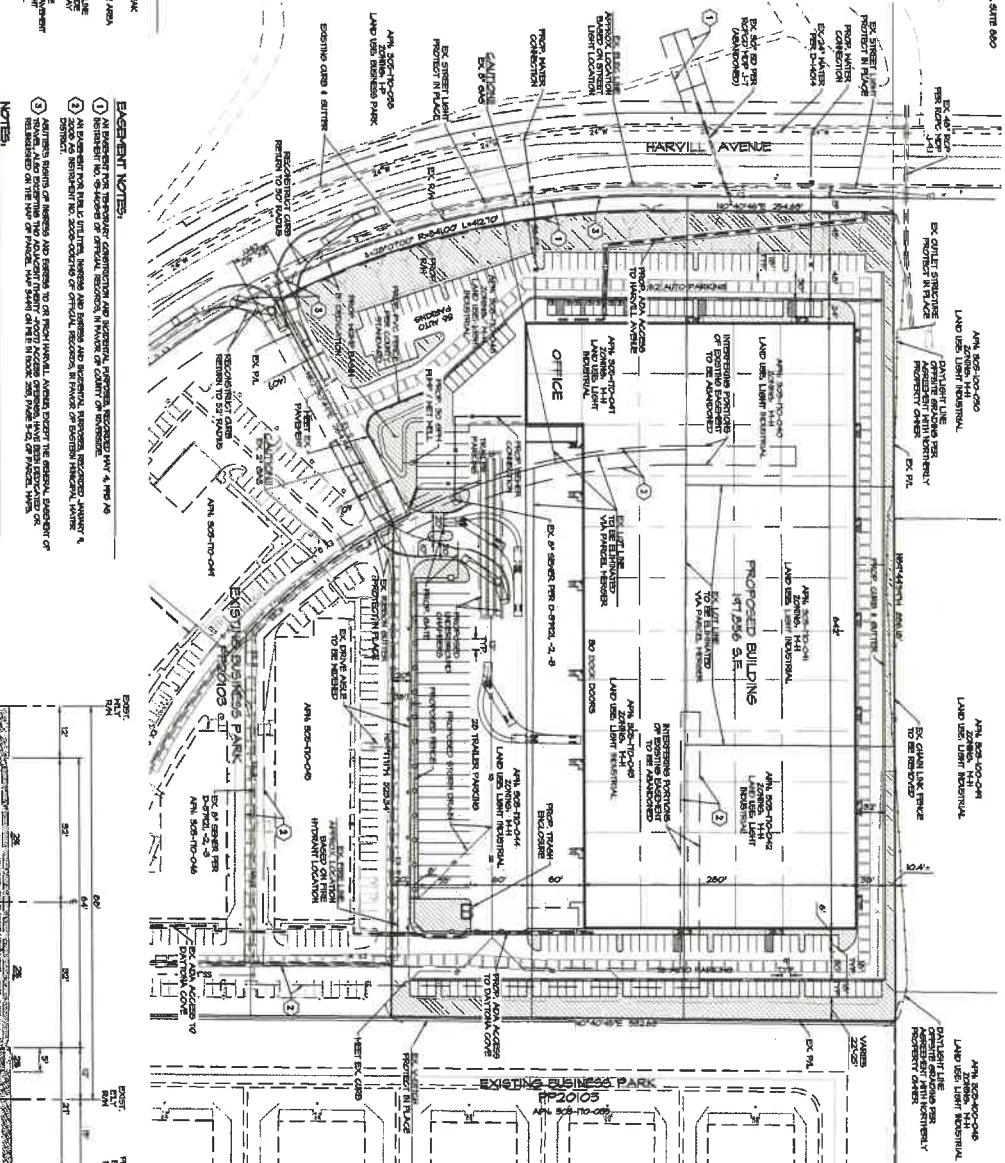


EXHIBIT NOTES:

1. ALL EXISTING UTILITIES SHOWN ARE THE PROPERTY OF THE UTILITY COMPANY AND ARE NOT TO BE MOVED OR DELETED.
2. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. ANY CHANGES TO THE UTILITIES SHALL BE MADE AT THE APPLICANT'S RISK AND EXPENSE.
3. ALL EXISTING UTILITIES SHOWN ARE THE PROPERTY OF THE UTILITY COMPANY AND ARE NOT TO BE MOVED OR DELETED.
4. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. ANY CHANGES TO THE UTILITIES SHALL BE MADE AT THE APPLICANT'S RISK AND EXPENSE.
5. ALL EXISTING UTILITIES SHOWN ARE THE PROPERTY OF THE UTILITY COMPANY AND ARE NOT TO BE MOVED OR DELETED.
6. ALL UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. ANY CHANGES TO THE UTILITIES SHALL BE MADE AT THE APPLICANT'S RISK AND EXPENSE.

NOTES:

1. THIS AREA IS SUBJECT TO LOCAL INDUSTRIAL CONTROL, AND IS SUBJECT TO THE INDUSTRIAL CONTROL ACT.
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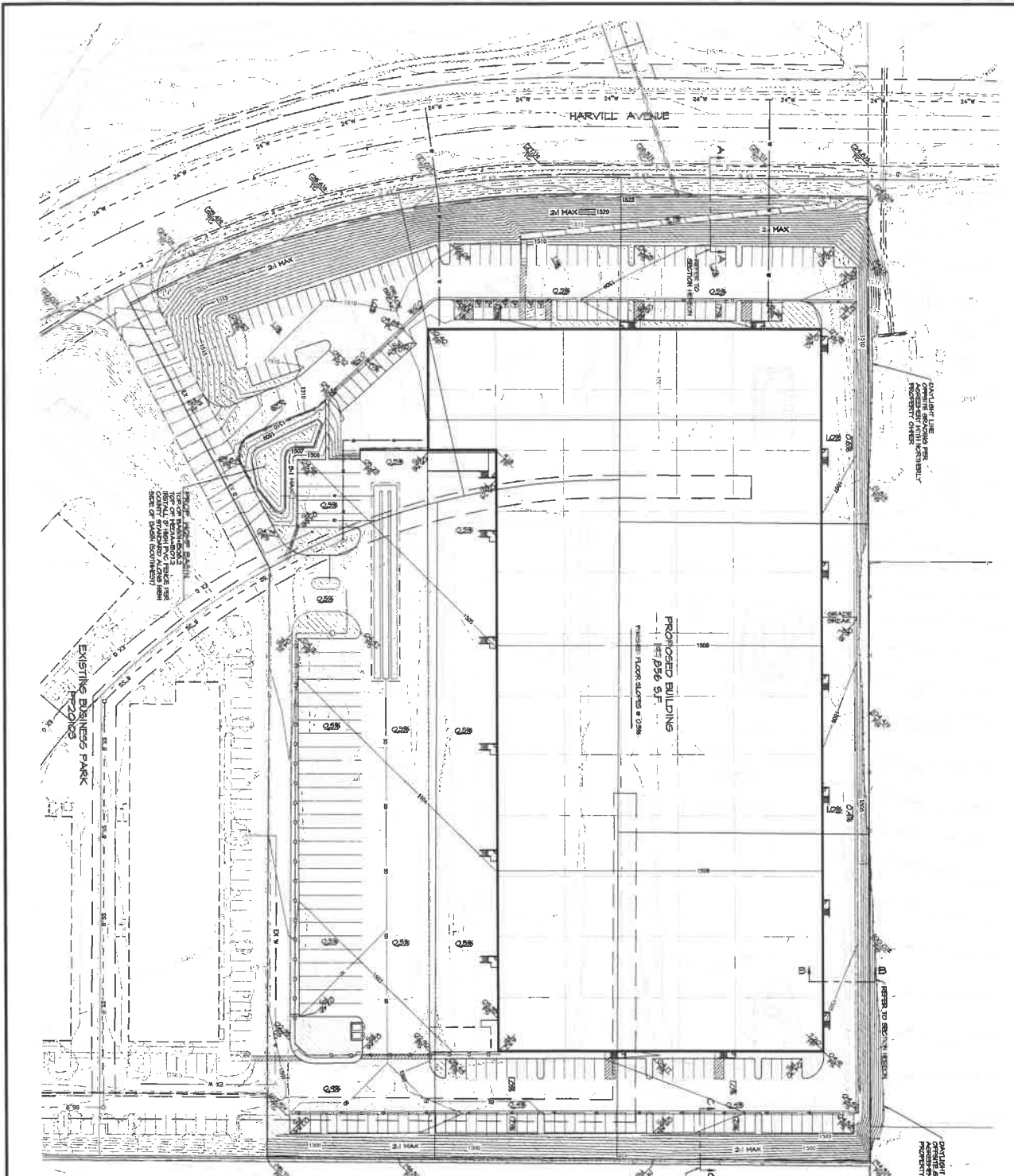
HARVILL DAYTONA BUSINESS PARK - PPT 190028

SCALE: 1" = 80'

DATE: 4/27/20

PLANNER: T. ENGELING

PROJECT DATA: 2100 GARDNER CENTER DRIVE, SUITE 500
POMONA, CA 91768
PHONE: 909.798.4200



PROPOSED BUILDING
PROPOSED FLOOR SLABS @ 0.25'

EXISTING BUSINESS PARK
PP2003

LEGEND

- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPE AREA

SECTION A-A
NOT TO SCALE

SECTION B-B
NOT TO SCALE

SECTION C-C
NOT TO SCALE

SCALE: 1" = 50'

DATE: 01/22/20

PROJECT: HARVILL DAYTONA BUSINESS PARK CONCEPTUAL GRADING PLAN PPT 100025

CLIENT: COUNTY OF DADE

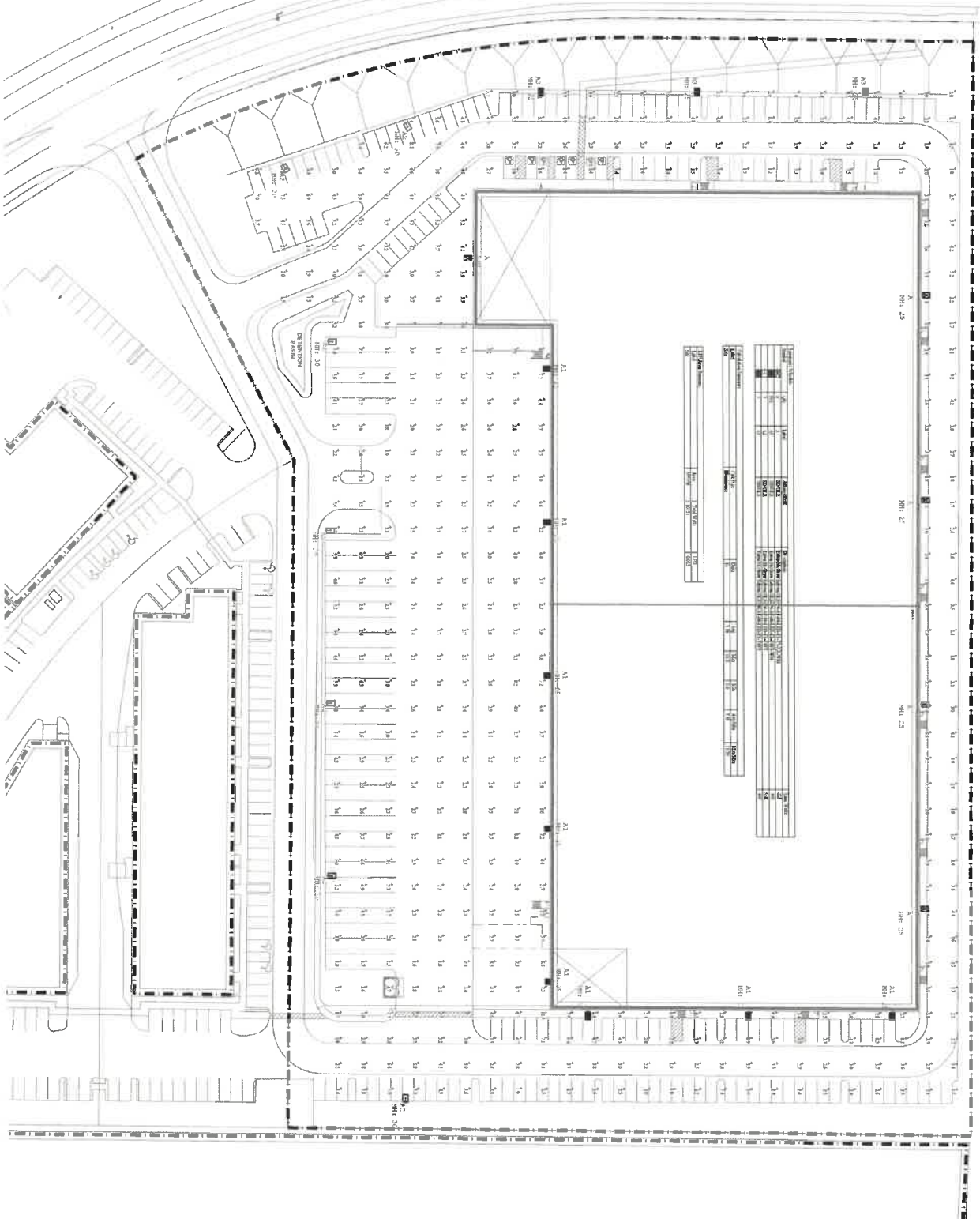
DESIGNER: MERRILL

DRAWN BY: [NAME]

CHECKED BY: [NAME]

DATE: 01/22/20

HARVILL AVENUE



Fixture	Footcandle	Notes
AL 1001	1.0	
AL 1002	1.0	
AL 1003	1.0	
AL 1004	1.0	
AL 1005	1.0	
AL 1006	1.0	
AL 1007	1.0	
AL 1008	1.0	
AL 1009	1.0	
AL 1010	1.0	
AL 1011	1.0	
AL 1012	1.0	
AL 1013	1.0	
AL 1014	1.0	
AL 1015	1.0	
AL 1016	1.0	
AL 1017	1.0	
AL 1018	1.0	
AL 1019	1.0	
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AL 1021	1.0	
AL 1022	1.0	
AL 1023	1.0	
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AL 1093	1.0	
AL 1094	1.0	
AL 1095	1.0	
AL 1096	1.0	
AL 1097	1.0	
AL 1098	1.0	
AL 1099	1.0	
AL 1100	1.0	

SITE LIGHTING PHOTOMETRIC PLAN

SCALE: 1" = 20'-0"

THESE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY AND COPYRIGHT OF PMD ELECTRIC AND SHALL NOT BE USED ON ANY OTHER WORK EXCEPT BY AGREEMENT WITH PMD ELECTRIC.

DATE	12/20/2018
	DATE
DRAWN BY	AK
	DATE
CHECKED BY	AK
	DATE

SITE LIGHTING PHOTOMETRIC PLAN SOUTH			
DATE	REMARKS	DATE	REMARKS

Harvill Daytona
Business Park
Riverside County, CA





 THE STANDARD
 LIGHTING SOLUTION
 1000 W. 10th Street
 San Diego, CA 92101
 Tel: 619-591-8888

E1.1



DATE	ISSUANCE
09/24/2019	PLOT PLAN SUBMITTAL 1

PERSPECTIVE

HARVILL DAYTONA BUSINESS PARK
 RIVERSIDE COUNTY, CA - INV19-0130 -00

WARE MALCOMB 09.03.2019

This conceptual design is based upon a preliminary review of preliminary requirements and is intended to provide a general impression of the proposed building. It is not intended to be used in engineering, power, or other technical drawings. It is shown as an illustration only and does not necessarily reflect actual construction.





This project will be built in accordance with all applicable codes, requirements and zoning ordinances, and comply with all applicable codes, standards, and regulations. The project is subject to all applicable codes, standards, and regulations. The project is subject to all applicable codes, standards, and regulations. The project is subject to all applicable codes, standards, and regulations.

HARBILL DAYTONA BUSINESS PARK
RIVERSIDE COUNTY, CA - INV19-0130-000

PERSPECTIVE

DATE	REVISIONS
08/20/19	MOI PLAN SUBMITTAL 1

WARE MALCOMB 09.03.2019

**4.0 COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: ADDENDUM**

Environmental Assessment (CEQ / EA/Addendum) Number: CEQ190108
Project Case Type (s) and Number(s): Tentative Plot Plan No. 190028
Lead Agency Name: Riverside County Planning Department
Address: P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: Travis Engelking
Telephone Number: (951) 955-1417
Applicant's Name: Core5 Industrial Partners, LLC
Applicant's Address: 300 Spectrum Center Drive, Suite 880, Irvine, CA 92618

I. PROJECT INFORMATION

Project Description: Refer to Section 3.0 of this document.

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

B. Total Project Area: 10.96 acres

Residential Acres:	Lots:	Units:	Projected No. of Residents:
Commercial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Industrial Acres: 10.96	Lots:	Sq. Ft. of Bldg. Area: 197,856	Est. No. of Employees: N/A
Other:			

C. Assessor's Parcel No(s): 305-170-040, 305-170-041, 305-170-042, 305-170-043, 305-170-044, 305-170-047, 305-170-048

D. Street References: The Project site is located southeast of Harvill Avenue and Lemon Avenue.

E. Section, Township & Range Description or reference/attach a Legal Description: Section 19, Township 3 South, Range 4 West.

F. Brief description of the existing environmental setting of the project site and its surroundings: Refer to Section 2.0 of this document.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** Community Development Foundation: Light Industrial (CD: LI) Mead Valley Area Plan
- 2. Circulation:** The Project site is adjacent to street rights-of way, which the Project would connect to. As described herein, implementation of the Project would not result in new impacts related to circulation. In addition, the Project is planned with adequate internal circulation and is consistent with the Circulation Element of the General Plan.
- 3. Multipurpose Open Space:** The Project site has been planned for development and the proposed light industrial warehouse Project does not require provision of open space for recreation or biological resource purposes, and no natural open space land was affected by

the Project. The proposed Project would not conflict with the Multipurpose Open Space Element.

4. **Safety:** The proposed Project is not located within any special hazard zone (including fault zone, high liquefaction, dam inundation zone, high fire hazard area, etc.). The proposed Project has allowed for sufficient provision of emergency response services to the future users of this Project through the design and payment of development impact fees. The proposed Project meets with all other applicable Safety Element policies.
5. **Noise:** The Project will not generate noise levels in excess of standards established in the General Plan or noise ordinance. The Project meets all other applicable Noise Element Policies.
6. **Housing:** The Project would develop and operate a light industrial warehouse use on the undeveloped pre-graded site, which has been planned for Light Industrial uses. The Project would not require relocation of existing residential and does not include residential uses. Therefore, no impacts related to housing would result from the Project.
7. **Air Quality:** The proposed Project has been conditioned to control any fugitive dust during grading and construction activities and would not exceed air quality emissions thresholds during either construction or operation of the Project. The proposed Project meets all other applicable Air Quality element policies.
8. **Healthy Communities:** The Project would develop and operate a light industrial warehouse use on the site. The Project would not result in any air quality, hazardous materials, noise or other impacts that would affect Healthy Communities. Thus, the Project would not result in conflicts with the Healthy Communities policies.

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

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

D. Land Use Designation(s): Light Industrial (LI)

E. Overlay(s), if any: There are no General Plan Policy Overlays for the Project site.

F. Policy Area(s), if any: March Air Reserve Base Airport Influence Policy Area

G. Adjacent and Surrounding:

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

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

3. **Land Use Designation(s):** Light Industrial (LI), Business Park (BP)

4. **Overlay(s), if any:** There are no General Plan Policy Overlays surrounding the Project site.

5. **Policy Area(s), if any:** March Air Reserve Base Airport Influence Policy Area

H. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** "A" Street Specific Plan #100 (SP 100). However, this Specific Plan is for the alignment and design of Harvill Avenue only and does not provide land use information.

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

I. **Existing Zoning:** Manufacturing Heavy (M-H)

J. **Proposed Zoning, if any:** No zone change is proposed

K. **Adjacent and Surrounding Zoning:** The zoning to the north and south is Manufacturing-Heavy (M-H). The zoning to the east of the Project site is Manufacturing-Medium (M-M). the zoning to the west is Industrial Park (I-P). The zoning to the southwest is Light Agriculture – 1 acre Minimum (A-1-1).

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Hydrology / Water Quality | <input 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 Significance |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services | |

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

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

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

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

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative

Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.

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

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

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

Signature

Date

For:

Printed Name

V. ENVIRONMENTAL ISSUES ASSESSMENT

The evaluation of environmental impacts in this addendum summarizes conclusions made in EA 39961 and compares them to the impacts of the proposed Harvill and Daytona Project. Mitigation measures referenced are from the Mitigation Monitoring Program adopted as part of EA 39961 and are described as either being previously implemented, applicable to the proposed Project, or not applicable to the proposed development.

This comparative analysis has been undertaken pursuant to the provisions of CEQA and the State CEQA Guidelines, to provide the factual basis for determining whether the proposed Project and any changes in the circumstances surrounding the Project, or any new information that has come to light that permits or requires the preparation of a subsequent or supplemental negative declaration.

The analysis herein applies the impact thresholds of EA 39961, as required by CEQA. (*Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788.)

As discussed in further detail in Section 1.3 Environmental Procedures of this Addendum, pursuant to Public Resources Code section 21166 and State CEQA Guidelines section 15162, when a Mitigated Negative Declaration has been previously adopted for a project, no subsequent or supplemental Mitigated Negative Declaration shall be prepared for the project unless the lead agency determines that one or more of the following three conditions are met: changes in the proposed project result in new or substantially more severe impacts than were disclosed in the previous EIR; changes in the circumstances surrounding the project result in new or substantially more severe impacts than were disclosed in the previous Mitigated Negative Declaration; or new information has come to light showing that new or substantially more severe impacts than were disclosed in the previous Mitigated Negative Declaration will occur.

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
AESTHETICS Would the project:				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Source(s): Riverside County General Plan Figure C-8 "Scenic Highways"; Riverside County General Plan Circulation Element and Multipurpose Open Space Element; Mead Valley Area Plan; Riverside County Ordinance No. 348.4896, Manufacturing-Heavy (M-H) Zone.

Summary of Impacts with the Approved Plot Plan:

EA 39961 describes that the project site is not located within a scenic highway corridor. In addition, EA 39961 determined no scenic resources were present on the site. EA 39961 determined the project site as flat and vacant land and implementation of the Approved Project would not present a potential for obstruction of any scenic vista or scenic resources within the area. The Approved Project was required to comply with conditions of approval for architectural and landscape treatments during construction and for project completion. These conditions were enforced by the County development review and building permit procedures for the review of construction plans prior to building permit issuance. In addition, construction inspection procedures provided verification as well as code enforcement after construction monitored and enforced maintenance. The EA determined that no impacts would occur as a result of the Approved Project.

Summary of Impacts with the proposed Project:

a) Have a substantial effect upon a scenic highway corridor within which it is located?

No New Impact. The Project site is not located along an officially designated scenic highway corridor. The closest Officially Designated State Scenic Highway is SR-243 to the east, approximately 24 miles from the Project site. The closest State Eligible Scenic Highway–Not Officially Designated to the Project site is a portion of the State Route SR 74, approximately 2.24 miles southeast (measured in a straight line). A portion of Interstate 215 (I-215) is also State Eligible Scenic Highway, but that segment is located approximately 2.7 miles to the southeast. The portion of the I-215 closest to the Project site approximately 800 feet east, is not State Eligible Scenic Highway. The Project site is not visible from SR-243, SR-74 or the State Eligible Scenic Highway segment of I-215. Thus, development of the Project site would not result in impacts related to any scenic highway corridor, and impacts would be the same as those described in EA 39961.

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?

No New Impact. The Project site is vacant that has been graded in preparation for development. The site does not contain and is not adjacent to any scenic resources. The Project site is surrounded by roadways and industrial development to the south. Residential development exists across Harvill Avenue west; a self-storage facility is located immediately to the east of the site; and vacant and undeveloped land exists to the north of the site. Public views along the roadway corridors surrounding the site include long distance views of the mountains to the east and north; in addition to, industrial and residential uses near the Project site.

The Project site and vicinity does not include any unique visual features, significant rock outcropping, or landmark features; the Project site does not exist within a prominent scenic vista. Thus, these types of resources would not be impacted by implementation of the proposed Project. The Project would develop a new 45-foot high light industrial/warehouse building that would be set back from the adjacent streets as well as a 2:1 slope from the western property line to the Project's parking lot and would not encroach into the existing public long-distance views of the mountains to the east and north. Thus, the proposed Project would not substantially damage scenic resources.

The proposed structure would be painted concrete. The building's main entry would be identified by metal entry canopy and glass entry door. The overall color scheme of the building would include grays and tan, and blue glass accents. To vary the visual height of the 45-foot high building, the building's roof would have architectural projections. Parking and landscaping areas would be located in addition to the setbacks, which would minimize the visual scale of the building. A 45-foot landscape setback would separate the proposed building with Harvill Avenue to the west.

The proposed Project would install landscaping onsite and along the boundaries of the Project site. Areas adjacent to the building would be landscaped with trees and a variety of shrubs and ground covers. The size and height of these proposed trees (that include vertical growing species) would reduce the visual perception of the 45-foot high building and provide uniform landscaping onsite. Trees would be installed pursuant to the County's standard requirements for landscape screening (as verified during the permitting process). Thus, a portion of the Project frontage would be screened with landscaping. Additionally, the layering of landscaping between the proposed building and Harvill Avenue would provide visual depth and distance between the roadways and proposed structure. As a result, the Project would not substantially damage scenic resources, obstruct any prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to public view. Furthermore, development of one 197,856 square-foot building (proposed Project) would result in similar or reduced impacts compared to construction of the portion consisting of 14 buildings totaling 259,225 square feet of the Approved Plot Plan. As a result, no new impact would result from the proposed Project. Thus, no new impact would result from the proposed Project.

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?

No New Impact. The Project site is within an urbanized area and is surrounded by developed and undeveloped but graded lots. As shown in Figure 3, *Aerial View*, residential land uses are developed to the west, industrial is to the south, and east of the I-215 are residential and commercial development within the City of Perris less than a mile away. The Project site is zoned Manufacturing-Heavy (M-H). Ordinance No. 348.4896 outlines specific development standards under Section 12.4, such as lot size and setbacks. The proposed Project is consistent with the minimum lot size of 10,000 square feet; in addition, the Project site does not adjoin a R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M residential zone and thus does not have a minimum setback. The Project site instead adjoins an I-P zone (in between Harvill Avenue and Webster Avenue) and an A-1-1 zone beyond, to the west. Therefore, the proposed Project would not conflict with applicable zoning and other regulations governing scenic resources. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to construction of a 259,225 square-foot portion of the Approved Plot Plan. As a result, no new impact would result from the proposed Project.

2. Mt. Palomar Observatory

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

Source(s): Riverside County General Plan, Ord. No. 655 (Regulating Light Pollution); Ord. No. 915 (Regulating Outdoor Lighting); Mead Valley Area Plan Figure 7 "Mt. Palomar Night Time Lighting Policy Area"

Summary of Impacts with the Approved Plot Plan:

EA 39961 describes that Mt. Palomar Observatory is located 37.83 miles from the Project site, and that the Project lies within Zone B and is therefore subject to the lighting restrictions established by Riverside County Ordinance No. 655 to control the effects of skyglow and to reduce the impact of development upon the Mt. Palomar Observatory. EA 39961 describes that all exterior lighting plans shall be submitted to the Department of Building and Safety for plan check approval (as a condition of approval) to ensure that lighting complies with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan, which would reduce impacts related to Mt. Palomar Observatory to a less than significant level. No mitigation was required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact/No New Impact
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Summary of Impacts with the proposed Project:

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

No New Impact. The proposed Project site is approximately 38 miles northwest of the Mt. Palomar Observatory, and is within Zone B, as designated by the Riverside County Ordinance No. 655. Zone B includes areas between 15 and 45 miles from the observatory. Areas within Zone B are required to meet specific lighting design standards to minimize light that could have a detrimental effect on astronomical observation and research. To ensure that lighting meets the required standards, the proposed Project is required to submit lighting plans for approval as part of the Project permitting process. Thus, through the County's development review process and conditions of approval, the proposed Project would be required to comply with Riverside County Ordinance No. 655 and No. 915, and potential project interference with nighttime use of the Mt. Palomar Observatory would also be less than significant. Thus, impacts would be the same as those described in EA 39961, no new impact would result from the proposed Project.

3. Other Lighting Issues

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

b) Expose residential property to unacceptable light levels?

Source(s): Riverside County Ord. No. 655 (Regulating Light Pollution); Ord. No. 915 (Regulating Outdoor Lighting)

Summary of Impacts with the Approved Plot Plan:

EA 39961 describes the construction of the Approved Plot Plan would not create a new source of substantial light and glare that will expose the surrounding industrial and manufacturing properties to unacceptable light levels. In addition, EA 39961 cites no residential properties adjacent to the project site, and that the residences 900 feet to the west along Webster Avenue are buffered with the strip of Harvill Avenue, vacant lots, and Webster Avenue from the Approved Plot Plan. EA 39961 cites conditions of approval to hood and direct light sources downwards. Due to the separation and buffering and the hooding and directing of light downward, the Approved Plot Plan was expected to have a less than significant impact on the closest residences.

Summary of Impacts with the proposed Project:

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

No New Impact. The Project site is undeveloped and there is no source of onsite nighttime lighting. However, street lights exists on the roadways adjacent to the Project site and developed areas nearby the site provide sources of nighttime lighting from security and parking lot lighting from developed parcels, illumination from vehicle headlights along Harvill Avenue, and offsite interior illumination from nearby residential uses passing through windows. Sensitive receptors relative to lighting and glare include residents, motorists, and pedestrians.

The proposed Project would include installation of new lighting sources on the Project site including exterior lighting for security in the parking lot and along the building exterior; and interior lighting that

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact/ No New Impact
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could be visible through windows to the outside. The exterior security and parking lot lighting would be hooded, appropriately angled to focus on the Project site, and would comply with the County's lighting ordinance and Building and Safety standards, as required by County Ordinances No. 655 and No. 915. In addition, as described above, the proposed Project would be required to submit lighting plans for approval as part of the Project permitting process to ensure compliance with the Riverside County lighting requirements. Therefore, implementation of the Project would not result in a new source of substantial light that would adversely affect day or nighttime views in the area, and like the findings of EA 39961, impacts would be less than significant.

Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Buildings constructed of highly reflective materials from which the sun reflects at a low angle can cause adverse glare. The Project would construct one warehouse building with concrete tilt-up panels and glass exterior building surfaces. Although window glazing has a potential to result in minor glare effects, because the Project is set below the grade of the street and because the building would not include large areas of windows, such effects would not adversely affect daytime views as shown in Figure 6B, *Building Elevations B*.

The roof of the proposed building would be constructed to accommodate the installation of solar panels. The solar panels would be installed on the building's rooftop. The rooftop mounted solar equipment would not extend above 45-foot building height limit. Solar panels would not result in substantial adverse glare effects because they absorb, rather than reflect light. The Project is within the March Air Reserve Base Influence Area. On January 9, 2020, the project was reviewed for consistency with the ALUCP by the Riverside County Airport Land Use Commission (ALUC). Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary afterimage ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. The analysis concluded that no glare would occur on the 2 mile approach to runways 14 and 32. However, some potential for glare was identified within the Air Force traffic pattern. Evaluation of the Air Force traffic patterns indicates that the panels would result in low potential for temporary afterimage ("green" level glare) in the C-17/KC-135 runway 14 downwind traffic pattern, totaling annually 1,026 minutes of "green" level glare, and would last up to 15 minutes a day from November to February between 2:30p.m. to 3:30p.m. (standard time). Therefore, the solar panels would not result in substantial glare. Furthermore, any solar panels installed on the site would need to be designed to minimize glare in accordance with Riverside County ALUC requirements as identified in Section 22, Airports of this Addendum.

Therefore, the proposed Project would not generate substantial sources of glare, and impacts related to glare would be less than significant. Furthermore, development of one building (proposed Project) would result in similar or reduced impacts compared to construction of 14 buildings within the Approved Plot Plan. Thus, no new impacts would occur as a result of the proposed Project.

b) Expose residential property to unacceptable light levels?

No New Impact. Existing residential uses are located approximately 400 feet to the west of the Project site. However, the Project would adhere to all applicable Riverside County lighting regulations that specify lighting be hooded, and angled to focus on the Project site, and away from residential uses. The proposed Project would be required to submit lighting plans for approval as part of the Project permitting process per Ordinances No. 655 and No. 915 to ensure compliance with the Riverside County lighting requirements. This process would ensure that residential property and other light sensitive uses are not exposed to unacceptable levels of light trespass and impacts related to unacceptable levels of light

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact/No New Impact
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would not occur. Furthermore, development of one building (proposed Project) would result in similar or reduced impacts compared to construction of 14 buildings within the Approved Plot Plan. No new impacts would occur as a result of the proposed Project. Impacts would be less than significant.

Conditions of Approval

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

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

Mitigation/Monitoring Required

EA 39961 Mitigation Measures

The Project included a standard condition of approval requiring development to hood and direct light sources downward (Condition of Approval 10.PLANNING.3), which was also cross referenced as a mitigation measure to ensure compliance with regulations.

Proposed Project Mitigation Measures

The Project would also be conditioned to comply with Riverside County Ordinance No. 915 which requires that lighting is adequately shielded and directed such that no direct light falls outside the parcel of origin. Compliance with regulations would be verified through the County’s permit and plan check procedures.

No new impacts nor substantially more severe aesthetic or lighting related impacts would result from the proposed Project; therefore, no new mitigation measures are required for aesthetics and lighting.

Conclusion for Aesthetics and Lighting:

Consistent with the determination of EA 39961, impacts related to aesthetics from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding aesthetics. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact/No New Impact
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measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

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

Source(s): Riverside County General Plan Figure OS-2 "Agricultural Resources", Mead Valley Area Plan Figure 3, Land Use Plan, and the Farmland Mapping and Monitoring Program (FMMP) California Important Farmland Finder. Accessed at: <http://www.conservation.ca.gov/dlrp/fmmp> <https://maps.conservation.ca.gov/dlrp/ciff/>.

Summary of Impacts with the Approved Plot Plan:

EA 39961 identified the project site as Prime Farmland; however, the 38.79-acre site was undeveloped and only supported field cropland vegetation. EA 39961 further cites the site is no longer viable for agricultural production given its designated land use and the conversion of adjacent land uses to industrial uses. Furthermore, the site is not within an agricultural preserve such as the Williamson Act contract or the Riverside County Agricultural Land Conservation Contract Maps. The Approved Plot Plan was zoned as heavy manufacturing (M-H) with no agricultural uses adjacent to the project site. Harvill Avenue buffers the nearby agricultural use. Therefore, the proposed project will not interfere or conflict with any existing agricultural use, agricultural preserve, agriculturally zoned property or result in the conversion of farmland to non-agricultural uses. Therefore, EA 39961 determined that implementation of the Approved Plot Plan would result in less than significant impacts to agricultural resources. No mitigation was required.

Summary of Impacts with the proposed Project:

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?

No New Impact. The Project site is identified by the Farmland Mapping and Monitoring Program as Farmland of Local Importance. Thus, the site's farmland designations are not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Likewise, none of the lands nearby the Project site are identified as Prime, Unique, or Farmland of Statewide importance. Instead, surrounding land is identified as Urban and Built-Up Land and Other Land. Therefore, implementation of the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Importance to non-agricultural use; and impacts would not occur. Thus, impacts would be the same as those described in EA 39961.

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?

No New Impact. The Project site is designated by the General Plan as Light Industrial (LI) and is zoned Manufacturing-Heavy (M-H). The Project site is vacant and undeveloped; but has been previously graded. No agricultural activities occur on-site. Therefore, a conflict with an agricultural zone or use would not occur. In addition, the Project site and surrounding areas are not subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve. As a result, impacts related to conflict with agricultural zoning, agricultural use, a Williamson Act contract, or a Riverside County Agricultural Preserve from implementation of the proposed Project would not occur. Impacts would be the same as those described in EA 39961. No new impacts would occur.

c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")

No New Impact. The Riverside County General Plan designates the site as Light Industrial. There are no parcels within 300 feet of the Project site zoned for agricultural uses. Thus, impacts related to agriculture uses would not occur. Impacts would be the same as those described in EA 39961. No new impacts would occur.

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?

No New Impact. There is no existing agriculture on-site or in the surrounding area. Thus, the development of the proposed Project would not result in conversion of Farmland, to non-agricultural use, and impacts would not occur. Impacts would be the same as those described in EA 39961. No new impacts would occur.

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

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

Summary of Impacts with the Approved Project:

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Forest-related impacts were not analyzed in EA 39961 because CEQA criteria and thresholds for forest did not exist in the Riverside County CEQA checklist at the time the EA was prepared in 2005. As mentioned above, the Project site was not zoned for forest uses. No impact was expected to occur.

Summary of Impacts with the proposed Project:

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))?

No New Impact. The Riverside County General Plan designates the site as Light Industrial; and the zoning designations of the areas surrounding the Project site do not include forest or timberland. The Mead Valley Area Plan Figure 3, *Land Use Plan*, shows that there are no properties zoned for forest land or timberland surrounding the Project site. Thus, the proposed Project would not conflict with zoning or cause rezoning or any forest or timber land, and impacts would not occur. Impacts would be similar or reduced as those described in EA 39961. Therefore, no new impacts would occur.

b) Result in the loss of forest land or conversion of forest land to non-forest use?

No New Impact. The Project site is undeveloped and vacant and the surrounding areas are either developed with urban uses, such as roadways and residential and industrial uses, or graded for future planned development. There is no existing forest land or timberland on the Project site or in the Project vicinity. Therefore, the Project would not result in the loss of forest land or involve other changes that could result in the conversion of forest land to non-forest uses. Impacts would be similar or reduced as those described in EA 39961, and no new impact would occur.

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?

No New Impact. As described in the previous responses, the Project site and surrounding areas are either developed with urban uses or graded and zoned for future urban uses. There is no existing forest land or timberland on the Project site or in the Project vicinity, and the Project would not involve other changes that could result in the conversion of forest land to non-forest uses, and no impact would occur. Impacts would be similar or reduced as those described in EA 39961. Therefore, no new impacts would occur.

Conditions of Approval

No conditions of approval related to agriculture and forest resources are required.

Mitigation Measures

EA 39961 Mitigation Measures

No mitigation measures related to agriculture and forest resources were included in EA 39961.

Proposed Project Mitigation Measures:

No new impacts nor substantially more severe agricultural and forest resources related impacts would result from the proposed Project; therefore, no new mitigation measures are required for agricultural and forest resources.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Conclusion for Agricultural and Forest Resources

Consistent with the determination of EA 39961, impacts related to agricultural or forest resources from implementation of the proposed Project would not occur. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding agricultural and forest resources. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

AIR QUALITY Would the project:

6. Air Quality Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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"/>

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), SCAQMD CEQA Air Quality Handbook; Air Quality Impact Analysis, prepared by Urban Crossroads, 2019 (Urban 2019a) (Appendix A); Mobile Source Health Risk Assessment, prepared by Urban Crossroads, 2019 (Urban 2019b) (Appendix B).

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined that there would be no projected conflict with the air quality plan. The Approved Plot Plan introduced approximately 400,000 square feet of floor space and emissions from the operations are estimated to not exceed regional pollutant thresholds established by the South Coast Air Quality Management District (SCAQMD) for Carbon Monoxide (CO), Reactive Organic Gas (ROG), Oxides of Nitrogen (NOx), Sulphur Oxides (SOx), and Particle Pollution – 10 micrometers in diameter (PM-10) or contribute substantially to any existing or projected air quality violation. As such, the Approved Plot Plan was not expected to conflict with or obstruct with the implementation of the Air Quality Management Plan (AQMP). Similarly, EA 39961 determined that the Approved Plot Plan would

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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not have a cumulatively considerable impact. EA 39961 determined impacts to sensitive receptors would be less than significant and that no objectionable odors would result from the Project.

Summary of Impacts with the proposed Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No New Impact. The Project site is located in the South Coast Air Basin, which is under the jurisdictional boundaries of the SCAQMD. The SCAQMD and (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG use land use designations contained in General Plan documents to forecast, inventory, and allocate regional emissions from land use and development-related sources. For purposes of analyzing consistency with the AQMP, if a proposed project would have a development density and vehicle trip generation that is substantially greater than what was anticipated in the General Plan, then the proposed project would conflict with the AQMP. On the other hand, if a project's density is consistent with the General Plan, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers projects consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

The Project site is located with the Mead Valley Area Plan of the Riverside County General Plan and has a land use designation of Light Industrial (LI). The proposed Project is consistent with the designated land use for the Project site. Therefore, the development density of the proposed Project would also be consistent with the assumptions in the AQMP and would not conflict with SCAQMD's attainment plans.

In addition, emissions generated by construction and operation of the Project would not exceed thresholds as described in the analysis below, which are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants for which it is in nonattainment. Therefore, because the Project does not exceed any of the thresholds it would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. As a result, impacts related to conflict with the AQMP from the Project would be less than significant. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to construction of 259,225 square feet analyzed as part of the Approved Plot Plan. Therefore, no new impacts would occur.

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?

No New Impact. The South Coast Air Basin (SCAB) is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1. Should construction or operation of the proposed Project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Table AQ-1: SCAQMD Regional Daily Emissions Thresholds²

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SOx	150	150
CO	550	550
Lead	3	3

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following: (1) grading and excavation; (2) construction workers traveling to and from Project site; (3) delivery and hauling of construction supplies to, and debris from, the Project site; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings; and paving. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM₁₀, and PM_{2.5} emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling. In addition, implementation of SCAQMD Rule 1113 that governs the VOC content in architectural coating, paint, thinners, and solvents, was accounted for in the construction emissions modeling.

Table AQ-2: Construction Emissions Summary

Year	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Summer						
2020	5.93	90.26	36.82	0.17	11.48	6.65
2021	54.36	56.72	45.79	0.12	5.60	3.04
Winter						
2020	5.96	90.52	37.29	0.17	11.48	6.65
2021	54.35	56.68	44.24	0.11	5.60	3.04
Maximum Daily Emissions	54.36	90.52	45.79	0.17	11.48	6.65
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Urban Crossroads, 2019

As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Furthermore, development of the

² Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, March 2015.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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197,856 square-foot proposed Project would result in similar or reduced construction emission impacts compared to construction of 259,225 square feet analyzed as part of the Approved Plot Plan. Therefore, emissions from construction activities would not result in a new or increased impact. Impacts would be considered less than significant.

Operations

Implementation of the proposed general light industrial warehouse use would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. However, operational vehicular emissions would generate a majority of the emissions generated from the Project.

Operational emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table AQ-3. As shown, the proposed Project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD’s applicable thresholds. new or increased impact.

Table AQ-3: Summary of Peak Operational Emissions

	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Operational Activities – Summer Scenario						
Area Source	4.54	5.60e-04	0.06	0.00	2.20e-04	2.20e-04
Energy Source	0.15	1.34	1.13	0.01	0.10	0.10
Mobile (Passenger Cars)	2.10	1.80	30.55	0.09	9.15	2.45
Mobile (Trucks)	1.51	45.26	10.96	0.17	7.67	2.67
On-Site Equipment	0.14	1.55	0.77	3.17e-03	0.05	0.05
Total Maximum Daily Emissions	8.43	49.95	43.47	0.27	16.97	5.27
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Operational Activities – Winter Scenario						
Area Source	4.54	5.60e-04	0.06	0.00	2.20e-04	2.20e-04
Energy Source	0.15	1.34	1.13	0.01	0.10	0.10
Mobile (Passenger Cars)	1.86	1.86	24.74	0.08	9.15	2.45
Mobile (Trucks)	1.49	47.31	0.65	0.17	7.66	2.67
On-Site Equipment	0.14	1.55	0.77	3.17e-03	0.05	0.05
Total Maximum Daily Emissions	8.18	52.06	27.35	0.26	16.97	5.27
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Urban Crossroads, 2019

Therefore, the Project’s operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant impacts. Furthermore, development of the 197,856 square-foot proposed Project would result in reduced impacts compared to operation of the 259,225 square foot Approved Plot Plan. The proposed Project would not result in a new or increased impact. Impacts would be considered less than significant.

- c) **Expose sensitive receptors, which are located within one mile of the project site, to substantial pollutant concentrations?**

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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No New Impact. The SCAQMD recommends the evaluation of localized NO₂, CO, PM₁₀, and PM_{2.5} construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The impacts were analyzed pursuant to the SCAQMD’s *Final Localized Significance Threshold Methodology* (SCAQMD 2008). According to the LST Methodology, “off-site mobile emissions from the project should not be included in the emissions compared to the LSTs” (SCAQMD 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO_x, CO, PM₁₀, and PM_{2.5} pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The Project site is located in SRA 24, Perris Valley.

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors. The nearest sensitive receptor from the Project site is an existing residence located approximately 398 feet south of the Project site across from Harvill Avenue and Webster Avenue (Urban 2019a).

Construction

The localized thresholds from the mass rate look-up tables in SCAQMD’s Final Localized Significance Threshold Methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily. The Air Quality Analysis (Appendix A) determined that the proposed Project would disturb a maximum of 3.5 acres per day during site preparation and 4 acres per day during grading.

Table AQ-4 identifies the localized impacts at the nearest receptor location in the vicinity of the Project. As shown, Project construction-source emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to construction of a 259,225 square-foot portion of the Approved Plot Plan. Thus, implementation of the proposed Project would not result in a new or increased localized air quality impact.

Table AQ-4: Localized Significance Summary of Construction

	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Onsite Site Preparation Emissions				
Maximum Daily Emissions	63.79	23.17	11.28	6.59
SCAQMD Localized Threshold	220	1,230	56	16
Threshold Exceeded?	No	No	No	No
Onsite Grading Emissions				
Maximum Daily Emissions	60.88	32.40	6.51	3.75
SCAQMD Localized Threshold	237	1,346	60	17
Threshold Exceeded?	No	No	No	No

Source: Urban Crossroads, 2019

Operations

For operational LSTs, on-site passenger car and truck travel emissions were modeled. The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state Ambient Air Quality Standards. As shown on Table

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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AQ-5, operational emissions would not exceed the SCAQMD’s localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Furthermore, development of the 197,856 square-foot proposed Project would result in reduced impacts compared to operation of the 259,225 square feet analyzed as part of the Approved Plot Plan. Therefore, the Project would not result in a new or increased localized air quality impact from operational activities.

Table AQ-5: Localized Significance Summary of Operations

Operational Activity	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	5.35	4.04	1.00	0.41
SCAQMD Localized Thresholds	270	1,577	16	5
Threshold Exceeded?	No	No	No	No

Source: Urban Crossroads, 2019

CO “Hot Spot” Analysis

Regarding potential “hot spots” of CO that could result from the Project, the Air Quality Impact Analysis describes that a daily traffic volume of 400,000 vehicles per day would not exceed the most stringent 1-hour CO standard (20 ppm).

Table AQ-6: Opening Year With Project Traffic Volumes

Intersection Location	Peak Traffic Volumes (vph)				
	Northbound (AM/PM)	Southbound (AM/PM)	Eastbound (AM/PM)	Westbound (AM/PM)	Total (AM/PM)
Harvill Avenue/Placentia Avenue	714/412	460/670	20/19	647/411	1,841/1,512
Harvill Avenue/Driveway	755/322	369/445	1/2	20/132	1,145/901
Harvill Avenue/Daytona Cove	788/336	311/506	6/20	15/51	1,120/913
Harvill Avenue/A Street	1,142/549	312/534	38/147	948/403	2,440/1,633

Source: Urban Crossroads, 2019

As shown on Table AQ-6, the highest trips on a segment of road for the Project is 2,440 vph on Harvill Avenue and A Street. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP. The proposed Project would not produce the volume of traffic required to generate a CO “hot spot”. Therefore, CO “hot spots” are not an environmental impact of concern for the proposed Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to construction and operation of 259,225 square feet analyzed as part of the Approved Plot Plan. No new impact would occur.

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

No New Impact. The proposed Project would not generate other emissions, not described previously. The Project site does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project’s (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction; no new impact would occur.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 (included as a County condition of approval) to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan and would not result in a new impact.

Conditions of Approval

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

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

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

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

Mitigation Measures

EA 39961 Mitigation Measures:

The EA identified standard conditions of approval to control dust during project construction (Condition of Approval 10. BS Grade 4), which were also cross referenced as mitigation measures to track compliance with regulations.

Proposed Project Mitigation Measures:

The Project would also be conditioned to comply with SCAQMD Rule 403 and all applicable dust control conditions. Compliance with regulations would be verified through the County's permit and plan check procedures.

No new impacts nor substantially more severe air quality related impacts would result from the proposed Project; therefore, no new mitigation measures are required for air quality.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Conclusion for Air Quality

Air Quality emission that would result from the Project would not exceed SCAQMD thresholds. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding air quality. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

BIOLOGICAL RESOURCES Would the project:

7. Wildlife & Vegetation

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

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

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

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

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

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

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

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Source(s): Western Riverside MSHCP Habitat Assessment Report, prepared by Blackhawk Environmental, Inc. (Blackhawk 2019a) (Appendix C); Focused Burrowing Owl Survey Report, prepared by Blackhawk Environmental, Inc. (Blackhawk 2019b) (Appendix D)

Summary of Impacts with the Approved Project:

EA 39961 determined that the project site is not within a criteria cell and is not subject to the Riverside County Habitat Assessment & Negotiation Strategy process. Furthermore, EA 39961 determined that the Project would not impact provisions of an Adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan. Nor would the project impact endangered or threatened species; candidate, sensitive, or special status species through habitat modifications. EA 39961 described the project site as dry land and not suitable for the movement of native or resident or migratory fish or wildlife species corridors or wildlife nursery sites. Similarly, the project site is not located on or nearby a riparian habitat or wetland. No impact would occur. No mitigation was required.

Summary of Impacts with the proposed Project:

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

No New Impact. The Project site is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). In addition, the Project is located within the Mead Valley Area Development Impact Fee Area and Stephen’s Kangaroo Rat Fee Area. As such, the Project Applicant is subject to payment of these fees as compliance with the MSHCP under Riverside County Ordinance No. 663 (included as a condition of approval) (Blackhawk 2019a).

The Project site does not overlap or occur adjacent to any area conserved or targeted for conservation such as a Plan Cell Group or Plan Criteria Cell by the MSHCP. Development projects outside of a MSHCP Criteria Area, such as the proposed Project, are required to be reviewed for consistency with several MSHCP provisions including the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool guidelines, the Protection of Narrow Endemic Plant Species, Guidelines Pertaining to Urban/Wildlands Interface, and the Additional Survey Needs and Procedures. Each of these provisions are addressed below as they pertain to the Project site.

Riparian/Riverine Areas and Vernal Pools

The MSHCP regulates impacts to riverine/riparian communities and vernal pools, as well as species associated with these habitat types, as outlined in section 6.1.2 of the MSHCP. The MSHCP specifically describes riverine/riparian habitats as “lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year” (Blackhawk 2019a). There were no drainages, wetlands, vernal pools, or other jurisdictional features present within the Project boundary (Blackhawk 2019a). Therefore, the Project would not conflict with MSHCP section 6.1.2.

Narrow Endemic Plant Species

The Project site is not located within a Narrow Endemic Plants Survey Area under section 6.1.3 of the Plan (Blackhawk 2019a). The Project site is not located within a Criteria Area Species Survey for special-status plant species (Blackhawk 2019a). No additional non-covered special-status or narrow endemic plant species with the potential to occur on site were identified during the literature review

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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and/or site assessment (Blackhawk 2019a). Therefore, the Project would not conflict with MSHCP section 6.1.3.

Urban/Wildlands Interface

According to the Plan, the Urban/Wildlands Interface Guidelines are intended to address indirect effects associated with locating development in proximity to Plan Conservation Areas (Blackhawk 2019a). The Project site is not adjacent to a Plan Conservancy Area and thus does not pose a risk of causing indirect effects to any Plan Conservancy Areas (Blackhawk 2019a). Therefore, no further analysis is required under section 6.1.4 of the MSHCP, and the Project does not conflict with this section of the MSHCP.

Vegetation Mapping

One distinct vegetation community and/or land use type was observed within the 10.96-acre Project boundary (Blackhawk 2019a). The vegetation communities/land cover uses present on the Project site and their acreages include 10.96 acres of Disturbed Areas (Blackhawk 2019a). Therefore, the Project would be conflict with section 6.3.1 of the MSHCP.

Additional Surveys Needs and Procedures

Section 6.3.2 of the MSHCP identifies that additional surveys may be needed for other certain plant and wildlife species in conjunction with MSHCP implementation in order to achieve full coverage for these species. Within areas of suitable habitat, focused surveys are required for additional plant species if a project site occurs within a designated Criteria Area Species Survey Area (CASSA), or special wildlife species survey area (i.e., burrowing owl, amphibians, and mammals). The Project site is located within a MSHCP burrowing owl survey area (Blackhawk 2019a). A habitat assessment during a site visit conducted on February 8, 2019, identified foraging and nesting habitat for burrowing owl within the Project site and the burrowing owl survey area (Blackhawk 2019a). Despite the absence of burrowing owls that resulted from habitat assessment survey, occasional burrow surrogates in suitable habitat, in conjunction with numerous burrowing owl records within five miles of the Project site, gives burrowing owl a moderate potential to occur on the Project site and/or its survey area. Due to the presence of suitable habitat, focused surveys for burrowing owl are required per section 6.3.2 of the MSHCP. Subsequently, four focused surveys for burrowing owl were conducted (included as Appendix D) in August 2019 and found no burrowing owls or signs observed within the Project survey area; therefore, the recommendations from the Habitat Assessment Report are satisfied (Blackhawk 2019a). Therefore, the Project would not conflict with section 6.3.2 of the MSHCP.

The required habitat assessments have been completed, as detailed in the Habitat Assessment Report (Appendix C and Appendix D) and payment of fees as verified through conditions of approval, assures that the applicable MSHCP Development Impact Fee would be paid. Thus, the proposed Project would not conflict with provisions of the MSHCP. Furthermore, development of the proposed Project would result in similar impacts compared to the Approved Plot Plan, and no new impact would occur.

- 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.**

No New Impact. The Project site has been previously graded and is considered disturbed. In addition, the Project is surrounded by roadways and industrial development. A Habitat Assessment Report, prepared by Blackhawk Environmental (included as Appendix C), was conducted for the Project site to evaluate wildlife and plant species.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Wildlife and Plant Species

The literature review prepared for the Habitat Assessment Report identified a total of 21 special-status wildlife species; none were determined to be present, five were found to have a potential for occurrence based on proximity of historic records and quality habitat on site, and 16 were determined to be absent due to the lack of suitable habitats on the Project site (Blackhawk 2019a). A total of 17 of these species are covered under the MSHCP, and the remaining four species (California glossy snake, western pond turtle, southern grasshopper mouse, and pocketed free-tailed bat) were determined to be absent and do not require additional surveys (Blackhawk 2019a).

The Project site and the surrounding areas collectively contain shrubs and trees, boulder outcroppings, as well as grasses and other ground cover that provide ample suitable habitat for a wide variety of nesting birds. Nearly all native nesting birds are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife Codes 3500 through 3516 (Blackhawk 2019a). Under the Migratory Bird Treaty Act, potential impacts to nesting birds are protected between the nesting bird season (generally between February 15 and August 31) (Blackhawk 2019a). Therefore, mandatory compliance with the Migratory Bird Treaty Act is required as a condition of approval for the Project. Thus, if vegetation is required to be removed during bird nesting season, an avoidance survey is required to be conducted within 100-feet of areas proposed for vegetation removal. With this condition, impacts related to nesting birds would be reduce to a less than significant level, and no new impact would occur.

The Project site supports suitable habitat for burrowing owl and is located within a designated area requiring surveys for burrowing owl. For MSHCP consistency and per recommendations from the Habitat Assessment Report, four focused surveys for burrowing owl were conducted (included as Appendix D) and found no burrowing owls or signs observed within the Project survey area; therefore, the recommendations from the Habitat Assessment Report are satisfied.

The remainder of the wildlife species identified on the site are functionally covered under the MSHCP. No additional special-status species not included for coverage under the MSHCP were observed within the Project site.

The Project does not occur within a narrow endemic plant survey area. Of the 10 special-status plant species evaluated, all were determined to be absent from the Project site based on proximity of historic records, habitat availability, and natural history requirements. Six of these species are covered under the MSHCP, and the remaining two species (chaparral sand verbena and thread-leaved brodiaea) were determined to be absent and do not require additional surveys. These special-status plant species are covered under the MSCHP and would be mitigated through the payment of MSCHP development fees that are required as a condition of approval. These conditions are a requirement for any project located within the MSHCP and therefore is not considered specific mitigation for the Project. Therefore, impacts related to endangered, or threatened plant species would be less than significant. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impact would occur.

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?

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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No New Impact. As described in the previous response, as required by the Migratory Bird Treaty Act, a mandatory condition of approval for the Project, if vegetation is required to be removed during bird nesting season, an avoidance survey is required to be conducted within 100-feet of areas proposed for vegetation removal. With this measure, impacts related to nesting birds would be reduced to a less than significant level. This condition is a requirement for any project located within the MSHCP and therefore is not considered specific mitigation for the Project or a particular impact. The remainder of the special status wildlife species identified on the site are covered under the MSHCP. In addition, the special status plant species with a potential to occur onsite are covered by the MSHCP. No additional special-status species not included for coverage under the MSHCP were observed or are expected to occur within the Project site. Therefore, the Project would not result in an impact related to candidate, sensitive, or special status species in local or regional plans, or state or federal regulations. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impact would occur.

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?

No New Impact. Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The Project site does not contain, or is not adjacent to, any wildlife corridors. The Project site is surrounded by roadways and industrial development to the south. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

Also, as described above, the Project site contains potentially suitable habitat for nesting birds. As a condition of approval for the Project, if vegetation is required to be removed during nesting bird season, a nesting bird survey is required to be conducted within 100-feet of areas proposed for vegetation removal. With the implementation of the Project conditions of approval, impacts related to nesting birds would be reduced to a less than significant level. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impact would occur.

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

No New Impact. As defined in the MSHCP, riparian/riverine areas are lands that contain habitat dominated by trees, shrubs, persistent emergent or emergent mosses and lichens that occur close to or depend on a nearby freshwater source or areas that contain a freshwater flow during all or a portion of the year (Blackhawk 2019a). Vernal pools are seasonal wetlands that occur in depressions, typically have wetland indicators that represent all three parameters (soils, vegetation, and hydrology), and are defined based on vernal pool indicator plant species during the wetter portion of the growing season but normally lack wetland indicators associated with vegetation and/or hydrology during the drier portion of the growing season (Blackhawk 2019a).

The Project site does not include any riparian/riverine, vernal pools, or fairy shrimp habitat (Blackhawk 2019a). The Project site does not harbor any MSHCP Riparian/Riverine features (i.e. riparian vegetation, hydric soils, vernal pools, blue line streams, upland swales, un-/vegetated channels or drainage areas containing upland vegetation that drains directly into an area that is described for

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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conservation under the MSHCP [or areas already conserved]) (Blackhawk 2019a). Therefore, the proposed Project would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impact would occur.

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?

No New Impact. As described in the previous response, the Project site consists of upland habitats and does not contain any natural drainage features and is absent of federally protected wetlands as defined by Section 404 of the Clean Water Act. Thus, the Project site does not include or is adjacent to any jurisdictional wetland areas. Therefore, the proposed Project would not result in any impacts to State or federally protected wetlands. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impact would occur.

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

No New Impact. The proposed Project would not conflict with any local policies or ordinances protecting biological resources. See prior discussions regarding compliance with the MSHCP. The County of Riverside has two tree management ordinances; one which manages the removal of oak trees, and the other that manages the removal of trees above 5,000 feet in elevation. The Project site does not contain any trees. Thus, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impacts would not occur.

Conditions of Approval

MSHCP Fees. Prior to issuance of a grading or building permit, the Project applicant will pay relevant MSHCP fees to the County of Riverside. As of 2019, the MSHCP fee is \$7,164 per acre for commercial uses, and the Stephen’s Kangaroo Rat (SKR) Habitat Fee is \$500 per gross acre of “all others” use for commercial facilities.

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

If BUOW are observed to occupy the Project site and/or adjacent areas during take avoidance surveys or incidentally during construction, the Riverside County Planning Department will be notified, and avoidance measures may be implemented during the breeding season (March 1 through August 31). If burrowing owls are present during the non-breeding season (September 1 through February 28), burrowing owl exclusion measures may be implemented in accordance with the MSHCP.

Nesting Bird Survey. To the extent feasible, conduct vegetation removal outside of the nesting bird season (generally between February 15 and August 31). If vegetation removal is required during the nesting bird season, conduct take avoidance surveys for nesting birds within 100-feet of areas proposed for vegetation removal. Surveys should be conducted by a qualified biologist(s) within three days of

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers or other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active.

Mitigation Measures

EA 39961 Mitigation Measures:

No mitigation measures related to biological resources were included in EA 39961.

Proposed Project Mitigation Measures:

No new impacts nor substantially more severe biological resources related impacts would result from the proposed Project; therefore, no new mitigation measures are required for biological resources.

Conclusion for Biological Resources

Consistent with the determination of EA 39961, impacts related to biological resources from implementation of the proposed Project would be less than significant with implementation of standard conditions of approval.. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding biological resources. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

CULTURAL RESOURCES Would the project:

8. Historic Resources

a. Alter or destroy a historic site?

b. Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?

Source(s): Site investigation; Riverside County General Plan, Figure OS-7, "Historical Resources".

Summary of Impacts with the Approved Plot Plan:

EA 39961 described that there are no known historic resources onsite or in the immediate vicinity of the project Site. There were no impacts and no mitigation was required.

Summary of Impacts with the proposed Project:

a) **Alter or destroy a historic site?**

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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No New Impact. The Project site is vacant and undeveloped. As mentioned previously, the site was previously graded. Due to the existing vacant and disturbed conditions, no historical resources exist on the Project site. Thus, implementation of the proposed Project would not result in impacts related to destruction of a historic site or historical resource. Development of the proposed Project would result in similar impacts compared to the Approved Plot Plan and no new impact would occur.

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

No New Impact. As described in the previous response, implementation of the proposed Project would not result in impacts to a historic resource. Development of the proposed Project would result in similar impacts compared to the Approved Plot Plan, and no new impact would occur.

9. Archaeological Resources				
a. Alter or destroy an archaeological 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 archaeological resource, pursuant to 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"/>

Source(s): Site investigation; 2003 Riverside County General Plan, Figure OS-6, "Relative Archaeological Sensitivity of Diverse Landscapes".

Summary of Impacts with the Approved Plot Plan:

EA 39961 describes that there are no known sites of archaeological sensitivity on site or in the immediate vicinity of the site. No impact would occur. No mitigation was required.

Summary of Impacts with the proposed Project:

a) Alter or destroy an archaeological site?

No New Impact. The Project site was previously graded. As a result, the probability of encountering prehistoric or historical archaeological resources within the Project area continues to be very low. Therefore, development of the proposed Project site would result in similar impacts compared to the Approved Plot Plan and no new impacts would occur. Furthermore, standard County conditions of approval require contractors to halt work within 100 feet in the event of uncovering a potential archaeological resource and to have the find evaluated by a qualified archaeologist.

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

No New Impact. As described in the previous response, the Project site has undergone extensive ground disturbance and there are no recorded archeological resources on the site. As a result, the probability of encountering prehistoric or historical archaeological resources within the Project area is very low. Therefore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impacts would result. Furthermore, standard County conditions of approval require contractors to halt work within 100 feet in the event of uncovering a potential archaeological resource and to have the find evaluated by a qualified archaeologist.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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c) Disturb any human remains, including those interred outside of formal cemeteries?

No New Impact. The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during Project construction. California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. In the unlikely event that soil-disturbing activities associated with the proposed Project result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impact would occur.

Conditions of Approval

Inadvertent Discoveries. Prior to the issuance of the first grading permit, the Applicant shall provide a letter to the County Planning Department, or designee, from a qualified professional archeologist meeting the Secretary of Interior’s Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologists have been retained will be present at pre-grade meetings and on-site grading operations in native soils. In addition, the developer shall provide an executed pre-excitation agreement with the Pechanga Band of Luiseno Mission Indians which addresses the requirement for Native American monitors during grading, protocols for treatment of Native American human remains, and the repatriation of Native American sacred items and artifacts to the Pechanga band.

In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 100 feet of the area of discovery shall cease and the County shall be immediately notified. The archeologist shall be contacted to flag the area in the field and shall determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)).

If the find is considered a “resource” the archeologist in coordination with the Native American monitor shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the County. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the developer/applicant’s expense.

Human Remains. Should human remains be discovered during Project construction, the Project would be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

Mitigation Measures

EA 39961 Mitigation Measures:

No mitigation measures related to cultural resources were included in EA 39961.

Proposed Project Mitigation Measures:

Compliance with regulations and Conditions of Approval would be verified through the County's permit and plan check procedures. No new impacts nor substantially more severe cultural resources related impacts would result from the proposed Project; therefore, no new mitigation measures are required for cultural resources.

Conclusion for Cultural Resources

Consistent with the determination of EA 39961, no significant impacts related to cultural resources from implementation of the proposed Project would occur. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding cultural resources. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

ENERGY Would the project:

10. Energy Impacts

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

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

Source(s): Riverside County Climate Action Plan ("CAP"), Energy Tables, prepared by Urban Crossroads (Urban 2019c) (Appendix E)

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Summary of Impacts with the Approved Specific Plan

Energy related impacts were not analyzed in EA 39961 because CEQA criteria and thresholds for analyzing energy consumption did not exist in 2005 at the time the EA was prepared.

Summary of Impacts with the proposed Project:

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

No New Impact

Construction

During construction of the proposed Project, energy would be consumed in three general forms:

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

Construction activities related to the proposed building and the associated infrastructure would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. In addition, the extent of construction activities that would occur is limited to an 8-month period, and the demand for construction-related electricity and fuels would be limited to that time frame. The Energy Tables (included as Appendix E) details that the total Project construction electricity usage over the 14-month construction period would be approximately 45,910 kWh, which is summarized in Table E-1.

Table E-1: Estimated Construction Electricity Usage

Land Use	Proposed Building Square Footage (SF)	Construction Duration (months)	Electricity Usage (kWh)
Light Industrial	178,100	8	41,319
Warehouse	19,790	8	4,591
Total Construction Electricity Usage (kWh)			45,910

Source: Urban Crossroads, 2019c.

Also, as shown in Table E-2, construction of the proposed Project is estimated to result in the need for 47,168 gallons of diesel fuel.

Table E-2: Estimated Construction Fuel Consumption

Activity/Duration	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Site Preparation (10 days)	Crawler Tractors	212	4	8	0.43	2,917	1,577
	Rubber Tired Dozers	247	3	8	0.40	2,371	1,282

				Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/ No New Impact
Grading (20 days)	Crawler Tractors	212	2	8	0.43	1,459	2,365
	Excavators	158	2	8	0.38	961	1,558
	Graders	187	1	8	0.41	613	995
	Rubber Tired Dozers	247	1	8	0.40	790	1,282
	Scrapers	367	2	8	0.48	2,819	4,571
Building Construction (120 days)	Cranes	231	1	8	0.29	536	4,345
	Crawler Tractors	212	3	8	0.43	2,188	17,739
	Forklifts	89	3	8	0.20	427	3,464
	Generator Sets	84	1	8	0.74	497	4,032
	Welders	46	1	8	0.45	166	1,343
Paving (43 days)	Pavers	130	2	8	0.42	874	944
	Paving Equipment	132	2	8	0.36	760	822
	Rollers	80	2	8	0.38	486	526
Architectural Coating (33 days)	Air Compressors	78	1	8	0.48	300	324
Total Construction Fuel Demand							47,168

Source: Urban Crossroads, 2019c.

Table E-3 shows that construction workers would use approximately 14,676 gallons of fuel to travel to and from the Project site. Tables E-4 and E-5 show that approximately 2,320 gallons of fuel would be used by medium high duty trucks, and 329,912 gallons of fuel would be used for hauling by heavy high duty trucks during construction of the proposed Project.

Table E-3: Estimated Construction Worker Fuel Consumption

Construction Activity	Worker Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021 Construction Activities					
Site Preparation (10 days)	18	14.7	2,646	30.76	86
Grading (30 days)	20	14.7	8,820	30.76	287
Building Construction (48 days)	196	14.7	138,298	30.76	4,496
2022 Construction Activities					
Building Construction (48 days)	196	14.7	293,882	31.59	9,304
Paving (20 days)	15	14.7	4,410	31.59	140
Architectural Coating (20 days)	39	14.7	11,466	31.59	363
Total Construction Worker Fuel Consumption					14,676

Source: Urban Crossroads, 2019c.

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

Table E-4: Estimated Construction Vendor Fuel Consumption (Medium High Duty Trucks)

Construction Activity	Vendor Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2020 Vendor Trips					
Building Construction (48 days)	12	6.9	4,080	9.56	427
2021 Vendor Trips					
Building Construction (120 days)	26	6.9	18,425	9.73	1,893
Total Construction Worker Fuel Consumption (MHD Trucks)					2,320

Source: Urban Crossroads, 2019c.

Table E-5: Estimated Construction Hauling Fuel Consumption (Heavy High Duty Trucks)

Activity/Duration	Vendor Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2020 Vendor Trips					
Building Construction (48 days)	12	6.9	4,080	9.56	427
2021 Vendor Trips					
Building Construction (120 days)	26	6.9	18,425	9.73	1,893
2020 Hauling Trips					
Grading (30 days)	3,714	20	2,228,400	6.82	326,656
Total Construction Worker Fuel Consumption (HHD Trucks)					329,912

Source: Urban Crossroads, 2019c.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. 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; compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption. Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful, inefficient, and unnecessary manner. Finally, development of the 197,856 square-foot proposed Project would result in reduced energy consumption impacts compared to of the 259,225 square feet and 14

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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buildings analyzed as part of the Approved Plot Plan. Thus, no new impacts related to construction energy usage would occur.

Operation

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

As detailed in Table E-6, operation of the proposed Project is estimated to result in the annual use of 427,236 gallons of fuel. In addition, the Project would adhere to CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, that limits idling times to no more than 5 minutes, which would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks.

Table E-6: Estimated Annual Operational Automobile Fuel Consumption

Vehicle Type	Annual Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
Light Duty Autos	2,432,799	31.59	77,023
Light Duty Trucks 1	168,635	26.44	6,379
Light Duty Trucks 2	831,117	24.76	33,568
Medium Duty Trucks	531,793	19.93	26,688
Light Heavy Duty Trucks	960,528	14.09	68,151
Medium Heavy Duty Trucks	475,329	9.73	48,840
Heavy Heavy Duty Trucks	1,154,813	6.93	166,589
Total (All Vehicles)	6,555,014		427,236

Source: Urban Crossroads, 2019c.

1 Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

2 Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

Long-term operation of the Project is calculated to consume an estimated 4,993,730 thousand British thermal units (kBTU) per year of natural gas, and approximately 1,600,021 kilowatt-hour (kWh) per year of electricity for operation as shown in Table E-7.

Table E-7: Estimated Annual Natural Gas and Electricity Consumption

Natural Gas Demand	kBTU/year
Light Industrial	4,965,430
Other Asphalt Surfaces	0
Other Non-Asphalt Surfaces	0
Parking Lot	0
Warehouse	28,300
Total Natural Gas Demand	4,993,730
Electricity Demand	kWh/year
Light Industrial	1,533,440
Other Asphalt Surfaces	0

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Other Non-Asphalt Surfaces	0
Parking Lot	28,980
Warehouse	37,601
Total Electricity Demand	1,600,021

Source: Urban Crossroads, 2019c.

The proposed Project would be required to meet the current Title 24 energy efficiency standards. The County's administration of the Title 24 requirements and the County's Climate Action Plan (CAP) includes review of design components and energy conservation measures that occur during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); solar-reflective roofing materials; energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. All development is required to comply with the adopted California Energy Code (Code of Regulations, Title 24 Part 6) and the California Green (CalGreen) Building Standards (included as a condition approval and is a standard requirement of any development project in the County). The Project also proposes to use photovoltaic (PV) solar panels onsite to offset its energy demand by 20 percent, in compliance with the County's Climate Action Plan Measure R2-CE1 (November 2019, approved on Dec. 17, 2019). This would be accomplished through the provision of onsite renewable energy through the installation of onsite solar panels which would generate approximately 320,004 kilowatt (kW) hours per year or a total of 228 kW. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner that are considered inefficient, wasteful, or otherwise unnecessary.

Finally, development of the 197,856 square-foot proposed Project would result in reduced impacts compared to the 259,225 square feet analyzed as part of the Approved Plot Plan, and no new operational energy impacts would occur.

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

No New Impact. The State of California has established a comprehensive framework for the use of efficient energy. This occurs through the implementation of the Clean Energy and Pollution Reduction Act of 2015 (SB 350), Title 24 Energy Efficiency Standards, and the California Green (CalGreen) Building Standards. The proposed Project would comply with existing regulations and County CAP, as ensured through the County's permitting process. Thus, construction and operation of the proposed Project would not conflict with or obstruct State or local plans for energy efficiency or renewable energy. Furthermore, development of the 197,856 square-foot proposed Project would result in reduced energy demand compared to the 259,225 square feet analyzed as part of the Approved Plot Plan; no new impacts would occur.

Conditions of Approval Mitigation Measures

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

Mitigation Measures

EA 39961 Mitigation Measures

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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No mitigation measures related to energy were included in EA 39961.

Proposed Project Mitigation Measures

No new impacts nor substantially more severe energy related impacts would result from the proposed Project; therefore, no new mitigation measures are required for energy.

Conclusion for Energy:

Consistent with the determination of EA 39961, impacts related to energy consumption from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding energy consumption. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

GEOLOGY AND SOILS Would the project directly or indirectly:

11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones

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

Source(s): Geotechnical Investigation, prepared by Southern California Geotechnical (GEO 2019a) (Appendix F); Riverside County General Plan, Figure S-2 "Earthquake Fault Safety Zones"; California Geological Survey Earthquake Zones of Required Investigation, Available: <https://maps.conservation.ca.gov/cgs/EQZApp/App/> (CGS 2019)

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined that the Project site is not located within an Alquist-Priolo Fault Zone or a County Fault Hazard Zone. No impact would occur. No mitigation was required.

Summary of Impacts with the proposed Project:

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?

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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No New Impact. The Project site is not located within an Alquist-Priolo Earthquake Fault zone (GEO 2019a). The closest Alquist-Priolo Earthquake Fault zone is the San Jacinto Fault zone that is located approximately 10 miles of the Project site (CGS 2019). As a result, no impacts related to a rupture of a known earthquake fault would not occur from implementation of the proposed Project. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impact would occur.

12. Liquefaction Potential Zone

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

Source(s): Riverside County General Plan Figure S-3 “Generalized Liquefaction”; Geotechnical Investigation, prepared by Southern California Geotechnical (GEO 2019a) (Appendix F)

Summary of Impacts with the Approved Plot Plan:

EA 39961 described that the Project site is located within an area where the liquefaction potential is low. Additionally, the Approved Plot Plan was described as a suitable use and would be built to UBC standards. Impacts would be less than significant. No mitigation required.

Summary of Impacts with the proposed Project:

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

No New Impact. Liquefaction occurs when vibrations or water pressure causes soil particles to lose its friction properties. As a result, soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. However, effects of liquefaction can include sand boils, settlement, and structural foundation failures. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands in areas where the groundwater table is within approximately 50 feet below ground surface.

The Geotechnical Investigation Report described the site as within a zone of low liquefaction susceptibility (GEO 2019a). The report does not recommend a site-specific liquefaction evaluation. In addition, the near-surface soils at the site are comprised of artificial fill soils and older alluvium which are underlain by very dense bedrock (GEO 2019a). Based on these considerations, liquefaction is not considered to be a significant design concern for the Project.

Additionally, all structures built in the County are required to be developed in compliance with the CBC (California Code of Regulations, Title 24, Part 2), which is adopted as Chapter 16.08 of the County’s Municipal Code. Compliance with the CBC would require proper construction of building footings and foundations so that it would withstand the effects of potential ground movement, including liquefaction.

The Riverside County Department of Building and Safety reviews structural plans and geotechnical data prior to issuance of a grading permit and conducts inspections during construction, which would ensure that all required CBC measures are incorporated. Compliance with the CBC as verified by the County’s review process would ensure that impacts related to liquefaction are less than significant. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan. Therefore, no new impacts would occur.

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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"/>

Source(s): Geotechnical Investigation, prepared by Southern California Geotechnical (GEO 2019a) (Appendix F)

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined that expected levels of ground shaking in this area would be generally less than or equal to design levels as defined in the Uniform Building Code (UBC). Construction of the Approved Plot Plan would be required to meet or exceed the UBC. Therefore, potential impacts from ground shaking are considered to be less than significant.

Summary of Impacts with the proposed Project:

a) Be subject to strong seismic ground shaking?

No New Impact. The Project area, like most of southern California, could be subject to seismically related strong ground shaking. Ground shaking is a major cause of structural damage from earthquakes. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology.

The Project site is located approximately 10 miles from the San Jacinto Fault zone. A major earthquake along this fault or another regional fault could cause substantial seismic ground shaking at the site. However, structures built in the County are required to be built in compliance with the CBC (California Code of Regulations, Title 24, Part 2) that provides provisions for earthquake safety based on factors including building occupancy type, the types of soils onsite, and the probable strength of ground motion. Compliance with the CBC would require the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structure so that it would withstand the effects of strong ground shaking.

The Riverside County Department of Building and Safety permitting process would ensure that all required CBC seismic safety measures are incorporated into the building. Compliance with the CBC as verified by the County's review process, would reduce impacts related to strong seismic ground shaking to a less than significant level. Overall, impacts related to strong seismic ground shaking would be less than significant with implementation of CBC requirements. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impacts would occur.

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"/>

Source(s): Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope"; Mead Valley Area Plan Figure 14, Steep Slopes; Geotechnical Investigation, prepared by Southern California Geotechnical (GEO 2019a) (Appendix F)

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Summary of Impacts with the Specific Plan:

EA 39961 described the Project site and the surrounding area as flat and not be subject to on- or off-site landslide or rock-fall hazards. Furthermore, proper compaction of the building pad would prevent lateral spreading or the potential of collapse. In addition, the Approved Plot Plan is required to obtain a grading permit from the Department of Building and Safety to insure proper compaction.

Impacts Associated with the proposed Project:

- 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?**

No New Impact. Landslides are the downhill movement of masses of earth and rock, and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The Riverside County General Plan illustrates there is no indication of slopes with the potential to result in landslides, slumps, rock fall hazard, debris flow or slope instability within Figure S-5, "Regions Underlain by Steep Slope".

Existing conditions from previous grading onsite includes cuts of up to 13 feet, and fill of up to 10 feet. An ascending slope with an approximate inclination of 4h:1v (horizontal to vertical), ranging from 15 to 18 feet in height, is located along the western property line. The slope ascends to the west, upward to Harvill Avenue. A descending slope with an inclination of 2h:1v, ranging from 8 to 10 feet in height, is located along the eastern property line, which descends downward to the adjacent storage facility to the east. The proposed Project would construct a new retaining wall along the western boundary of the site in the area of the existing slope. Furthermore, the Project area is identified as an area having a low to locally moderate susceptibility to seismically induced landslides and rockfalls on the Mead Valley Area Plan Figure 15, Slope Instability. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan. Therefore, no new impacts related to landslides would occur from implementation of the proposed Project.

15. Ground Subsidence

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

Source(s): Riverside County General Plan Figure S-7 "Documented Subsidence Areas Map"; Geotechnical Investigation, prepared by Southern California Geotechnical (GEO 2019a) (Appendix F)

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined the Project area lies outside of any area of documented subsidence. However, the area is susceptible to subsidence. As a condition of approval, the building's construction was required to meet or exceed the UBC. Therefore, potential impacts from subsidence are considered to be less than significant.

Summary of Impacts with the proposed Project:

- 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?**

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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No New Impact. Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of earthquake motion in an area where groundwater in a basin is lowered. The Project site is located within a susceptible subsidence hazard zone as shown in Figure S-7 of the Riverside County General Plan, but not located in an area of documented subsidence. However, the geotechnical report determined no significant subsidence is expected to occur in excavations that are underlain by bedrock materials (GEO 2019a). Furthermore, groundwater extraction is managed by groundwater management plans, which limits the allowable withdrawal of water. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan. Therefore, no new impacts related to subsidence would occur.

In addition, compliance with the California Building Code is a standard practice and would be required by the Riverside County Department of Building and Safety, as implemented as a condition of approval. Therefore, compliance with the requirements of the CBC as part of the building plan check and development review process, would ensure that no new impacts would occur.

16. Other Geologic Hazards

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

Source(s): Geotechnical Investigation, prepared by Southern California Geotechnical (GEO 2019a) (Appendix F)

Summary of Impacts with the Approved Plot Plan:

EA 39961 described that the Approved Plot Plan has been reviewed by the County Geologist and will have no impact on seiche, mudflow or volcanic hazard.

Summary of Impacts with the proposed Project:

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

No New Impact. A seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no water bodies near enough to the Project area to pose a flood hazard to the site resulting from a seiche. Therefore, no seiche impacts would occur.

A mudflow is an earthflow consisting of material that is wet enough to flow rapidly and typically occurs in small, steep stream channels. The Project site and the adjacent parcels are relatively flat. However, the site does contain slopes along the western and eastern boundaries with elevations ranging from 1523 to 1492 feet. As mentioned previously, a retaining wall is proposed along the western boundary of the site in the area of the slope. This design feature would reduce any potential for mudflow. Therefore, the proposed Project would not be subject to a mudflow, and no new impacts would occur.

In addition, there are no known volcanoes in the Project region. Thus, impacts related to volcanic hazards would not occur. Overall, the proposed Project would not result in impacts related to seiche, mudflow, or volcanic hazards. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impacts would occur.

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

Source(s): Geotechnical Investigation, prepared by Southern California Geotechnical (GEO 2019a) (Appendix F)

Summary of Impacts with the Approved Plot Plan:

The project site is relatively flat and changes in topography or ground surface are not expected with the implementation of the Approved Plot Plan. In addition, all slopes within the Approved Plot Plan would be manufactured slopes, with no slopes greater than 2:1 and result in the need for a slope stability report. Grading as a part of the Approved Plot Plan would not affect or negate subsurface sewage disposal systems. Impacts were found to be less than significant within EA 39961. No mitigation was required.

Summary of Impacts with the proposed Project:

a) Change topography or ground surface relief features?

No New Impact. According to the Geotechnical Investigation, the Project site is generally flat and the stability of the surrounding cut and fill slopes are stable under both static and pseudo static conditions (GEO 2019a). The proposed Project would include cut and fill grading activities that involve cuts up to 2 feet below existing grade and 2 feet below proposed pad grade, whichever is deeper for the building pad (GEO 2019a). As required by the County, the Geotechnical Investigation provides recommendations to ensure stability of graded areas pursuant to the CBC, which would reduce potential impacts to a less than significant level. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan. Therefore, the proposed Project would not result in a new impact related to the change of topography or ground surface relief features.

b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?

No New Impact. As described in the previous response, the proposed Project would include cut and fill grading activities that involve cuts up to 2 feet for the building pad (GEO 2019a). These would not create cut or fill slopes greater than 2:1. Existing conditions include 2:1 slopes on the western, eastern, and northern boundaries and a 3:1 slope located on the south side of the Project site, adjacent to the proposed water quality basin. Although the Project proposes a 3:1 slope by the water quality basin, the slope is not higher than 10 feet.

The slopes would be engineered for long-term stability and would be required to be constructed in accordance with the site-specific recommendations of the Project's geotechnical investigation and in compliance with the CBC, which would be ensured through the County building plan check and permitting process, and would reduce potential impacts to a less than significant level. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan. Thus, no new impact related to cut or fill slopes greater than 2:1 or higher than 10 feet would occur from the proposed Project.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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c) Result in grading that affects or negates subsurface sewage disposal systems?

No New Impact. The Project site is vacant and undeveloped. The Project includes installation of a sewer system that would connect to the existing system in the surrounding roadways. The installation and grading of the site would be completed pursuant to the County's required specifications for sewer installation such that the Project would not negate the use of the sewage disposal systems. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan. Therefore, no new impacts would occur.

18. Soils	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Source(s): U.S.D.A. Soil Conservation Service Soil Surveys; Project Application Materials; Geotechnical Investigation, prepared by Southern California Geotechnical (GEO 2019a) (Appendix F) Infiltration Testing Memo, prepared by Southern California Geotechnical (GEO 2019b) (Appendix G); Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc. (Partner 2019) (Appendix L).

Summary of Impacts with the Approved Plot Plan:

EA 39961 described that although development of the site will have an impact on existing topsoil, the impact was not considered significant. In order to obtain a grading permit, the applicant needed to submit grading plans that include recommendations for erosion control and landscaping of the project area. EA 39961 further determined that soil erosion would be controlled during site development through the use of standard erosion control techniques. After construction, landscaping and maintenance of terrace/interceptor drains would control soil erosion. EA 39961 found that with the implementation of these project design features required by the plan check and permitting process, impacts related to soil erosion would not occur. In addition, EA 39961 determined the Approved Plot Plan project site was not located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994). Thus, implementation of the Approved Plot Plan would not create substantial risks to life or property. No impact would occur. No mitigation was required.

Summary of Impacts with the proposed Project:

a) Result in substantial soil erosion or the loss of topsoil?

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

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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minimum stormwater management requirements and controls that are required to be implemented for the Project.

To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by these County and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by conditions of approval. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil, and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of: silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance with the County’s Municipal Code stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the County’s review by the Department of Building and Safety and/or Department of Transportation construction impacts related to erosion and loss of topsoil would be less than significant.

The proposed Project includes installation of landscaping adjacent to the proposed building, roadways, and throughout the parking areas. With this landscaping, areas of loose topsoil that could erode by wind or water, would not exist upon operation of the proposed Project. In addition, as described in Section 25, Hydrology and Water Quality, the hydrologic features of the proposed Project have been designed to slow, filter, and retain stormwater within landscaping and the biofiltration basin on the site, which would also reduce the potential for stormwater to erode topsoil. Furthermore, implementation of the Project requires County approval of a Water Quality Management Plan (WQMP), which would ensure that RWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan. As a result, with implementation of existing requirements, no new impacts related to substantial soil erosion or loss of topsoil would occur.

b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?

No New Impact. Expansive soils contain significant amounts of clay particles that swell when wet and shrink when dry. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result.

The Geotechnical Investigation prepared for the Project conducted soils testing, which determined that onsite soils have a low to very low expansion index (GEO 2019a). In addition, as described above, compliance with the CBC is a standard County practice and is included as a condition of approval. Therefore, compliance with the requirements of the CBC as part of the building plan check and development review process, would ensure that expansive soil related impacts would be less than significant. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impact would occur.

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?

No New Impact. The Project site does not contain any existing septic tank system onsite (Partner 2019). The proposed Project would install new onsite sewer laterals that would connect to existing off-site sewers, and would not use septic tanks or alternative wastewater disposal systems. Furthermore,

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan. As a result, no new impacts related to septic tanks or alternative waste water disposal systems would not occur from implementation of the proposed Project.

19. Wind Erosion and Blowsand from project either on or off site.

a. Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

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

Summary of Impacts with the Approved Specific Plan

EA 39961 described that according to the Wind Erosion Susceptibility Map within the General Plan, the wind erodibility rating of this site is moderate. The Approved Plot Plan was conditioned to control wind erosion during construction through a dust control plan and a Storm Water Pollution Prevention Plan. As a result of the required mitigation, the impact from wind erosion during the construction period is considered to be less than significant.

Summary of Impacts with the proposed Project:

a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

No New Impact. Like the majority of the County, the Project site is identified by the General Plan Safety Element Figure S-8 as having a moderate wind erosion susceptibility. The General Plan, Safety Element Policy for Wind Erosion requires buildings and structures to be designed to resist wind loads that are covered by the CBC. In addition, as described above, the proposed Project includes installation of landscaping adjacent to the proposed building, roadways, and throughout the parking areas. With this landscaping, areas of loose topsoil that could erode by wind, would not exist upon operation of the proposed Project. As described previously, the proposed Project would be developed in compliance with CBC regulations (included as condition of approval), which would be verified by the County Department of Building and Safety prior to approval of building permits. Therefore, the Project would not result in an increase in wind erosion and blow sand, either on or off site, and impacts would not occur. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impact would occur.

Conditions of Approval

CBC Compliance. The Project is required to comply with the California Building Standards Code as included in the County’s Municipal Code Chapter 16.08 to preclude significant adverse effects associated with seismic and soils hazards. CBC related and geologist and/or civil engineer specifications for the proposed Project are required to be incorporated into grading plans and building specifications as a condition of construction permit approval.

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

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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NPDES/SWPPP. Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of submitting a Notice of Intent (NOI), develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

Mitigation Measures

EA 39961 Mitigation Measures:

Conditions of Approval related to dust control (10.BS GRADE.5 and 60.BS GRADE.13) were also referenced as mitigation measures to ensure compliance with regulations in EA 39961.

Proposed Project Mitigation Measures:

The applicable Conditions of Approval related to dust control would continue to be applied to the proposed Project. Compliance with regulations and Conditions of Approval would be verified through the County’s permit and plan check procedures.

No new impacts nor substantially more severe geology and soils related impacts would result from the proposed Project; therefore, no new mitigation measures are required for geology and soils.

Conclusion for Geology and Soils

Consistent with the determination of EA 39961, impacts related to geology and soils from implementation of the proposed Project would be less than significant with implementation of the same mitigation measures and compliance with existing regulations. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding geology and soils. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

GREENHOUSE GAS EMISSIONS Would the project:

20. Greenhouse Gas Emissions

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

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

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), Project Application Materials; Greenhouse Gas Analysis, prepared by Urban Crossroads, 2019 (Urban 2019d) (Appendix H)

Summary of Impacts with the Approved Specific Plan

Greenhouse gas emissions impacts were not analyzed in EA 39961 because CEQA criteria and thresholds for analyzing greenhouse gas emissions did not exist in 2005 at the time the EA was prepared.

Summary of Impacts with the proposed Project:

Although thresholds for greenhouse gas emission (GHG) impacts were not developed, GHGs were a known potential impact. Development of the Approved Plot Plan would have resulted in GHG emissions even if it was not specifically analyzed. The following analysis conservatively compares the proposed Project’s potential GHG impacts to existing conditions.

Thresholds

The analysis methodologies from SCAQMD and the Riverside County Climate Action Plan (CAP) are used in evaluating potential impacts related to GHG from implementation of the proposed Project. SCAQMD does not have approved thresholds; however, does have draft thresholds that provides a tiered approach to evaluate GHG impacts. The current interim thresholds consist of the following:

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

In addition, SCAQMD methodology for project’s construction are to average them over 30-years and then add them to the project’s operational emissions to determine if the proposed Project would exceed the screening values listed above (Urban 2019d).

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Climate Action Plan

The County of Riverside adopted the CAP in December 8, 2015. The CAP was designed under the premise that Riverside County’s emission reduction efforts should coordinate with the state strategies of reducing emissions in order to accomplish these reductions in an efficient and cost-effective manner. The current County of Riverside Climate Action Plan (November 2019, approved on Dec. 17, 2019) establishes GHG emission reduction programs and regulations that correlate with and support evolving State GHG emissions reduction goals and strategies. The current CAP includes reduction targets for year 2030 and year 2050. These reduction targets require the County to reduce emissions by at least 525,511 MT CO2e below the Adjusted Business As Usual (ABAU)³ scenario by 2030 and at least 2,982,948 MT CO2e below the ABAU scenario by 2050 (current CAP, p.7-1)

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

The CAP identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MTCO₂e per year is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO₂e per year are required to quantify and disclose the anticipated GHG emissions then either 1) demonstrates GHG emissions at project buildout year levels of efficiency and includes project design features and/or mitigation measures to reduce GHG emissions or 2) garner 100 points through the Screening Tables.

Projects that garner at least 100 points (equivalent to an approximate 49 percent reduction in GHG emissions) are determined to be consistent with the reduction quantities anticipated in the CAP. As such, pursuant to the County’s CAP, projects that achieve a total of 100 points or more are considered to have a less than significant individual and cumulative impact on GHG emissions (Urban 2019d).

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

No New Impact. Construction activities produce combustion emissions from various sources, such as site excavation, grading, utility engines, heavy-duty construction vehicles onsite, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from onsite construction activities would vary daily as construction activity levels change.

In addition, operation of the proposed light industrial and warehouse use would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. GHG emissions from electricity consumed by the building would be generated off-site by

³ Adjusted Business As Usual (ABAU) Scenario reflects GHG emissions reductions achieved through anticipated future State actions (CAP Update, p. 2-1).

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source.

The estimated operational GHG emissions that would be generated from implementation of the proposed Project are shown in Table GHG-1. Additionally, in accordance with SCAQMD recommendation, the Project's amortized construction related GHG emissions are added to the operational emissions estimate in order to determine the Project's total annual GHG emissions.

Table GHG-1: Project Greenhouse Gas Emissions

Emission Source	Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ E
Annual construction-related emissions amortized over 30 years	27.97	0.00	0.0	28.09
Area	0.01	4.00e-05	0.00	0.02
Energy	674.33	0.02	0.01	677.37
Mobile Sources (Passenger Cars)	1,219.66	0.03	0.00	1,220.39
Mobile Sources (Trucks)	2,688.45	0.03	0.00	2,689.19
On-site Equipment	50.84	0.02	0.00	51.25
Waste	48.60	2.87	0.00	120.41
Water Usage	204.37	1.50	0.04	252.83
Total CO₂e (All Sources)	5,039.54			

Source: Urban Crossroads, 2019.

As shown on Table GHG-1, the Project would result in approximately 5,039.54 MTCO₂e per year; exceeding exceed the County's screening threshold of 3,000 MTCO₂e per year. Thus, the Project is required to demonstrate compliance with the County's CAP Screening Tables and achieve a minimum 100 points.

As currently designed, the Project would achieve 106 points, as shown in Table GHG-2, which would exceed the required 100 point minimum. County standard conditions of approval ensure application of the CAP measures. Therefore, impacts related to greenhouse gas emissions would continue to be less than significant.

Table GHG-2: Project Consistency with CAP Measures

Feature	Description	Points
EE10.A.1 Insulation	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	11
EE10.A.2 Windows	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC)	7
EE10.A.3 Cool Roofs	Modest Cool Roof (CRRR Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	7
EE10.A.4 Air Infiltration	Blower Door HERS Verified Envelope Leakage of equivalent	6
EE10.B.1 Heating/Cooling Distribution System	Model Duct Insulation (R-6)	5
EE10.B.2 Space Heating/Cooling Equipment	Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)	4
EE10B.4 Water Heaters	High Efficiency Water Heater (0.72 Energy Factor)	10
EE10.B.5	All rooms daylighted	1

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

Feature	Description	Points
Daylighting		
EE10.B.6 Artificial Lighting	High Efficiency Lights (50% of in-unit fixtures are high efficiency)	7
W2.E.2 Toilets	Water Efficient Toilets/Urinals (1.5 gpm) Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets have a combined point value of 6 points)	6
W2.E.3 Faucets	Water Efficient faucets (1.28 gpm)	2
T4.B.1 Electric Vehicle Recharging	Install electric vehicle charging stations in garages/parking areas	40 ¹
TOTAL POINTS		106

Source: Urban Crossroads, 2020

Notes: 1 The Project is anticipated to include 5 electric vehicle charging stations.

Furthermore, development of the 197,856 square-foot proposed Project would result in reduced impacts compared to the development of the 259,225 square feet analyzed as part of the Approved Plot Plan; no new impact would occur.

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

No New Impact. The proposed Project would result in development of a light industrial warehouse. The design of the building would comply with state and federal programs that are designed to be energy efficient. The proposed Project would comply with all mandatory measures under the California Title 24, California Energy Code, and the CALGreen Code, which would provide efficient energy and water consumption.

In addition, the CARB Scoping Plan provides strategies to reduce GHG emissions that are applicable to the proposed Project. In addition, the Project would be consistent with the County's CAP, and would be required to comply with CAP Measure R2-CE1, which requires that if any tentative tract map, plot plan, or conditional use permit that proposes to add more than 75 new dwelling units of residential development or one or more new building totaling more than 100,000 gross square feet of commercial, office, industrial or manufacturing development, the Project would be required to offset its energy demands by 20 percent. This could be accomplished through the provision of onsite renewable energy.

The Project proposes to use photovoltaic (PV) solar panels onsite to offset its building energy demand by 20 percent. This would be accomplished through the installation of onsite solar panels which would generate approximately 320,004 kWh/year or a total of 228 kW. The solar panels would be installed on the building's rooftop. Through the incorporation of energy reducing design features, the proposed Project would be in compliance with CAP Measure R2-CE1 (November 2019, approved on Dec. 17, 2019).

Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to development of 259,225 square feet analyzed as part of the Approved Plot Plan, and no new impact would occur.

Conditions of Approval

CALGreen Code: Listed previously in Section 10.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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GHG Emissions Screening Tables: Prior to issuance of each building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating that the improvements and/or the building subject to building permit application include measures from the County of Riverside CAP (November 2019, approved December 17, 2019) GHG Emissions Screening Tables (Appendix D to the CAP), as needed to achieve a minimum of 100 points. Alternatively, with the exception of Measure R2-CE1, specific measures may be substituted for other measures that achieve an equivalent amount of GHG reduction, subject to County of Riverside Building Department review.

Renewable Energy Generation R2-CE1: Prior to issuance of each building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of CAP measure R2-CE1 (Clean Energy), which includes on-site renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes development or one or more new buildings totaling more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development to offset its energy demand. For industrial developments, measure R2-CE1 requires a 20 percent offset in energy demand.

Mitigation Measures

EA 39961 Mitigation Measures:

No mitigation measures related to greenhouse gas emissions were included in EA 39961.

Proposed Project Mitigation Measures:

Compliance with regulations and Conditions of Approval would be verified through the County’s permit and plan check procedures. No new impacts nor substantially more severe greenhouses gas related impacts would result from the proposed Project; therefore, no new mitigation measures are required for greenhouse gas emissions.

Conclusion for Greenhouse Gas Emissions

Impacts related to greenhouse gas emissions from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding greenhouse gas emissions. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

HAZARDS AND HAZARDOUS MATERIALS Would the project:

21. Hazards and Hazardous Materials

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

Source(s): California Department of Toxic Substances Control, EnviroStor, Accessed November 2019 (EnviroStor2019), Accessed: <https://www.envirostor.dtsc.ca.gov/public/>; Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan, July 2018, Available at: <https://www.rivcoemd.org/LHMP>; Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc. (Partner 2019)

Summary of Impacts with the Approved Plot Plan:

EA 39961 described that if the Approved Plot Plan uses involved storage of hazardous materials, the use would be subject to County ordinances regulating hazardous materials and would be required to prepare business emergency plans as specified in the Environmental Health Department’s standard conditions of approval. Therefore, implementation of the County standard conditions of approval ensured that the Approved Plot Plan would not result in an impact. No mitigation was required.

EA 39961 determined the Approved Plot Plan would not alter public roads or access in a manner that would adversely affect emergency response or evacuation. The project was reviewed by the County Fire and Transportation Departments to ensure proper emergency access. There were no schools located within a quarter of a miles of the project site. The project site was also not located on or near an identified hazardous waste site. Impacts related to hazards and hazardous materials were found less than significant. No mitigation was required.

Summary of Impacts with the proposed Project:

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

No New Impact. A hazardous material is typically defined as any material that due to its quantity, concentration, or physical or chemical characteristics, poses a significant potential hazard to human health and safety or the environment if released. Hazardous materials may include, but are not limited to hazardous substances, hazardous wastes, and any material that would be harmful if released.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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There are multiple state and local laws that regulate the storage, use, and disposal of hazardous materials. The Riverside County Department of Environmental Health Hazardous Materials Branch is the local administrative agency that coordinates regulatory programs that regulate use, storage, and handling of hazardous materials.

Construction

Construction activities for the proposed Project would involve transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. In addition, hazardous materials would be used for fueling and serving construction equipment onsite. These types of hazardous materials used during construction are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by existing state and federal laws that the Project is required to strictly adhere to. As a result, the routine transport, use or disposal of hazardous materials during construction activities for the proposed Project would be less than significant. Furthermore, construction of the proposed Project would result in similar or reduced impacts related to hazardous compared to the Approved Plot Plan. No new impact would occur.

Operation

The proposed Project would operate light industrial warehouse and office uses, which generally use limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. Normal routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the Project.

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

Therefore, as with the Approved Plot Plan, if future businesses that use or store hazardous materials occupy the proposed building, the business owners and operators would be required to comply with all applicable federal, state, and local regulations, as permitted by the County Department of Environmental Health Hazardous Materials Branch to ensure proper use, storage, and disposal of hazardous substances. Development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan and the operation of the proposed Project would not result in a new impact related to the routine transport, use, or disposal of hazardous materials.

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

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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No New Impact.

Construction

As described above, construction of the proposed Project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the Project has the potential to release gas, oils, greases, solvents; and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction Best Management Practices (through implementation of a required SWPPP implemented by County conditions of approval) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, which is mandated by the County through construction permitting, the Project’s construction-related impacts would be less than significant. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impact would occur.

Operation

The proposed light industrial warehouse and office use would utilize and store small quantities of hazardous materials such as household cleaners, solvents, paints, and pesticides. These types of hazardous materials are not acutely hazardous and regulated by existing laws that have been implemented to reduce risks related to the use of these substances. Similarly, should any future business that occupies the approved or proposed building handle acutely hazardous materials, it would be required to file a Hazardous Materials Business Plan and receive a permit from the County Department of Environmental Health Hazardous Materials Branch to ensure proper use, storage, and disposal of hazardous substances. As a result, operation of the proposed Project would not create a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan; no new impact would occur.

c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?

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

Construction

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

Operation

Operation of the proposed Project would also not result in a physical interference with an emergency response evacuation. Direct access to the Project site would be provided from Harvill Avenue, immediately adjacent to the site. The Project is also required to design and construct internal access

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the County Municipal Code and the Riverside County Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the International Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan. As a result, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no new impacts would occur.

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

No New Impact. The closest schools to the Project site include the Val Verde Elementary School that is located 0.60 mile from the Project site. As described previously, the use of hazardous materials related to the proposed use would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential of accidental release into the environment.

Furthermore, the emissions that would be generated from construction and operation of the proposed Project were evaluated in the air quality analysis presented in Section 3, and the emissions generated from the proposed Project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the proposed Project would not emit hazardous or handle acutely hazardous materials, substances, or waste within one-quarter mile of school. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impacts would occur.

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?

No New Impact. The California Department of Toxic Substances Control's EnviroStor is the Department's data management system for tracking cleanup, permitting, enforcement, and investigation efforts for hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further. A search of Project area was conducted to determine if the Project site or any nearby properties are identified as having hazardous materials. The search determined that the Project site is not located on or near by a site which is included on a list of hazardous materials sites (EnviroStor 2019). As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed Project. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impacts would occur.

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"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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project result in a safety hazard for people residing or working in the project area?

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

Source(s): Riverside County General Plan Figure S-20 "Airport Locations"; Mead Valley Area Plan Figure 5 Mead Valley Area Plan March Air Reserve Base & Perris Valley Airport Influence Area; March Air Reserve Base and Perris Valley Airport Land Use Compatibility Plan, Available at: <http://www.rcaluc.org/Plans/New-Compatibility-Plan>.

Summary of Impacts with the Approved Plot Plan:

EA 39961 described the project site as located within the March Air Reserve Base Influence Area, and the project was consistent with the area plan policies. Furthermore, EA 39961 cited the Airport Land Use Commission did not require review of plot plans for March Air Reserve Base. Similarly, the project was not within the vicinity of a private airstrip or heliport. The Approved Plot Plan was within an area designated for industrial uses and the project would be consistent with its surroundings, thus not resulting in a safety hazard for people residing or working in the project area. No impact would occur.

Summary of Impacts with the proposed Project:

a) Result in an inconsistency with an Airport Master Plan?

No New Impact. The Project site is identified as within Compatibility Zone C2 in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP). The C2 zone is identified as a flight corridor zone for March Air Reserve Base. The ALUCP restricts the number of people within the C2 zone to an average of 200 people per acre, with no more than 500 people in one acre. In addition, highly noise-sensitive outdoor non-residential uses and hazards to flight (such as tall objects, visual hazards, and electronic forms of interference with the safety of aircraft operations). In addition, an airspace review is required for any objects taller than 70-feet in height within the C2 zone.

On January 9, 2020, the Project was reviewed for consistency with the ALUCP by the Riverside County Airport Land Use Commission (ALUC). ALUC determined the Project would be consistent with the ALUCP, subject to conditions of approval. With implementation of these conditions of approval listed below, impacts related to an inconsistency with an Airport Master Plan would be less than significant.

b) Require review by the Airport Land Use Commission?

No New Impact. As described in the previous response, the Project has been reviewed for consistency with the ALUCP by the Riverside County ALUC. ALUC determined the Project would be consistent with the ALUCP, subject to conditions of approval. With implementation of these conditions of approval, impacts related to an inconsistency with an Airport Master Plan would be less than significant.

c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?

No New Impact. The March ARB is located approximately 0.56 mile north of the Project site. As described previously, the Project site is identified as within Compatibility Zone C2, which is a flight corridor zone. The Project has been reviewed by the Riverside County ALUC. ALUC determined the

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Project would be consistent with the ALUCP, subject to conditions of approval. These conditions of approval include actions that would minimize the potential for harm to workers at the Project site, such as a requirement for interior noise levels from aircraft operations to be attenuated to 45 dBA CNEL or less. With implementation of these conditions of approval, impacts related to a safety hazard for people residing or working in the Project area would be less than significant.

ALUC Staff report concluded that the Project is consistent with the MARB ALUCP and the Project does not entail any uses prohibited or discouraged in Compatibility Zone C2. With compliance to the ALUC conditions of approval, the Project is consistent with the ALUCP and would not create a hazard.

The site is located approximately 18,740 feet from the southerly terminus of Runway 14-32 at MARB, but the closest public use airport is Perris Valley Airport, with its Runway 15-33 having an elevation of 1,413 feet above mean sea level (AMSL). The site is located 15,000 feet from the runway, so Federal Aviation Administration Obstruction Evaluation Service (FAA OES) notice and review would be required for any structures with top of roof exceeding 1,563 feet AMSL. The site's finished floor elevation is 1,510 feet AMSL and the proposed building height is 45 feet, for a top point elevation of 1,555 feet AMSL. Based on these heights, the ALUC determined that review by the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is not required. Therefore, no new impacts would occur.

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?

There are no private airport facilities or heliports within the vicinity of the Project site (Google Earth, 2019). 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 new impact would occur.

Conditions of Approval

NPDES/SWPPP. Listed previously in Section 7.

Riverside County ALUC: The following are applicable regulations and design requirements imposed by the Riverside County ALUC on the proposed Project.

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.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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(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 notice shall (provided as attachment to ALUC January 9, 2020 staff report) be given to all prospective purchasers of the property and lessees/tenants of the building and shall be recorded as a deed notice.
6. Any 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. This project has been evaluated for a total of 197,856 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.
9. Solar panels shall incorporate anti-reflective coating and shall be fixed with no rotation. Panels shall have a tilt of 10 degrees and orientation of 180 degrees. Solar panel areas shall be limited to 164,300 square feet.
10. Any revisions to the solar panels will require a new solar glare analysis to ensure that the project does not create "yellow" level glare, and require ALUC review.
11. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
12. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of o eliminate such

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

Mitigation Measures

EA 39961 Mitigation Measures

No mitigation measures related to airports were included in EA 39961.

Proposed Project Mitigation Measures:

Compliance with regulations and Conditions of Approval would be verified through the County's permit and plan check procedures.

No new impacts nor substantially more severe hazards and hazardous materials related impacts would result from the proposed Project; therefore, no new mitigation measures are required for hazards and hazardous materials.

Conclusion for Hazards and Hazardous Materials

Consistent with the determination of EA 39961, impacts related to hazards and hazardous materials and airports from implementation of the proposed Project would be less than significant without implementation of mitigation. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding hazards and hazardous materials and airports. There have not been 1) changes to the Project that require major revisions of the previous adopted EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

HYDROLOGY AND WATER QUALITY Would the project:

23. Water Quality Impacts

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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"/>

Source(s): Riverside County General Plan Figure S-9 “Special Flood Hazard Areas,” Figure S-10 “Dam Failure Inundation Zone”; Mead Valley Area Plan, Figure 11, “Special Flood Hazard Zones”; Preliminary Drainage Study, prepared by Albert A. Webb Associates, 2019 (Webb 2019a) (Appendix I); Preliminary Water Quality Management Plan, prepared by Albert A. Webb Associates, 2019 (Webb 2019b) (Appendix J).

Summary of Impacts with the Approved Plot Plan:

EA 39961 described the Approved Plot Plan would not substantially alter existing drainage patterns on the site. Furthermore, the Riverside County Flood Control District has conditioned the project to maintain these patterns. In addition, the Approved Plot Plan was not expected to violate any water quality standards or waste discharge requirements. The site is served by Eastern Municipal Water District and was identified as having sufficient water supplies to serve the project. The site is underlain by granitic rock, and therefore not considered to be an important area for water recharge. The Riverside County Flood Control District has reviewed the Approved Plot Plan to ensure the project would provide sufficient storm water improvements and not exceed the capacity of existing or planned storm water quality drainage systems. The Approved Plot Plan does not include the development of new housing. The project site is not located within a 100-year flood or within a flood district. The Approved Plot Plan was not expected to substantially degrade water quality in the area. No impact was determined to occur.

Summary of Impacts with the proposed Project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

No New Impact. The Project site is within the Santa Ana River watershed and under the jurisdiction of the Santa Ana RWQCB, which sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act (CWA) to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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to protect those uses (water quality objectives). Water quality standards for all ground and surface waters overseen by the Santa Ana RWQCB are documented in its Basin Plan, and the regulatory program of the Santa Ana RWQCB is designed to minimize and control discharges to surface and groundwater, largely through permitting, such that water quality standards are effectively attained.

The Project site is undeveloped and the soil surface is pervious. The site generally drains to the east and into an existing storm drain serving the Project site and the previously developed business park to the south (Webb 2019a).

Construction

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

These types of water quality impacts during construction of the Project would be prevented through implementation of a grading and erosion control plan that is required by Riverside County Ordinance No. 754 and the Construction Activities General Permit (State Water Resources Board Order No. 2012-0006-DWQ, NPDES No. CAS000002), which requires preparation of a SWPPP by a Qualified SWPPP Developer, as discussed previously in Section 18. The SWPPP is required for plan check and approval by the County of Riverside Transportation Department , prior to provision of permits for the Project, and would include construction Best Management Practices (BMPs).

Adherence to the existing requirements and implementation of the appropriate BMPs per the permitting process would ensure that activities associated with construction would not violate any water quality standards. The Project would be required to have an approved grading and erosion control plan and approval of a SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution, per County conditions of approval, which would be implemented during construction to protect water quality. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to construction of 259,225 square feet analyzed as part of the Approved Plot Plan. As a result, no new impacts related to the degradation of water quality during construction of the proposed Project would occur.

Operation

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

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. The proposed Project would install an onsite infiltration basin to treat stormwater, which remove coarse sediment, trash, and

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/ No New Impact
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pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides).

With implementation of operational source and treatment control BMPs that would be outlined in a WQMP and required by the County during the Project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to operation of 259,225 square feet analyzed as part of the Approved Plot Plan. Therefore, no new impacts would occur.

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

No New Impact. The proposed Project would not install any water wells and would not directly extract from the groundwater basin and deplete groundwater supplies. The Eastern Municipal Water District provides water services to the Project area, which receives a large portion of water from imported sources (UWMP 2015). The Project area overlies the Perris North zone of the West San Jacinto Groundwater Management Plan Area, and is managed through the groundwater management plan adopted in 1995. The plan manages groundwater extraction, supply, and quality. Because the groundwater basin is managed through this plan, which limits the allowable withdrawal of water from the basin by water purveyors, and the Project would not pump water from the Project area (as water supplies would be provided by EMWD), the proposed Project would not result in a substantial depletion of groundwater supplies.

In addition, development of the proposed Project would result in a large area of impervious surface on the Project site, which would reduce the amount of water percolating down into the groundwater basin that underlies the Project area. However, the Project design includes an infiltration basin that would capture and filter runoff. In addition, the Project includes installation of landscaping that would infiltrate stormwater onsite. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. The proposed Project would have a less than significant impact. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to the development of 259,225 square feet analyzed as part of the Approved Plot Plan, and no new impacts would occur.

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?

No New Impact. The Project site does not include, and is not adjacent to a stream or river. Thus, impacts related to alteration of the course of a stream or river would not occur.

The stormwater runoff from the addition of impervious surfaces from development of the Project would be conveyed to the infiltration basin that would be developed on the southwestern portion of the Project site, which would filter, retain, and slowly discharge drainage into a storm drain, such that drainage would be controlled and would not result in substantial erosion or siltation on- or off-site. In addition, a WQMP is required to be developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County's Transportation Department through the County's permitting process and through conditions of approval. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Therefore, the proposed Project would have a less than significant impact and no new impacts would occur.

d) Result in substantial erosion or siltation on-site or off-site?

No New Impact. The Project site does not include, nor is adjacent to, a river, stream, creek, or bed of a lake. As described previously, existing RQWCB and County regulations require the Project to implement a project specific SWPPP during construction activities, that would implement erosion control BMPs, such as silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. to reduce the potential for siltation or erosion. In addition, the Project is required to implement a WQMP that would implement operational BMPs to ensure that operation of the light industrial warehouse use would not result in erosion or siltation. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan. With implementation of these regulations, no new impacts related to erosion or siltation on-site or off-site would occur.

e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?

No New Impact. As detailed previously, runoff generated by the proposed Project would be conveyed to an infiltration basin that would be developed in the southwestern portion of the Project site, which would filter, retain, and slowly discharge drainage into a storm drain, such that drainage would be controlled and would not result in an increase in runoff that could result in on or off-site flooding. In addition, a WQMP is required to be developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County's Transportation Department through the County's permitting process to ensure that the proposed Project would meet the stormwater needs. Therefore, the proposed Project would not increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impacts would occur.

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?

No New Impact. As described previously, the runoff generated by the proposed Project would be conveyed to an infiltration basin that would be developed in the southwestern portion of the Project site, which would filter, retain, and slowly discharge drainage into a storm drain. The basin has been sized to accommodate the anticipated flows, and would control drainage, such that it would not exceed the capacity of the existing and planned stormwater drainage system. In addition, a WQMP is required to be developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County's Transportation Department through the County's permitting process to ensure that the proposed Project would not provide additional sources of polluted runoff. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan. As listed previously in Section 18, implementation of a WQMP during the County's standard review and permitting process would provide that no new impacts related to polluted runoff would occur.

g) Impede or redirect flood flows?

No New Impact. The Project would develop a currently vacant site into a light industrial warehouse and install an infiltration basin onsite. According to the FEMA FIRM map (06065C1440H) and the Mead

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Valley Area Plan Figure 11, Special Flood Hazard Zones, the Project site is not located within a flood zone. Furthermore, development of the proposed Project would be the same as those described in EA 39961. Thus, the proposed Project would impede or redirect flood flows, and no new impacts would occur.

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

No New Impact. As described above, the Project is not located within a flood zone. Therefore, the Project would not potentially risk the release of pollutants due to Project inundation. The Project site is located approximately 36 miles northeast of the Pacific Ocean and separated by the Santa Ana Mountains. Therefore, the Project is not located within a tsunami zone and no impacts would occur. Similarly, a seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no water bodies near enough to the Project area to pose a flood hazard to the site resulting from a seiche; the closest being Perris Reservoir approximately 4 miles to the northeast. Therefore, no seiche impacts would occur. Furthermore, development of the proposed Project would be the same as those described in EA 39961, and no impact would occur.

i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

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

Also as described previously, the Project area overlies the Perris North zone of the San Jacinto Groundwater Basin. The San Jacinto Basin Management Plan manages groundwater extraction, supply, and quality. The plan limits the allowable withdrawal of water from the basin by water purveyors. The Project would not pump water and water supplies would be provided by EMWD. Thus, the proposed Project would not conflict with or obstruct a groundwater management plan. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impacts would occur.

Conditions of Approval

WQMP/NPDES/SWPPP. Listed previously in Section 7.

Mitigation Measures

EA 39961 Mitigation Measures

No mitigation measures related to hydrology and water quality were included in EA 39961.

Proposed Project Mitigation Measures:

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Compliance with regulations and Conditions of Approval would be verified through the County's permit and plan check procedures.

No new impacts nor substantially more severe hydrology and water quality related impacts would result from the proposed Project; therefore, no new mitigation measures are required for hydrology and water quality.

Conclusion for Hydrology and Water Quality

Consistent with the determination of EA 39961, impacts related to hydrology and water quality from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding hydrology and water quality. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

LAND USE/PLANNING Would the project:

24. Land Use

a. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

b. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?

Summary of Impacts with the Approved Plot Plan:

EA 39961 analyzed the potential impacts of the Approved Plot Plan, which did not propose a change in land use designation or zoning. The project site was vacant and surrounded by vacant and industrial uses. In addition, EA 39961 described that the project site is within an unincorporated area of Riverside County and within the City of Perris sphere of influence and that the proposed development is consistent. Impacts were determined to be less than significant and no mitigation was required.

Summary of Impacts with the proposed Project:

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?

No New Impact. The Project site is currently vacant and has been previously graded. The proposed Project would develop a light industrial warehouse building on the site. The Riverside County General

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Plan designates the land use as Light Industrial (LI) and the site's zoning is Manufacturing Heavy (M-H). The Light Industrial designation allows the following uses: Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.

The proposed Project would be compatible with the land uses within the Light Industrial designation and M-H zoning. Overall, the proposed Project would be consistent with the site's General Plan and zoning. Conflict with a land use plan or policy would not occur from implementation of the Project. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961, and no new impact would occur.

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

No New Impact. The Project site is vacant and has been previously graded. The site is surrounded by roadways. Land uses across the roadways to the west consist of residential land uses, and land uses on the north and south consist of vacant and industrial land uses. East of the Project site is the I-215 freeway, separating the site with vacant disked land. As described in the previous response, the Project site is designated for Light Industrial uses and the proposed Project is consistent with the planned land uses for the site. Therefore, the proposed Project would result in development that would not disrupt or divide the physical arrangement of an established community. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961, and no new impact would occur.

Conditions of Approval

No conditions of approval related to land use and planning are required.

Mitigation Measures

EA 39961 Mitigation Measures:

No mitigation measures related to land use and planning were included in EA 39961.

Proposed Project Mitigation Measures:

No new impacts nor substantially more severe land use and planning related impacts would result from the proposed Project; therefore, no new mitigation measures are required for land use and planning.

Conclusion for Land Use and Planning

Consistent with the determination of EA 39961, impacts related to land use and planning from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding land use and planning. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

MINERAL RESOURCES Would the project:

25. Mineral Resources

a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?

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

c. Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?

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

Summary of Impacts with the Approved Plot Plan:

EA 39961 describes that no mineral resources were identified within the project site area, citing the Riverside County Integrated Plan (General Plan) and determined that the project site is located within an area designated as MRZ-3, or an area where significance of mineral deposits are undetermined. Construction of the Approved Plot Plan would not result in a loss of availability of a known mineral resource. In addition, the site is not zoned for mineral resources or mining. No impact would occur and no mitigation was required.

Summary of Impacts with the proposed Project:

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?

No New Impact. The Riverside County General Plan Figure OS-6 “Mineral Resources Zones” identifies the Project area as within MRZ-3 Mineral Resource Zone, which indicates that information related to mineral deposits is unknown. Thus, impacts related to the loss of availability of a known mineral resource that would be of value to the region or the residents of the state would not occur from implementation of the proposed Project. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961, and no new impact would occur.

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?

No New Impact. The Riverside County General Plan Figure OS-6 “Mineral Resources Zones” identifies the Project area as within MRZ-3 Mineral Resource Zone, which indicates that information related to mineral deposits is unknown. Thus, impacts related to the loss of availability of a mineral resource recovery site delineated on a land use plan would not occur from implementation of the proposed Project. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961, and no new impact would occur.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?

No New Impact. There are no existing surface mines in the vicinity of the Project site. Thus, impacts related to incompatible land uses in mine areas, and impacts related to exposure to hazards from quarries or mines would not occur from implementation of the proposed Project. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961, and no new impact would occur.

Conditions of Approval

No conditions of approval related to mineral resources are required.

Mitigation Measures

EA 39961 Mitigation Measures:

No mitigation measures related to mineral resources were included in EA 39961.

Proposed Project Mitigation Measures:

No new impacts nor substantially more severe mineral resource related impacts would result from the proposed Project; therefore, no new mitigation measures are required for mineral resources.

Conclusion for Mineral Resources

Consistent with the determination of EA 39961, impacts related to mineral resources from implementation of the proposed Project would not occur. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding mineral resources. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

NOISE Would the project result in:

26. Airport Noise

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

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
b. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s):

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined that although the site is located within the March Air Reserve Base Influence Area, this project is located southerly of and across the 1-215 Freeway and is not located within the immediate vicinity of the Reserve Base. Furthermore, the project was not expected to expose people residing or working in the project area to excessive noise levels. No impacts were identified.

Summary of Impacts with the proposed Project:

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?

No New Impact. The March Air Reserve Base/Inland Port Airport (March ARB) is located approximately 0.56 mile north of the Project site. The Project site is located outside of the 60 dBA CNEL noise level contour boundary of the airport as shown in Figure N-1. Also, the March ARB Land Use Compatibility Plan (LUCP) includes the policies for determining the land use compatibility of development projects. The Project site is located within Compatibility Zone C2, which only prohibits highly noise-sensitive outdoor non-residential uses (e.g., sports stadiums, concert halls). The County of Riverside guidelines indicate that industrial uses, such as the proposed Project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL. As the Project is located outside of the airport’s 60 dBA CNEL contour, the Project would not expose people residing or working in the Project area to excessive noise levels. Therefore, noise impacts related to March ARB would be less than significant.

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

No New Impact. The Project site is not located within the vicinity of a private airstrip and would not result in excessive noise related to an airstrip.

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"/>

Source(s): Riverside County General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”); Project Application Materials; Noise Impact Analysis, prepared by Urban Crossroads, 2019 (Urban 2019e) (Appendix K).

Summary of Impacts with the Approved Plot Plan:

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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EA 39961 determined the Approved Plot Plan would not substantially increase ambient noise levels in the project vicinity. Potential noise impacts were determined to be less than significant due to onsite landscaping and distance between the Approved Plot Plan project site and the residences along Citrus Avenue (and Webster Avenue), over 200 feet away. In addition, EA 39961 cited code enforcement activity to provide a mechanism to enforce Riverside County ordinances and ensure that future land uses are not adversely affected by noise generated from the Approved Plot Plan. EA 39961 determined noise impacts towards the exposure of person or excess of standards would be less than significant. During construction, EA 39961 found that a temporary increase in ambient noise levels would occur above levels existing without the project; such as onsite grading, additional truck traffic, and due to project construction. EA 39961 determined, as a condition of approval, the builder would be required to obtain all necessary permits and comply with restricted hours of operation.

County Noise and Vibration Standards

General Plan Noise Element Policy N 1.1: Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.

General Plan Noise Element Policy N 1.3: Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 Community Noise Equivalent Level (CNEL): schools; hospitals; rest homes; long term care facilities; mental care facilities; residential uses; libraries; passive recreation uses; places of worship.

General Plan Noise Element Policy N 4.1: Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels: 45 dBA 10-minute Leq between 10:00 pm and 7:00 am; 65 dBA 10-minute Leq between 7:00 am and 10:00 pm.

General Plan Noise Element Policy N 16.3: Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

Municipal Code Section 9.52.020, Construction Noise: Noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May.

Summary of Impacts with the proposed 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?

No New Impact.

Construction

The proposed Project would result in noise generated by construction activities. Noise-generating construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators, that when combined can reach high levels. The Noise Impact Analysis, prepared by Urban Crossroads, assessed the potential noise impacts during construction within the following stages: site preparation, grading, building construction, paving, and architectural coating (Urban 2019e).

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In addition, the Noise Impact Analysis utilized reference noise measurements to describe the typical construction activity noise levels for each stage of Project construction.

Noise levels generated by heavy construction equipment can range from approximately 68 dBA to more than 80 dBA when measured at 50 feet (Urban 2019e). However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance (Urban 2019e). Reference noise levels were collected at varying distances of 30 feet to 50 feet, and were adjusted for consistency to describe a uniform reference distance at 50 feet (Urban 2019e). 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 Noise Impact 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 2019e).

The construction noise analysis shows that the highest construction noise levels will 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 N-1, the unmitigated construction noise levels are expected to range from 44.7 to 61.6 dBA Leq at the nearby receiver locations.

Table N-1: Construction Equipment Noise Level Summary

Receiver Location ¹	Construction Noise Level (dBA Leq)					Highest Activity Noise Levels ²
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	
R1	56.8	50.7	45.4	44.7	48.8	56.8
R2	59.7	53.6	48.3	47.6	51.7	59.7
R3	61.6	55.5	50.2	49.5	53.6	61.6
R4	61.5	55.4	50.1	49.4	53.5	61.5
R5	59.0	52.9	47.6	46.9	51.0	59.0

¹ Noise receiver locations are shown on Exhibit 10-A of Appendix K
² Estimated construction noise levels during peak operating conditions
Source: Urban Crossroads, 2019 (Appendix K).

To evaluate whether the proposed Project would generate potentially significant short-term noise levels at offsite sensitive receiver locations the construction-related National Institute for Occupational Safety and Health (NIOSH) noise level threshold of 85 dBA Leq is used as acceptable thresholds for construction noise at the nearby sensitive receiver locations (Urban 2019e). As shown in Table N-1, the highest construction noise levels at the potentially impacted receiver locations are expected to range from 56.8 to 61.6 dBA Leq, and would satisfy the NIOSH 85 dBA Leq significance threshold during temporary Project construction activities. The noise impact due to unmitigated Project construction noise levels is, therefore, considered a less than significant impact at all nearby sensitive receiver locations. As a result, no new impact would occur based on the determination of EA 39961.

In addition, Riverside County Municipal Code section 9.52.020 exempts construction noise between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. The Project would comply with the County's construction hours regulations.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Operation

The proposed Project’s operations would result in noise impacts related to onsite Project-related noise sources such as 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 2019e). The worst-case noise environment was analyzed to determine potential impacts of Project operations. Table N-2, below, details reference noise level measurements for each type of noise source.

Table N-2: Reference Noise Level Measurements

Noise Source	Reference Distance (feet)	Noise Source Height (feet)	Reference Noise Level (dBA Leq)		
			At Reference Distance	Distance Attenuation to 50 feet	At 50 feet
Truck Unloading/ Docking Activity	30	8	67.2	-4.4	62.8
Roof-Top Air Conditioning Units	5	5	77.2	-20.0	57.2
Parking Lot Vehicle Movements	10	5	52.2	-10.5	41.7

Source: Urban Crossroads, 2019 (Appendix K).

As shown in Table N-2, operational noise level calculations account for the distance attenuation. Furthermore, the operational noise analysis resulted in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source (Urban 2019e). As indicated on Table N-3, the Project-only operational noise levels would range from 39.0 to 42.3 dBA Leq at the sensitive receiver locations. The unmitigated Project operational noise level calculations do not account for any existing or planned noise barriers.

Table N-3: Project-Only Operational Noise Levels

Receiver Location	Noise Source	Noise Level (dBA Leq)				
		Individual Reference Noise Source Level at Reference Distance	Distance Attenuation	Barrier Attenuations by Noise Source	Individual Noise Source Level with Barrier Attenuation	Combined Operational Noise Levels with Barrier Attenuation
R1	Truck Unloading/ Docking Activity	67.2	-28.0	0.0	39.2	39.9
	Roof-Top Air Conditioning Units	77.2	-46.7	0.0	30.5	
	Parking Lot Movements	52.2	-27.7	0.0	24.5	
R2	Truck Unloading/ Docking Activity	67.2	-27.3	0.0	39.9	41.2
	Roof-Top Air Conditioning Units	77.2	-42.5	0.0	34.7	
	Parking Lot Movements	52.2	-26.3	0.0	25.9	

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

Receiver Location	Noise Source	Noise Level (dBA Leq)				
		Individual Reference Noise Source Level at Reference Distance	Distance Attenuation	Barrier Attenuations by Noise Source	Individual Noise Source Level with Barrier Attenuation	Combined Operational Noise Levels with Barrier Attenuation
R3	Truck Unloading/Docking Activity	67.2	-26.6	0.0	40.6	42.3
	Roof-Top Air Conditioning Units	77.2	-40.4	0.0	36.8	
	Parking Lot Movements	52.2	-24.8	0.0	27.4	
R4	Truck Unloading/Docking Activity	67.2	-29.5	0.0	37.7	39.6
	Roof-Top Air Conditioning Units	77.2	-43.0	0.0	34.2	
	Parking Lot Movements	52.2	-25.0	0.0	27.2	
R5	Truck Unloading/Docking Activity	67.2	-29.3	0.0	37.9	39.0
	Roof-Top Air Conditioning Units	77.2	-46.0	0.0	31.2	
	Parking Lot Movements	52.2	-26.1	0.0	26.1	

Source: Urban Crossroads, 2019 (Appendix K).

Table N-3 shows the operational noise levels associated with the 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, Project-related operational noise level impacts are considered less than significant, requiring no operational noise mitigation measures. No new impact would occur as compared to the determination found in EA 39961.

b) Generation of excessive ground-borne vibration or ground-borne noise levels?

No New Impact.

Construction

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 (Urban 2019e). No blasting is proposed. 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: heavy construction equipment and trucks.

The Noise Impact Analysis (Appendix K) prepared for the Project evaluated construction equipment vibration levels at the closest sensitive receptors. As shown in Table N-4, at the closest sensitive receptor, which is 398 feet from Project site construction activities, vibration levels are expected to be

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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0.001 in/sec RMS and would not exceed the County’s threshold of 0.01 in/sec RMS. Therefore, no new construction-related vibration impacts would occur.

Table N-4: Project Construction Vibration Levels

Receiver ¹	Distance to Construction Activity (feet)	Receiver Levels (in/sec) PPV ²					Velocity Levels (in/sec) RMS ³	Threshold (in/sec) RMS ⁴	Threshold Exceeded? ⁵
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration			
R1	694	0.000	0.000	0.001	0.001	0.001	0.000	0.01	No
R2	497	0.000	0.000	0.001	0.001	0.001	0.001	0.01	No
R3	398	0.000	0.001	0.001	0.001	0.001	0.001	0.01	No
R4	404	0.000	0.001	0.001	0.001	0.001	0.001	0.01	No
R5	533	0.000	0.000	0.001	0.001	0.001	0.001	0.01	No

PPV = peak particle velocity
RMS = root-mean-square

1 Receiver locations shown in Exhibit 10-A of Appendix K

2 Based on Vibration Source Levels of Construction Equipment included on Table 6-8 of Appendix K

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, Sept. 2013

4 Source: County of Riverside General Plan Noise Element, Policy N 16.3

5 Does the vibration level exceed the maximum acceptable vibration threshold?

Source: Urban Crossroads, 2019 (Appendix K).

Further, the Project-related construction vibration levels do not represent levels capable of causing building damage to nearby residential homes. The Federal Transit Administration identifies construction vibration levels capable of building damage ranging from 0.12 to 0.5 in/sec PPV (Urban 2019e). The peak Project-construction vibration levels shown in Table N-4 of 0.001 in/sec PPV are below the threshold levels. Therefore, impacts to nearby residences to the Project site would be less than significant. No new impact would occur.

Operation

Potential vibration impacts would occur from Project operations. Operational activities such as truck haul trips are assessed with the County of Riverside threshold for vibration of 0.01 in/sec RMS (Urban 2019e). Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions (Urban 2019e). As discussed in the Noise Impact Analysis, trucks transiting onsite would be travelling at very low speeds and it is expected that delivery truck vibration impacts at nearby homes would satisfy the County of Riverside vibration threshold of 0.01 in/sec RMS. Therefore, no new impact would occur.

Conditions of Approval

No conditions of approval related to noise are required.

Mitigation Measures

EA 39961 Mitigation Measures:

Conditions of Approval related to blasting that was anticipated as necessary for the original project (10 Planning 25 and 10 Planning 26) were also referenced as mitigation measures to ensure compliance with regulations.

Proposed Project Mitigation Measures:

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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The applicable Conditions of Approval related to noise would continue to be applied to the proposed Project. Compliance with regulations and Conditions of Approval would be verified through the County's permit and plan check procedures. No blasting is proposed. No new impacts nor substantially more severe noise related impacts would result from the proposed Project; therefore, no new mitigation measures are required for noise.

Conclusion for Noise

Consistent with the determination of EA 39961, impacts related to noise from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding noise. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

PALEONTOLOGICAL RESOURCES:

28. Paleontological Resources

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

Source(s): Riverside County General Plan Figure OS-8 "Paleontological Sensitivity"

Summary of Impacts with the Approved Plot Plan:

EA 39961 referenced the Paleontological Sensitivity Map, located within the Riverside County General Plan. Figure OS-8 identifies the area east of I-215 Freeway as having a low potential (High B) for paleontological resources. Therefore, no impacts to paleontological resources were expected with the development of the Approved Plot Plan.

Summary of Impacts with the proposed Project:

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

No New Impact. The Project site has been disturbed from previous grading activities. In addition, the County of Riverside General Plan identifies the Project site within a low potential (High B) sensitivity area for the occurrence of paleontological resources. Thus, construction excavation would have a low potential to impact paleontologically sensitive deposits. However, as a condition of approval, a Paleontological Resource Management Plan is required to be prepared and approved by the County Geologist prior to excavation to reduce any potential impacts to paleontological resources. With implementation of the Paleontological Resource Management Plan, required as a standard County condition of approval, and tracked no new impacts related to paleontological resources would occur.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961.

Conditions of Approval

Paleontological Resource Management Plan. A Riverside County Qualified Paleontologist shall be hired to oversee monitoring and the preparation of a Paleontological Resource Impact Mitigation Program (PRIMP).

Mitigation Measures

EA 39961 Mitigation Measures:

No mitigation measures related to paleontological resources were included in EA 39961.

Proposed Project Mitigation Measures:

No new impacts nor substantially more severe paleontological resource related impacts would result from the proposed Project; therefore, no new mitigation measures are required for paleontological resources.

Conclusion for Paleontological Resources

Consistent with the determination of EA 39961, impacts related to paleontological resources from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding paleontological resources. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

POPULATION AND HOUSING Would the project:

29. Housing

a. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

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

c. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Source(s): Employment Development Department, Riverside-San Bernardino-Ontario Metropolitan Statistical Area Unemployment and Labor Force Press Release, October 18, 2019 available at: [https://www.labormarketinfo.edd.ca.gov/file/1fmonth/rive\\$pds.pdf](https://www.labormarketinfo.edd.ca.gov/file/1fmonth/rive$pds.pdf) (EDD October 2019); Employment Development Department, Cities and Census Designated Places by Individual County, September 2019, accessed: <https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html> (EDD September 2019); Department of Finance, E-5 Population and Housing Estimate for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark, accessed: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/> (DOF 2019).

Summary of Impacts with the Approved Plot Plan:

EA 39961 analyzed the potential impacts related to population and housing. The Approved Plot Plan was for the development of industrial buildings, self-storage, and a boat showroom with a pond. EA 39961 determined that the project would not displace housing to necessitate the construction of replacement housing elsewhere. In addition, the project would not create a demand for housing because it would utilize existing population. The Approved Plot Plan did include a new access street branching in a westerly direction from Harvill Avenue featuring two lanes approximately 60 feet in width. The addition of the new street would only provide access to the project site and EA 39961 determined it would not induce substantial population growth. No impact would occur.

Summary of Impacts with the proposed Project:

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

No New Impact. The Project site is vacant and undeveloped. The site does not contain any housing, and has not been historically used for housing. The Project site has a General Plan land use designation of Light Industrial and is zoned Manufacturing Heavy, which does not include residential uses. Thus, the Project would not displace any housing and would not necessitate the construction of replacement housing. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961. As a result, no new impacts would occur.

b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County’s median income

No New Impact. The proposed Project would develop a light industrial warehouse building. The Project would generate the need for employees, which are anticipated to come from the region, which has an unemployment rate was 3.6 percent in October 2019 (EDD October 2019). Similarly, the unemployment rate for the city of Perris was 3.8 percent (EDD April 2019). Thus, it is anticipated that new employees at the Project site would be within commuting distance and would not generate needs for any housing.

In addition, should Project employees relocate to work at the proposed Project, sufficient vacant housing is available within the region to fill the Project’s need. Unincorporated areas of Riverside County had an estimated vacancy rate of 15.8 percent in January 2019 (DOF 2019). The vacancy rate for the city of Perris, the closest city to the Project site, was 10.1 percent, in January 2019 (DOF 2019). Thus, the proposed Project would not create a demand for any housing, this would include housing affordable to households earning 80 percent or less of the County’s median income; impacts would be less than

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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significant. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961, and no new impacts would occur.

c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No New Impact. As described above, employees that would work at the proposed Project are anticipated to come from the region, due to the steady unemployment rate. Any new employees to the region that would work at the proposed Project would be accommodated by the existing vacant housing in the region. Furthermore, the Project site has been planned for Light Industrial uses. As a result, growth related to development of the Project site for employment generating uses is included in County General Plan planning projections. Thus, direct impacts related to population growth in an area would be less than significant. In addition, the proposed Project does not include the extension of roads or other infrastructure. The Project would be served by the existing adjacent roadway system, and utilities would be provided by the existing infrastructure that is located in adjacent roadways. Therefore, the proposed Project would not extend roads or other infrastructure that could indirectly induce population growth. Overall, direct and indirect impacts related to population growth would be less than significant. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961. Therefore, no new impacts would occur.

Conditions of Approval

No conditions of approval related to population and housing are required.

Mitigation Measures

EA 39961 Mitigation Measures that are applicable to the proposed Project include:

No mitigation measures related to population and housing were included in EA 39961.

Proposed Project Mitigation Measures:

No new impacts nor substantially more severe population and housing related impacts would result from the proposed Project; therefore, no new mitigation measures are required for population and housing.

Conclusion for Population and Housing

Consistent with the determination of EA 39961, impacts related to population and housing from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding population and housing. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

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

30. Fire Services

Source(s): Riverside County General Plan Safety Element, Riverside County Fire Department website (rvcfire.org).

Summary of Impacts with the Approved Plot Plan:

EA 39961 described that fire protection services in would not be impacted by the Approved Plot Plan. The Approved Plot Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire services.

Summary of Impacts with the proposed Project:

No New Impact. The Project site is located within 2 miles of two Riverside County Fire Stations, listed below:

- Riverside County Station 90, 333 Placentia Ave, Perris, CA 92571, 1.43 miles from the Project site
- Riverside County Station 1, 210 W San Jacinto Ave, Perris, CA 92570, 1.79 miles from the Project site

Implementation of the proposed Project would be required to adhere to the California Fire Code, as included in the County’s Municipal Code Section 8.32 and would be reviewed by the Riverside County Fire Department and Planning Department to ensure that the Project plans meet the fire protection requirements.

The new structure and increase in employees that would occur from implementation of the proposed Project on the currently vacant site would result in an incremental increase in demand for fire protection and emergency medical services. However, as there are two existing fire stations within 2 miles of the Project site that currently serve the Project vicinity, the increase in fire service demands from the Project would not require construction of a new or physically altered fire station that could cause environmental impacts. Furthermore, development of one 197,856 square-foot building (proposed Project) would result in similar or reduced impacts compared to construction of the portion consisting of 14 buildings totaling 259,225 square feet of the Approved Plot Plan. Therefore, no new impacts related to fire protection services would result from the proposed Project.

In addition, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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generated by new development. This includes fees for fire facilities for every acre of new commercial and industrial use. Overall, no new impacts related to fire services would result from implementation of the proposed Project and impacts would remain less than significant.

31. Sheriff Services

Source(s): Riverside County General Plan, Riverside County Sheriff Department website (www.riversidesheriff.org).

Summary of Impacts with the Approved Plot Plan:

EA 39961 described that the Approved Plot Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Sheriff's Services.

Summary of Impacts with the proposed Project:

No New Impact. The Project site is located within 2 miles from the Riverside County Sherriff Station located at 137 North Perris Blvd, Perris, CA 92570, which currently serves the Project region. The proposed Project would result in additional onsite employees and goods that could create the need for sheriff services. Crime and safety issues during Project construction may include: theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Operation of the light industrial warehouse building is anticipated to generate a typical range of sheriff service calls, such as burglaries, thefts, and employee disturbances.

However, to reduce the need for law enforcement services, security concerns are addressed in the Project design by providing low-intensity security lighting, security cameras, and access gates. Pursuant to the County's existing permitting process, the Sheriff's Department would review and approve the site plans to ensure that crime prevention and emergency access measures are incorporated appropriately to provide a safe environment.

Although an incremental increase could occur from implementation of the Project, the need for law enforcement services from the Project would not result in the need for, new or physically altered sheriff facilities, and is included in the demand for sheriff services that were identified in EA 39961. Thus, impacts would be less than significant and no new impacts would occur.

In addition, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for sheriff facilities per every acre of new commercial and industrial use. Overall, impacts would be less than significant and no new impacts related to Sheriff services would result from implementation of the proposed Project.

32. Schools

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined the Approved Plot Plan is located within the Val Verde Unified School District. This Approved Plot Plan is subject to the payment of school fees. As a result, this project is conditioned

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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for the payment of school impact fees in accordance with State law. Thus, EA 39961 determined the potential impact to schools is considered less than significant with the County's condition of approval incorporated.

Summary of Impacts with the proposed Project:

No New Impact. The Project would develop and operate a light industrial warehouse that would not directly generate students. As described previously, the proposed Project is not anticipated to generate a new population, as the employees needed to operate the Project are anticipated to come from within the Project region due to the steady unemployment rate; and substantial in migration of employees that could generate new students is not anticipated to occur. As required by all projects within the County, the proposed Project is required to pay School Mitigation Impact fees. Impacts would be less than significant. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961. Therefore, no new impacts related to schools would occur.

33. Libraries

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined that implementation of the Approved Plot Plan would not have an impact on the demand for library services. No impact would occur.

Summary of Impacts with the proposed Project:

No New Impact. The Project would develop and operate a light industrial warehouse that would not directly generate a substantial new population that would utilize libraries. As described previously, the employees needed to operate the proposed Project are anticipated to come from the Project region and commute to the Project site, due to the steady unemployment rate; and substantial in migration of employees that could generate substantial usage of library facilities is not anticipated to occur. Therefore, impacts would be less than significant. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961, and no new impacts related to libraries would occur from implementation of the proposed Project.

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

34. Health Services

Summary of Impacts with the Approved Plot Plan:

The construction of a health services buildings in conjunction with the Approved Plot Plan was not included in the proposal. EA 39961 determined existing health services facilities would serve the project site. In addition, as a condition of development of the Approved Plot Plan, fees were identified to have been paid by the developer to the County for necessary capital improvements for public facilities.

Summary of Impacts with the proposed Project:

No New Impact. The Project would develop and operate a light industrial warehouse that would not directly generate a substantial new population that would need health services. As described previously,

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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the employees needed to operate the proposed Project are anticipated to come from the Project region and commute to the Project site, due to the steady unemployment rate; and substantial in migration of employees that could generate substantial need for health services is not anticipated to occur; impacts would be less than significant. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961. Therefore, no new impacts related to health services would occur from implementation of the proposed Project.

Conditions of Approval

Ordinance No. 659. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development Project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

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

EA 39961 Mitigation Measures that are applicable to the proposed Project include:

Conditions of Approval related to school fees (80 PLANNING 18) were also referenced as mitigation measures to ensure compliance with regulations..

Proposed Project Mitigation Measures:

The applicable Conditions of Approval related to public services and school fees would continue to be applied to the proposed Project. Compliance with regulations and Conditions of Approval would be verified through the County’s permit and plan check procedures. No new impacts nor substantially more severe public services related impacts would result from the proposed Project; therefore, no new mitigation measures are required for public services.

Conclusion for Public Services

Impacts related to public services from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding public services. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

RECREATION Would the project:

35. Parks and Recreation

a. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

c. Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?

Source(s): Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications); Ord. No. 659 (Establishing Development Impact Fees), Parks & Open Space Department Review; Riverside County Community & Cultural Services Division, County Service Areas, Mead Valley, Available at: <https://rivcoccsd.org/csa/> (CSA 2019).

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined that the Approved Plot Plan would have no impact on recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Furthermore, the Approved Plot Plan would not impact existing neighborhood or regional parks or recreational facilities. EA 39961 determined the project site is not within a Community Service Area or recreation and park district with a Community Parks and Recreation Plan (Quimby fees). Under Ordinance No. 460, industrial uses, such as the Approved Plot Plan, are exempt from park and recreation fees and dedications. Thus, no impact would occur.

Summary of Impacts with the proposed Project:

a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No New Impact. The proposed light industrial warehouse Project does not include development of recreational facilities. In addition, as described previously, the proposed Project would not result in an influx of new residents, as the employees needed to operate the Project are anticipated to come from the unemployed labor force in the region. Thus, the proposed Project would not generate a substantial population that would require construction or expansion of recreational facilities. Therefore, impacts would be less than significant. Development of the 197,856 square-foot proposed Project would result in similar impacts compared to the development of the 259,225 square feet analyzed as part of the Approved Plot Plan. Thus, no new impact would occur.

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?

No New Impact. As described previously, the proposed Project would not generate a substantial population that would generate significant use of existing neighborhood or regional parks and recreation

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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facilities, such that substantial physical deterioration would occur or be accelerated, and impacts would be less than significant. In addition, the Project site is not located within the boundaries of any adopted Community Parks and Recreation Plan and therefore the Project is not subject to Quimby Fees. As such, Riverside County Ordinance No. 460 exempts park and recreation fees and dedications for industrial development. Thus, no new impact would occur.

c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?

No New Impact. The Project site is located in Community Service Area 152, which is a tax for street cleaning. The Project is not within a recreation park district with a Community Park and Recreation Plan and therefore, the Project is not subject to Quimby Fees (CSA 2019). As described previously, the Project would develop a light industrial warehouse, and substantial increases in the need for recreation would not result from the Project. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961. Thus, no new impacts related to a park district or recreation plan would occur from implementation of the proposed Project.

36. Recreational Trails

a. Include the construction or expansion of a trail system?

Source(s): Mead Valley Area Plan Figure 9 Trails and Bikeway System

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined that the Approved Plot Plan would have no impact on recreational facilities or trails. EA 39961 determined the project site is not within a Community Service Area or recreation and park district with a Community Parks and Recreation Plan (Quimby fees). Under Ordinance No. 460, industrial uses, such as the Approved Plot Plan, are exempt from park and recreation fees and dedications. Thus, no impact would occur.

Summary of Impacts with the proposed Project:

a) Include the construction or expansion of a trail system?

No New Impact. The proposed Project would develop and operate a light industrial warehouse and does not include the construction or expansion of a trail system. The Project site is surrounded by roadways, developed lands, and undeveloped parcels. According to the Mead Valley Area Plan there is a planned Community Trail along Webster Avenue, approximately 300 feet to the west of the Project site. Construction of the proposed Project would not impact the nearby trail. In addition, as described previously, the proposed Project is not anticipated to result in an influx of new residents, as the employees needed to operate the proposed warehouse is anticipated to come from the unemployed labor force in the region. Thus, the proposed Project would not generate a substantial population that would use or require recreational trails, and impacts would be less than significant. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to construction of 259,225 square feet analyzed as part of the Approved Plot Plan, and no new impact would occur.

In addition, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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generated by new development. This includes fees for open space and recreational trail facilities per every acre of new commercial and industrial use.

Conditions of Approval

Ordinance No. 659: Listed previously in 34.

Mitigation Measures

EA 39961 Mitigation Measures:

No mitigation measures related to recreation were included in EA 39961.

Proposed Project Mitigation Measures:

No new impacts nor substantially more severe recreation related impacts would result from the proposed Project; therefore, no new mitigation measures are required for recreation.

Conclusion for Recreation

Consistent with the determination of EA 39961, impacts related to recreation from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding recreation. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

TRANSPORTATION Would the project:				
37. Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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"/>

Source(s): Riverside County General Plan, Circulation Element; Mead Valley Area Plan; Riverside County Congestion Management Plan; Guide for the Preparation of Traffic Impact Studies, California Department of Transportation, December 2002; Traffic Impact Analysis, prepared by EPD Solutions, 2019 (EPD 2019) (Appendix N).

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined no impact related to the increase in causing traffic to the existing traffic load and capacity. In addition, EA 39961 analyzed the Approved Plot Plan will meet all parking requirements. EA 39961 determined the Approved Plot Plan would not exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated road or highways. The Approved Plot Plan did not result in a change in air traffic patterns, nor was it found to alter waterborne, rail or air traffic. Impacts related to hazards to a design feature or incompatible uses were not found to occur. During construction the Approved Plot Plan did not cause an effect on circulation. In addition, the Approved Plan did not result in an inadequate emergency access or access to nearby uses. The Approved Plot Plan did not cause a conflict with adopted policies supporting alternative transportation.

Summary of Impacts with the proposed Project:

Traffic Threshold

As described in the Riverside County General Plan C2.1, Level of Service (LOS) D shall apply to all development proposals located within the Mead Valley Area Plan. Thus, the LOS threshold is LOS D.

Traffic Study Area and Existing Conditions

The roadways in the traffic study area include Harvill Avenue, Placentia Avenue, Daytona Cove, and A Street. To identify the existing traffic conditions, traffic counts at the study intersections were conducted on Thursday, October 2, 2019 (EPD 2019). The counts were taken on typical weekdays when schools are in session. Table T-1 shows the existing a.m. and p.m. peak hour levels of service at the study intersections. Two study intersections operate at unsatisfactory LOS F during the a.m. peak hour in the existing (2019) condition.

Table T-1: Existing AM and PM Peak Hour Level of Service

Intersection	Signal Control	AM Peak		PM Peak	
		Delay ¹	LOS ²	Delay ¹	LOS ²
1. Harvill Ave / Placentia Ave	AWSC	62.3	F	18.2	C
2. Harvill Ave / Driveway	TWSC	0.0	A	9.1	A
3. Harvill Ave / Daytona Cove	Signal	3.5	A	5.9	A
4. Harvill Ave / A Street.	AWSC	84.7	F	15.9	C

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Source: EPD Solutions, Inc., 2019 (Appendix N)

TWSC = Two-Way Stop Controlled

AWSC = All-Way Stop Controlled

1. Delay in Seconds

2. Level of Service

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

No New Impact.

Construction

Construction activities associated with the Project would generate vehicular trips from construction workers traveling to and from the Project site, delivery of construction supplies and import materials to and, export of debris from the Project site. However, these activities would only occur for a period of 8 months. The increase of trips during construction activities would be limited and are not anticipated to exceed the number of operational trips described below. The short-term vehicle trips from construction of the Project would not result in a new transportation related impact.

Operation

Table T-2 identifies the number of trips that would be generated by the Project site if it were built out with the proposed Project. As shown in Table T-2, the proposed Project would generate 1,165 daily trips, 162 a.m. peak hour trips, and 147 p.m. peak hour trips.

Table T-2: Proposed Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<i>Trip Rate</i>								
General Light Industrial ¹	TSF	4.96	0.62	0.08	0.70	0.08	0.55	0.63
Warehouse ²	TSF	1.74	0.15	0.02	0.17	0.02	0.17	0.19
<i>Total Vehicle Trip Generation</i>								
Light Industrial ¹	178.07	883	110	15	125	15	98	112
Warehouse ²	19.786	34	3	0	3	0	3	4
<i>Vehicle Mix (Light Industrial)³</i>	<i>Percent</i>							
Passenger Vehicles	78.60%	694	86	12	98	11	77	88
2-Axle Trucks	8.00%	71	9	1	10	1	8	9
3-Axle Trucks	3.90%	34	4	1	5	1	4	4
4-Axle Trucks	9.50%	84	10	1	12	1	9	11
	100%	883	110	15	125	15	98	112
<i>Vehicle Mix (Warehouse)⁴</i>	<i>Percent</i>							
Passenger Vehicles	80.30%	28	2	0	3	0	3	3
2-Axle Trucks	5.20%	2	0	0	0	0	0	0
3-Axle Trucks	4.50%	2	0	0	0	0	0	0

					Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
4-Axle Trucks	10.00%	3	0	0	0	0	0	0
	100%	34	3	0	3	0	3	4
<i>PCE Trip Generation</i> ⁵	PCE Factor							
Passenger Vehicles	1.0	722	89	12	101	12	79	91
2-Axle Trucks	1.5	109	13	2	15	2	12	14
3-Axle Trucks	2.0	72	9	1	10	1	8	9
4-Axle Trucks	3.0	262	32	4	37	4	29	33
Total PCE Trip Generation		1165	143	19	162	19	128	147

Source: EPD Solutions, Inc., 2019 (Appendix N)

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

1 Trip rates from the Institute of Transportation Engineers, *Trip Generation, 10th Edition, 2017*. Land Use Code 110 – General Light Industrial.

2 Trip rates from the Institute of Transportation Engineers, *Trip Generation, 10th Edition, 2017*. Land Use Code 150 – Warehouse.

3 Vehicle Mix from the City of Fontana, *Truck Trip Generation Study, August 2003*. Classification: Light Industrial

4 Vehicle Mix from the City of Fontana, *Truck Trip Generation Study, August 2003*. Classification: Light Warehouse

5 Passenger Car Equivalent factors from San Bernardino County CMP, Appendix B – Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016.

An intersection operations analysis was conducted for the study area to evaluate the impact of the Project traffic on the existing roadways during the weekday a.m. and p.m. peak hour conditions. As shown in Table T-3, two of the intersections would operate at unsatisfactory LOS F during the a.m. peak hour in the Existing plus Project condition.

Table T-3: Existing and Existing plus Project Peak Hour Levels of Service

Intersection	Signal Control	Existing				Existing plus Project			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
1. Harvill Ave / Placentia Ave	AWSC	62.3	F	18.2	C	66.5	F	19.7	C
2. Harvill Ave / Driveway	TWSC	0.0	A	9.1	A	22.1	C	14.5	B
3. Harvill Ave / Daytona Cove	Signal	3.5	A	5.9	A	3.5	A	5.5	A
4. Harvill Ave / A Street.	AWSC	84.7	F	15.9	C	91.4	F	16.9	C

Source: EPD Solutions, Inc., 2019 (Appendix N)

TWSC = Two-Way Stop Controlled

AWSC = All-Way Stop Controlled

1. Delay in Seconds

2. Level of Service

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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In the Existing plus Project condition, the delay is increased, but improvements to both intersections are planned or currently being constructed. A traffic signal is planned at the intersection of Harvill Avenue and Placentia Avenue in the Mid-County Parkway Improvement Plan, and construction is planned to start in 2020 (EPD 2019). At Harvill Avenue and A Street, intersection improvements are currently under construction and include construction of a traffic signal as well as reconfiguration of the intersection. The proposed Project also includes modification of the intersection of Harvill Avenue and A Street including re-striping of the westbound approach and modifications to the signal phasing, included as a Project Design Feature and offsite improvement, detailed below.

Opening Year with Project traffic volumes were determined by adding the proposed Project trips to the Cumulative Baseline traffic volumes (EPD 2019). The Project Opening Year conditions also include improvements at the intersections of Harvill Avenue and Placentia Avenue, with the Mid-County Parkway Improvement Plan, and Harvill Avenue and A Street, conditioned on the A Street High-Cube Warehouse Project, as well as improvements at the Harvill Avenue and A Street intersections. The proposed Project includes modifications at the intersection of Harvill Avenue and A Street as a Project Design Feature, which would re-strip the east leg of the intersection to provide one left-turn lane, one shared through-left-turn lane and one right-turn lane. The improvements would also modify the signal phasing to include split phase operation in the east-west direction and a right-turn overlap phase in the westbound direction.

An intersection operations analysis was conducted for the study area to evaluate the Cumulative with Project weekday a.m. and p.m. peak hour conditions. Intersection operations were calculated using the LOS methodology described previously. Table T-4 provides a comparison between the Opening Year without and with Project conditions. As a result, the intersection of Harvill Avenue and A Street, implementation of the planned improvements, as well as Project improvements at the intersection would result in satisfactory operation of the intersection in the Opening Year plus Project condition. Therefore, the Project would not result in a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and impacts would be less than significant.

Table T-4: Opening Year Baseline and Opening Year plus Peak Hour Levels of Service

Intersection	Signal Control	Opening Year				Opening Year plus Project			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
1. Harvill Ave / Placentia Ave	AWSC	23.6	C	21.1	C	23.8	C	21.1	C
2. Harvill Ave / Driveway	TWSC	0.00	A	9.3	A	26.4	D	17.4	C
3. Harvill Ave / Daytona Cove	Signal	4.2	A	9.4	A	4.2	A	9.3	A
4. Harvill Ave / A Street.	AWSC	72.6	E	37.5	D	38.0	D	39.1	D

Source: EPD Solutions, Inc., 2019 (Appendix N)
 TWSC = Two-Way Stop Controlled

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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AWSC = All-Way Stop Controlled

1. Delay in Seconds

2. Level of Service

This Addendum compares the impacts of the proposed Project to the those analyzed in EA 39961. The Approved Plot Plan consists of seven warehouse buildings totaling 173,025 square feet. As shown in Table T-5, 1,109 daily trips, 132 a.m. peak hour trips, and 132 p.m. peak hour trips would have been generated as a result of the Approved Plot Plan.

Table T-5: Approved Plot Plan Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
Industrial Park ¹	TSF	3.37	0.32	0.08	0.40	0.08	0.32	0.40
<u>Total Vehicle Trip Generation</u>								
Industrial Park ¹	178.1	600	58	14	71	15	56	71
<u>Vehicle Mix²</u>	<u>Percent</u>							
Passenger Vehicles	52.80%	317	30	7	38	8	30	38
2-Axle Trucks	4.00%	24	2	1	3	1	2	3
3-Axle Trucks	3.30%	20	2	0	2	0	2	2
4-Axle Trucks	39.80%	239	23	5	28	6	22	28
	100%	599	58	14	71	15	56	71
<u>PCE Trip Generation³</u>	<u>PCE Factor</u>							
Passenger Vehicles	1.0	317	30	7	38	8	30	38
2-Axle Trucks	1.5	36	3	1	4	1	3	4
3-Axle Trucks	2.0	40	4	1	5	1	4	5
4-Axle Trucks	3.0	717	69	16	85	18	57	85
<u>Total PCE Trip Generation</u>		1109	107	25	132	28	104	132

Source: EPD Solutions, Inc., 2019 (Appendix N)

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

1 Trip rates from the Institute of Transportation Engineers, *Trip Generation, 10th Edition, 2017*. Land Use Code 130 – Industrial Park.

2 Vehicle Mix from the City of Fontana, *Truck Trip Generation Study, August 2003*. Classification: Industrial Park

3 Passenger Car Equivalent factors from San Bernardino County CMP, Appendix B – Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016.

As mentioned previously, the proposed Project would generate 1,165 daily trips, 162 a.m. peak hour trips, and 147 p.m. peak hour trips. Therefore, the proposed Project would result in 56 more daily trips, 30 more a.m. peak hour trips, and 15 more p.m. peak hour trips than the Approved Plot Plan. Although the Project would nominally increase the number of daily trips and a.m. and p.m. peak hours trips, the Project resulted in a less than significant impact including a Project Design Feature. EA 39961

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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determined implementation of the Approved Plot Plan would result in a less than significant impact. Therefore, the Project would result no new impact when compared to EA 39961.

The Project area is served by the Riverside Transit Authority (RTA). The RTA provides both local and regional services throughout the region with 38 fixed routes, 9 commuter link routes, and Dial-A-Ride services. There are no existing RTA bus stops or routes adjacent to the Project site. Metrolink 91/Perris Valley Line runs parallel to I-215, adjacent to the Project site, and the nearest station is located in downtown Perris at 121 South C Street, Perris, CA 92570, approximately 1.85 miles to the southeast. The proposed Project would not impact any transit, roadway, bicycle, and pedestrian facilities. No new impact would occur.

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?

No New Impact. Every county in California is required to develop a congestion management program (CMP) that looks at the links between land use, transportation, and air quality. The Riverside County Transportation Commission (RCTC) prepares and periodically updates the Riverside County CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The nearest County CMP designated roadway to the Project site is I-215. A Traffic Impact Analysis was prepared for the proposed Project. As detailed above, the traffic study analyzed intersections where potential impacts as a result of the Project would occur. Within the study area, all intersections were found to have a less than significant impact with the implementation of the proposed Project. Furthermore, the Project would not add sufficient trips to I-215 to meet either the Caltrans or County of Riverside requirements for inclusion of this facility in the study area. Therefore, the Project would not result in a conflict with an applicable congestion management program, and no new impacts would occur.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

No New Impact. The proposed Project would construct and operate a light industrial warehouse onsite. There are no proposed uses that would be incompatible. The Project would also not increase any hazards related to a design feature. Operation of the proposed Project would involve trucks entering and exiting the Project site from Harvill Avenue via a driveway designed to accommodate trucks. Passenger vehicles would enter and exit the site using the driveway on Harvill Avenue. The onsite circulation design prepared for the Project provides fire truck accessibility and turning ability throughout the site. In addition, the proposed Project would not alter the shared existing driveway off of Harvill Avenue. As such, potential impacts as a result of the proposed Project would be the same as those described in EA 39961. Thus, no new impacts related to vehicular circulation design features would occur from the proposed Project.

d) Cause an effect upon, or a need for new or altered maintenance of roads?

No New Impact. The proposed Project would not result in the altered need for road maintenance; however, as described above, the proposed Project would generate 1,165 daily trips, which would contribute to the need for regular maintenance of roads. To provide for public facility maintenance needs, Riverside County Ordinance 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for road improvements and maintenance, which are levied per every acre of new commercial and industrial use. In addition, the taxes generated from the

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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proposed uses on the Project site would support regular road maintenance. As such, potential impacts as a result of the proposed Project would be the same as those described in EA 39961. Thus, the Project would provide funding for future roadway maintenance needs, and no new impacts related to roadway maintenance needs would occur.

e) Cause an effect upon circulation during the project’s construction?

No New Impact. As described above, implementation of the proposed Project would not generate significant traffic impacts. Construction of the Project is anticipated to last approximately 8 months and would include transportation of equipment, materials, and workers to the Project site, and import of soils. The short-term construction related vehicular trips would result in fewer daily and peak hour trips than were evaluated in response 37.a) above. Therefore, no new traffic impacts related to construction activities would occur.

f) Result in inadequate emergency access or access to nearby uses?

No New Impact. The proposed construction activities, including equipment and supply staging and storage, would largely occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction, a minimum of one lane would remain open to ensure adequate emergency access to the Project area and vicinity, and impacts related to interference with an adopted emergency response of evacuation plan during construction activities would be less than significant. No new impact would occur.

Operation of the proposed Project would also not result in inadequate emergency access. Direct access to the Project site would be provided from Harvill Avenue, which are adjacent to the Project site. The Project would also be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the County Municipal Code. The Riverside County Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the Uniform Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As such, the proposed Project would not result in inadequate emergency access, and no new impacts would occur.

38. Bike Trails

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

Source(s): Riverside County General Plan

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined that the Approved Plot Plan did not impact recreational trails identified in the General Plan. Implementation of the Approved Plot Plan did not affect the community trail along Webster Avenue, east of the project site. The Approved Plot Plan did not create a substantial increase in demand for recreational facilities. No recreational facilities are expected to be built as a result of the Approved Plot Plan. Therefore, no impact would occur.

Summary of Impacts with the proposed Project:

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

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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The Project site is surrounded by roadways, developed lands, and undeveloped parcels. There are no bike trails within or adjacent to the Project site. As described previously, the proposed Project is not anticipated to result in an influx of new residents, as the employees needed to operate the proposed industrial warehouse are anticipated to come from the unemployed labor force in the region. Thus, the proposed Project would not generate a substantial population that would use or require a bike system or additional bike lanes, and no new impact would occur.

Conditions of Approval

Ordinance No. 659. Listed previously in 34.

Mitigation Measures

EA 39961 Mitigation Measures:

No mitigation measures related to transportation were included in EA 39961.

Proposed Project Mitigation Measures:

No new impacts nor substantially more severe transportation related impacts would result from the proposed Project; therefore, no new mitigation measures are required for transportation.

Conclusion for Transportation

Impacts related to transportation from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding transportation. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

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

39. Tribal Cultural Resources

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

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Site Investigation

Summary of Impacts with the Approved Plot Plan:

Tribal cultural resources were not analyzed in EA 39961 because the CEQA criteria and thresholds related to analyzing tribal cultural resources did not exist at the time EA 39961 was prepared. As discussed previously, EA 39961 determined that there are no known sites of archaeological sensitivity on the site or in the immediate vicinity of the site.

Summary of Impacts with the proposed Project:

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)

No New Impact. The Project site is undeveloped vacant land that has been previously been graded. Due to the existing vacant and disturbed conditions, no listed or eligible historical resources exist on the Project site. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961. Thus, implementation of the Project would not result in new impacts related to historical resources.

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

No New Impact. As described previously, the Project site has undergone extensive ground disturbance. In the unlikely event that human remains are encountered during earth removal or disturbance activities, the California Health and Safety Code Section 7050.5 requires that disturbance of the site shall halt until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative (included as a County condition of approval). The Coroner would also be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code relative to Native American remains. Should the Coroner determine the human remains to be of Native American descent, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would then be required to contact the most likely descendant of the deceased Native American, who would then serve as a consultant on how to proceed with treatment of the remains. Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98) would provide that any potential impacts to human remains would be less than significant. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961. No new impact would occur.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on “tribal cultural resources” with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project’s potential impact to a tribal cultural resource. As described previously, the site has been highly disturbed and the potential for the Project to impact tribal cultural resources is less than significant. In addition, AB 52 requires that lead agencies, upon request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration, or EIR for a project. AB 52 does not apply to a Notice of Exemption or Addendum. As this CEQA document is an Addendum, the AB 52 requirements are not applicable.

Conditions of Approval

Inadvertent Discoveries. Listed previously in Section 9

Human Remains. Listed previously in Section 9

Mitigation Measures

EA 39961 Mitigation Measures:

No mitigation measures related to tribal cultural resources were included in EA 39961.

Proposed Project Mitigation Measures

No new impacts nor substantially more severe tribal cultural resources related impacts would result from the proposed Project; therefore, no new mitigation measures are required for tribal cultural resources.

Conclusion for Tribal Cultural Resources

Impacts related to tribal cultural resources from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures regarding tribal cultural resources. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

UTILITIES AND SERVICE SYSTEMS Would the project:

40. Water

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?

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

Source(s): Eastern Municipal Water District 2015 Urban Water Management Plan (UWMP 2015). Perris Valley Regional Water Reclamation Facility Fact Sheet. Accessed: <https://www.emwd.org/sites/main/files/file-attachments/pvrwrffactsheet.pdf>; Eastern Municipal Water District, Perris Valley Regional Water Reclamation Facility, Fact Sheet (EMWD, 2016b) Accessed: <https://www.emwd.org/sites/main/files/file-attachments/pvrwrffactsheet.pdf?1537295012>; Eastern Municipal Water District Water System Planning & Design Principal Guidelines Criteria (EMWD 2007) Accessed: https://www.emwd.org/sites/main/files/file-attachments/emwdwater_system_design.pdf

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined the Approved Plot Plan would not require the construction of new water treatment facilities or expansion of existing facilities. The Approved Plot Plan would receive water from Eastern Municipal Water District (EMWD). As a condition of approval, the Approved Plot Plan issued a will-serve letter from EMWD for the project site. EA 39961 determined the impacts of extending the water and sewer lines a short distance within the street right-of-way to the project site as less than significant. In addition, the installation of water and sewer would be in accordance with County conditions of approval.

Summary of Impacts with the proposed Project:

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?**

No New Impact

Water Infrastructure

The proposed Project would develop the vacant parcel for a new light industrial warehouse. An existing 24-inch water line is located within Harvill Avenue. The proposed Project would connect to the existing water infrastructure, and additional offsite water infrastructure would not be required to serve the proposed Project. Connection to the existing water supply line as part of the proposed Project would not result in any physical environmental effects beyond those described throughout this Addendum.

The Eastern Municipal Water District (EMWD) provides water supplies to the Project area. In addition to treated water that is delivered by to EMWD by the Metropolitan Water District, EMWD operates two microfiltration plants that filter raw imported water to achieve potable water standards. The two treatment plants, the Perris Water Filtration Plant and the Hemet Water Filtration Plant, are located in Perris and Hemet, respectively. These two water treatment plants provide a portion of the water supplied by EMWD (UWMP 2015). As further described below, the proposed Project would not require new or expanded water entitlements. Likewise, the planned capacity of the regional water treatment facilities that supplies the water is adequate, and new or expanded water treatment facilities would not be required as a result of the proposed Project. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to the development of 259,225 square feet analyzed as part of the Approved Plot Plan. Therefore, no new impacts related to water infrastructure would occur from the proposed Project.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Wastewater Treatment

The proposed Project would develop and operate a light industrial warehouse on the currently vacant Project site. The Project site is adjacent to an existing 8-inch sewer line, also serving the development to the south. The Project would connect to the existing sewer infrastructure and would not require relocation or construction of new or expanded offsite sewers to serve the proposed Project.

Wastewater generated by the Project would be treated by the EMWD, which operates the Perris Valley Regional Water Reclamation Facility (PVRWRF). 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. In March 2014, EMWD completed the most recent expansion of the PVRWRF. With an ultimate capacity of 100 mgd EMWD says that the facility is poised to meet the current and future demands to the region as well as help to meet the increasing demand for recycled water throughout EMWD’s service area (EMWD 2016).

The 10.96-acre proposed Project site would generate approximately 18,241 gpd or 20.4 acre-feet per year of wastewater. Under existing conditions, the Perris Valley Regional Water Reclamation Facility has an excess treatment capacity of approximately 8.2 million gallons per day (mgpd). Implementation of the Project would utilize approximately 0.27 percent of the Perris Valley Regional Water Reclamation Facility daily excess treatment capacity ($0.018 \text{ mgpd} \div 8.2 \text{ mgpd} = 0.2 \text{ percent}$) (EMWD 2007). Accordingly, the Perris Valley Regional Water Reclamation Facility has sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. The Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations). Thus, the wastewater treatment plant has ample capacity and would not require expansion to serve the proposed Project. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to the development of 259,225 square feet analyzed as part of the Approved Plot Plan. Therefore, no new impacts would occur.

Stormwater Drainage

The Project includes an onsite drainage system that would route storm water runoff to a proposed water quality basin located on the southwest portion of the Project site, which would slowly discharge into existing storm drainage infrastructure that is located adjacent to the site. The existing offsite drainage systems would be able to accommodate the proposed Project. Thus, the Project would not require or result in the relocation or construction of new or expanded offsite drainage systems. The proposed onsite stormwater drainage infrastructure is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this Addendum. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to the development of 259,225 square feet analyzed as part of the Approved Plot Plan. Therefore, no new impacts related to stormwater drainage would occur from the proposed Project.

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

No New Impact. Water supplies to the Project area are provided by EMWD, which serves 555 square miles of western Riverside County and includes the Project area (UWMP 2015). In 2015, EMWD had a water demand of 146,090 acre feet (AF), and projects a demand of 197,901 AF in 2020, which is a 35 percent increase over 2015 demands (an increase of 51,811 AF) (UWMP 2015). The UWMP identified

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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increases in imported water to meet this increase in demand. The UWMP details the District's reliable and drought-resilient water supply capable of meeting projected demands over the next 25 years and beyond (UWMP 2015). The UWMP describes that the District has a projected supply of 197,901 AFY in 2020, and a predicted supply of 268,200 AFY in 2040. To ensure that planning efforts for future growth are comprehensive, the Urban Water Management Planning Act requires water purveyors to incorporate regional projections and land uses in UWMPs.

The Project site is designated as a Light Industrial in the General Plan. The proposed Project would develop 10.96 acres with a generation rate of 2,000 gpd, yielding a demand of 21,920 gpd (24.5 acre-feet per year) (EMWD 2007). The 2015 UWMP identifies water supply and demands through 2040 (268,200 AFY) and indicates it would be able to meet all of the anticipated water supply needs. The proposed Project is consistent with the land use designations for the site and therefore the existing growth projections included in the UWMP. In addition, County Ordinance No. 859 requires compliance with the County's Water Efficient Landscape Ordinance. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to the development of 259,225 square feet analyzed as part of the Approved Plot Plan. Therefore, the proposed Project would not require new or expanded water entitlements, and no new impacts would occur from the proposed Project.

41. Sewer

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

b. Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Source(s): Eastern Municipal Water District 2015 Urban Water Management Plan (UWMP 2015).

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined the Approved Plot Plan would not require the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Eastern Municipal Water District would provide sewer to the site, and it has sufficient capacity to serve the Approved Plot Plan. Sewer lines are located around the northeastern portion of the project site and could be extended to the site. Impacts of extending the line the short distance to the proposed drainage easement along the eastern property line was determined be less than significant. In addition, water and sewer shall be installed in accordance with the requirements of the Riverside County Department of Environmental Health.

Summary of Impacts with the proposed Project:

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

No New Impact. As described previously, the proposed Project includes installation of an onsite sewer line that would connect to existing sewer lines in the adjacent roadway. The proposed Project would

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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not require expansion of wastewater treatment facilities. Therefore, although construction of the onsite sewer line would be required to support the new development, no extensions or expansions to off-site sewer lines would be required. The necessary installation of the onsite sewer is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this Addendum.

The Perris Valley wastewater treatment plant has a treatment capacity of 22 million gallons per day (mgd), and has an average daily flow of 13.8 acre-feet mgd (EMWD 2019). In addition, the facility has a planned ultimate capacity of 100 mgd. Thus, the wastewater treatment plant has ample capacity, and would not require expansion to serve the proposed Project. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to the development of 259,225 square feet analyzed as part of the Approved Plot Plan. Thus, no new impacts related to wastewater treatment facilities would occur from the Project.

b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?

No New Impact. As described in the previous response, the EMWD Perris Valley wastewater treatment plant is closest to the Project site, and has a treatment capacity of 22 mgd, and has an average daily flow of 13.8 mgd (EMWD 2019). In addition, the facility has a planned ultimate capacity of 100 mgd. Thus, the wastewater treatment plant has adequate capacity to serve the Project’s projected demand in addition to the provider’s existing commitments. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to the development of 259,225 square feet analyzed as part of the Approved Plot Plan, and no new impacts would not occur.

42. Solid Waste

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

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

Source(s): Riverside County General Plan; CalRecycle Facility Database, accessible at: <https://www2.calrecycle.ca.gov/SWFacilities/Directory/>; CalRecycle Estimated Solid Waste Generation Rates, accessible at: <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates/>; USEPA Estimating 2003 Building Related Construction and Demolition Amounts (EPA, 2009)

Summary of Impacts with the Approved Plot Plan:

The Approved Plot Plan would have an incremental increase on solid waste disposal needs associated with typical industrial uses. In addition, the project would be served by Riverside County landfills and the Riverside County Waste Management department had reviewed the project and did not anticipate any significant impact. Impacts were less than significant.

Summary of Impacts with the proposed Project:

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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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?

No New Impact. The closest landfill to the Project site is the Badlands Sanitary Landfill, which is located approximately 11 miles away at 31125 Ironwood Avenue in Moreno Valley. The landfill is permitted to accept 4,800 tons per day of solid waste and is permitted to operate through 2021 (CalRecycle 2019). The El Sobrante Sanitary Landfill, which is located at 10910 Dawson Canyon Road, is approximately 14 miles from the Project site. The landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2050 (CalRecycle 2019).

Construction

Solid waste requiring disposal would be generated by the construction process, primarily consisting of discarded materials and packaging. Based on the size of the proposed Project (197,856 square-foot building) and the United States Environmental Protection Agency’s construction waste generation factor of 4.34 pounds per square feet for non-residential uses, approximately 858,695 pounds (429.35 tons). AB 939 requires that a minimum of 50 percent of all solid waste be diverted from landfills. Therefore, the Project is estimated to generate approximately 214.68 tons and the Project’s construction phase is estimated to last 230 days, thus 0.93 tons per day.

Operation

Based on a solid waste generation of 1.42 pounds per 100 square feet per day, identified in the CalRecycle Solid Waste Information System Database, the 197,856 square-foot industrial building would generate approximately 2,810 pounds per day, or 19,670 pounds (9.84 tons) of solid waste per week (based on 24 hours, 7 days a week operations).

Based on the current recycling requirements of AB 939, which require diversion of 50 percent of solid waste away from landfills, the proposed Project would result in 4.92 tons of solid waste per week, which is within the existing permitted capacity of both the Badlands Sanitary Landfill and the El Sobrante Sanitary Landfill. Therefore, the existing landfills have sufficient permitted capacity to accommodate the Project’s solid waste disposal need.

Additionally, in 2020, state regulations per AB 341 will become effective, which will require diversion of 75 percent of solid waste from landfills. Thus, it is anticipated that solid waste landfill disposal from operation of the Project in 2020 would be reduced to approximately 1.23 tons per week. Overall, the solid waste generated by the proposed Project would be within the existing permitted capacity of the landfills. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to the development of 259,225 square feet analyzed as part of the Approved Plot Plan, and no new impacts would occur.

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

No New Impact. The proposed Project would comply with all regulations related to solid waste. All solid waste-generating activities within the County are subject to the requirements set forth in AB 939, that requires diversion of a minimum of 50 percent of solid waste. In addition, after 2020 all development would be required to divert 75 percent of solid waste pursuant to state regulations. Implementation of the proposed Project would be consistent with all state regulations. All projects in the County undergo development review prior to permit approval, which includes an analysis of project compliance with these programs. Furthermore, development of the 197,856 square-foot proposed Project would result in similar or reduced impacts compared to the development of 259,225 square feet analyzed as part of

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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the Approved Plot Plan. Therefore, new impacts related to compliance with solid waste regulations would not occur.

43. Utilities

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

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

Source(s): Riverside County General Plan

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined that Southern California Edison would provide electricity to the site. There is adequate electrical generating capacity to serve the site and the Approved Plot Plan would not require the expansion of existing facilities or the construction of new facilities, which would have a significant environmental effect. Southern California Gas will provide gas to the site. There is adequate natural gas and associated distribution facilities to serve the site and the Approved Plot Plan would not require the expansion of existing facilities or the construction of new facilities, which would have a significant environmental effect. GTE would provide telephone service to the site. There is adequate capacity at existing GTE facilities to serve the site and the Approved Plot Plan would not require the expansion of existing facilities or the construction of new facilities, which would have a significant environmental effect. The Approved Plot Plan was conditioned to provide streetlights. Streetlights were installed within the road right-of-way and as a result will have a less than significant impact on the environment. Increased maintenance of public facilities or requirements for additional governmental services from the Approved Plot Plan is expected to have a less than significant impact on the environment. The industrial buildings will be designed to meet the energy conservation requirements within the State's Uniform Building Code and are not expected to conflict with any adopted energy conservation plans.

Summary of Impacts with the proposed Project:

a-f) No New Impact. Because the Project site is vacant and undeveloped and does not currently generate a demand for utilities, implementation of the proposed Project would result in an incremental increase in demand for electricity, natural gas, communication systems, street lighting, maintenance of public facilities, and potentially other governmental services. The proposed Project would connect into the existing utility grid that is available adjacent to the site. The streetlights, curb, gutter, sidewalk, water, electrical, gas, and telecommunication lines all already exist surrounding the site. Therefore, all utilities are existing, and the Project would not result in the construction of new utility facilities that could cause significant environmental effects. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impacts would occur.

Conditions of Approval

County Ordinance No. 859. Project plans and specifications shall comply with Riverside County Ordinance No. 859, Water Efficient Landscape Ordinance.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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AB 939: This state law requires diversion of a minimum of 50 percent of solid waste.

AB 341: This state law becomes effective in 2020 and will require diversion of 75 percent of solid waste from landfills.

Mitigation Measures

EA 39961 Mitigation Measures:

Conditions of Approval related to provision of water to the site (Conditions of Approval 50.E HEALTH.1,2 and 3 and 80.E HEALTH 1) and solid waste (Condition of approval 10. PLANNING. 12). were also referenced as mitigation measures to ensure compliance with regulations.

Proposed Project Mitigation Measures:

The applicable Conditions of Approval and regulations related to EMWD fees and solid waste would continue to be applied to the proposed Project. Compliance with regulations and Conditions of Approval would be verified through the County’s permit and plan check procedures No new impacts nor substantially more severe impacts would result from the proposed Project; therefore, no new mitigation measures are required utilities and service systems. No new impacts nor substantially more severe utilities related impacts would result from the proposed Project; therefore, no new mitigation measures are required for utilities.

Conclusion for Utilities

Impacts related to utilities from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding utilities. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

WILDFIRE If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:

44. Wildfire Impacts				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure S-11 "Wildfire Susceptibility", Mead Valley Area Plan, Figure 12 "Wildfire Susceptibility"; County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, 2018, available at: <https://www.rivcoemd.org/LHMP>; CAL Fire, California Fire Hazard Severity Zone Map Update Project, Accessed: <http://egis.fire.ca.gov/FHSZ/>

Summary of Impacts with the Approved Plot Plan:

EA 39961 determined that the Approved Plot Plan project site was not located within a high fire area. No impact would occur. No mitigation was required.

Summary of Impacts with the proposed Project:

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

No New Impact. The California Fire Hazard Severity Zone Mapping identifies that the Project site is not within a Very High Fire Severity Zone. To the west, there is land within a Very High Fire Severity Zone, but not adjacent to the Project site. The County of Riverside has implemented a Multi-Jurisdictional Local Hazard Mitigation Plan that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction, Harvill Avenue would remain open to ensure adequate emergency access to the Project area and vicinity. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961, and no new impacts related to interference with an adopted emergency response of evacuation plan during construction activities would occur.

Operation

The proposed Project would construct and operate a light industrial warehouse that would be permitted and approved in compliance with the California Fire Code and the Riverside County Municipal Code Chapter 8.32, Fire Code, which provides requirements related to emergency access, reduction of fire potential including vegetation management, construction materials and methods, installation of automatic sprinkler systems, assurance of fire flows (the quantity of water available for fire-protection purposes). These requirements would be checked by the County prior to approving building permits for

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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the Project. In addition, the proposed Project structure would consist of concrete, which is a non-flammable material.

Direct access to the Project site would be provided from Harvill Avenue, which are adjacent to the Project site. As a result, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961, and no new impacts would occur.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No New Impact. The Project site and the adjacent parcels are flat and do not contain any hills or steep slopes. However, the Project site is below grade from Harvill Avenue with a 2:1 slope separation. Riverside County General Plan Safety Element Figure S-8 details that the Project site is in a moderate wind susceptibility. In addition, the Project would be required to comply with California Fire Code Chapter 47 and the Riverside County Ordinance No. 787, Fire Code, which provides requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, fire flows. These requirements would be checked by the County prior to approving building permits for the Project. In addition, the proposed Project structure would consist of concrete, which is a non-flammable material. Overall, the Project would not exacerbate wildfire risks. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961, and no new impacts would occur.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No New Impact. The proposed Project would construct a concrete building, which would be nonflammable and would not exacerbate the fire risk to the environment. The Project does not include installation or maintenance of infrastructure related to roads, fuel breaks, emergency water sources, or power lines that could exacerbate wildfire risk. In addition, the Project would be required to meet the specific standards and regulations outlined by the California Fire Code Chapter 47 and the Riverside County Municipal Code Chapter 8.32, Fire Code, which would be verified during the County's permitting process. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961. Therefore, no new impacts would occur.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No New Impact. The Project site is not within a Very High Fire Hazard Severity Zone and there is no indication of landslides, slumps, rock fall hazard, debris flow or slope instability surrounding the Project site (GEO 2019a). The stability of the surrounding cut and fill slopes have been determined to be stable under both static and pseudo static conditions (GEO 2019a). Impacts related to wildfire are not anticipated to occur onsite and would not expose people or structures to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Furthermore, potential impacts as a result of the proposed Project would be the same as those described in EA 39961. Therefore, no new impacts would occur.

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No New Impact. The Project site is not located within a Very High Fire Hazard Severity Zone. As described previously, the Project would be required to comply with California Fire Code Chapter 47 and the Riverside County Municipal Code Chapter 8.32, Fire Code, which provides requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, fire flows. Compliance with these requirements would be verified during the permitting process. In addition, the proposed Project structure would consist of concrete, which is a non-flammable material. Potential impacts as a result of the proposed Project would be the same as those described in EA 39961. Overall, the design of the proposed Project in addition to compliance with state and County fire regulations, would provide that no new impacts related to wildland fire hazards would occur.

Conditions of Approval

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

Mitigation Measures

EA 39961 Mitigation Measures:

No mitigation measures related to wildfire were included in EA 39961.

Proposed Project Mitigation Measures:

No new impacts nor substantially more severe wildfire related impacts would result from the proposed Project; therefore, no new mitigation measures are required for wildfire.

Conclusion for Wildfire

Consistent with the determination of EA 39961, impacts related to wildfire from implementation of the proposed Project would be less than significant. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding wildfire. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

22. MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

45. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Source(s): Western Riverside MSHCP Habitat Assessment Report, prepared by Blackhawk Environmental, Inc. (Blackhawk 2019a) (Appendix C); Focused Burrowing Owl Survey Report, prepared by Blackhawk Environmental, Inc. (Blackhawk 2019b) (Appendix D)

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Summary of Impacts with the Approved Plot Plan:

EA 39961 determined that the preceding analysis did not identify any significant impacts related to general environmental quality, fish and wildlife resources, or cultural resources.

Summary of Impacts with the proposed Project:

No New Impact. As described previously, the Project site is located on a previously graded, undeveloped, and vacant site with no historic resources and limited potential for archaeological resources. Also, due to the disturbed and graded state, no native habitat exists and limited potential for special status species exists on and adjacent to the Project site. As detailed in Section 4, the Project would comply with conditions of approval to reduce impacts to a less than significant level. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan. Therefore, no new impacts would result.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>46. Have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Summary of Impacts with the Approved Project:

EA 39961 determined the preceding analysis did not identify any impacts, which were individually limited; but cumulatively considerable.

Summary of Impacts with the proposed Project:

No New Impact. The Project would develop a light industrial warehouse within an urbanizing area. As described above, all of the potential impacts related to implementation of the Project would be less than significant or reduced to a less than significant level with implementation of standard conditions of approval that are imposed by the County of Riverside and effectively reduce environmental impacts.

The cumulative effect of the proposed Project taken into consideration with these other development projects in the area would be limited, because the Project would develop the site in consistency with the Mead Valley Area Plan, General Plan, and municipal code, and would not result in substantial effects to any environmental resource topic, as described though out this document. Furthermore, the proposed Project would develop an area that has been previously graded and disturbed and is actually less intensive as to what was previously evaluated for the Approved Plot Plan. Thus, impacts to environmental resources or issue areas would not be cumulatively considerable. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new cumulative impacts would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>47. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/No New Impact
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Summary of Impacts with the Approved Plot Plan:

EA 39961 determined the preceding assessment does not identify any significant potential adverse impacts on human beings. CEQA and the County's procedures for implementing CEQA provide a mechanism for reevaluation of this finding in the event that the specific nature of the future use of the proposed project presents the potential for substantial adverse impacts on humans.

Summary of Impacts with the proposed Project:

No New Impact. The Project proposes the construction and operation of a light industrial warehouse. The Project would not consist of any use or any activities that would result in a substantial negative affect on persons in the vicinity. All resource topics associated with the proposed Project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts with implementation of previously certified mitigation measures and conditions of that are required by the County. Consequently, the proposed Project would in environmental effects that would cause substantial adverse effects on human beings directly or indirectly. Furthermore, development of the proposed Project would result in similar or reduced impacts compared to the Approved Plot Plan, and no new impacts would occur.

Conclusion for Mandatory Findings of Significance

Consistent with the determination of EA 39961, impacts related to mandatory findings of significance from implementation of the proposed Project would be less than significant with implementation of mitigation measures and conditions of approval. Thus, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in EA 39961.

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EA or other environmental document to evaluate Project impacts or mitigation measures exist regarding mandatory findings of significance. There have not been 1) changes to the Project that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the previous adopted EA due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the adopted EA was adopted as completed.

VI. EARLIER ANALYSES

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

Earlier Analyses Used, if any: EA 39961

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

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

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less Than Significant New Impact	No Impact/ No New Impact
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Riverside, CA 92505

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**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Juan C. Perez
Agency Director



PPT190028

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT190028. 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 (PPT190028) 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. 190028 is a proposal for the construction of a 197,856 Sq. Ft. single-story concrete tilt up industrial building with a maximum height of 45 feet. Approximately 12,960 Sq. Ft. of office space would be proposed at ground level and on a mezzanine located in the southwest corner of the building. In addition, the project would provide 33 loading docks on the south side of the building. A total of 178 parking stalls are proposed for the 10.97 acre site. A detention basin is proposed near the southwestern corner of the property that would treat runoff from the site. The project would be accessed by vehicles from Harvill Ave via an existing internal drive within the Daytona Business Park. The internal drive will provide three access points into the project site with two access points proposed for truck access.

Advisory Notification. 3 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED PLOT PLAN and EXHIBIT(S)

Exhibit A - Site Plan - dated 04-20-2020

Exhibit B - Floor Plans - dated 04-20-2020

Exhibit C - Elevations - dated 04-20-2020

Exhibit G - Grading Plan - dated 04-20-2020

Exhibit L - Conceptual Landscaping and Irrigation Plans - dated 04-20-2020

Photometric Plan, dated 9-24-2019.

Advisory Notification. 4 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to: • National Pollutant Discharge Elimination System (NPDES)

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 4 AND - Federal, State & Local Regulation Compliance (cont.)

- 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)
 - Native American Cultural Resources, and Human Remains (Inadvertent Find)
 - School District Impact Compliance
 - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)
3. Compliance with applicable County Regulations, including, but not limited to:
- Ord. No. 348 (Land Use Planning and Zoning Regulations)
 - Ord. No. 413 (Regulating Vehicle Parking)
 - Ord. No. 457 (Building Requirements)
 - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
 - Ord. No. 461 (Road Improvement Standards)
 - Ord. No. 484 (Control of Blowing Sand)
 - Ord. No. 655 (Regulating Light Pollution)
 - 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. 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)
 - 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. 5 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 PPT190028, or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Hold Harmless (cont.)

decision made by the COUNTY concerning PPT190028, including but not limited to, decisions made in response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars (\$20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

BS-Plan Check

BS-Plan Check. 1 Gen - Custom

BUILDING AND SAFETY COMMENTS To assist in providing an expeditious review, please cloud all corrections on revised exhibit. Items labeled as "Corrections" must be addressed prior to entitlement approval. Items labeled as "Notifications" are for your information only and are not required for entitlement approval. Include a comment response list addressing each correction on the comment list. Thank You.

Notifications: ACCESSIBLE PATH OF TRAVEL: 1- Please provide a revised site plan to indicate the required continuous accessible paved path of travel.

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

The accessible path of travel details shall include;

1. Accessible path construction type (Asphalt or concrete).
2. Accessible path width.
3. Accessible path directional slope % and cross slope %.
4. All accessible ramp and curb cut-out locations and details where applicable.

The Accessible path of travel shall: 1. Connect to the public R.O.W.

2. Connect to all building(s).
3. Connect to all accessible parking loading/unloading areas.
4. Connect to accessible sanitary facilities.
5. Connect to areas of public accommodation. Please be aware that the approved site plan with accessibility requirements should be included with any building plan submittals. The plan review staff may have additional comments depending on the additional information or revisions provided during the plan review process. Additional accessible requirements within the structure shall be reviewed during the building plan review. EV PARKING: Revise the site plan to show the required designated EV parking per CGC. DISABLED ACCESS : EVCS are not considered parking spaces by the code. In addition, the required accessible parking spaces shall not double as required EVCS. 11B-208.1. Required Number of Accessible EVCS Where EVCS are provided for public use or common use, accessible EVCS shall be provided in accordance with the table below. (11B-228.3.1) (11B-228.3.2) (11B-228.3.2.1)

Electric Vehicle Charging Stations for Public Use and Common Use

Total Number of EVCS at a Facility1 Minimum Number (by type) of Accessible EVCS Required Van
 Accessible Standard Accessible Ambulatory 1 to 4 1 1 0 0 5 to 25 1 1 0 26 to 50 1 1 1
 51 to 75 1 2 2 76 to 100 1 3 3 101 and over 1, plus 1 for each 300, or fraction thereof, over
 100 3, plus 1 for each 60, or fraction thereof, over 100 3, plus 1 for each 50, or fraction thereof, over 100
 EVCS Locations Accessible EVCS that serve a particular building or facility shall be located on an accessible
 route to an accessible entrance. (11B-812.5.1) (11B-812.5.1) Where EVCS do not serve a particular building
 or facility, accessible EVCS shall be located on an accessible route to an accessible pedestrian entrance of the
 EV charging facility. (11B-812.5.1) (11B-812.5.1) Vehicle spaces and access aisles shall be designed so that
 persons using them are not required to travel behind vehicle spaces or parking spaces other than the vehicle
 space in which their vehicle has been left to charge. (11B-812.5.4)

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

NOTIFICATIONS: The applicant must apply for "BEL" permit for Ev charging station prior to final of the building permit. **CODE/ORDINANCE REQUIREMENTS:** The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply. **NOTE:** The new updated 2019 California Building Codes will be in effect as of January 1st 2020, as mandated by the state of California. Any building plan and fee payment submitted to the building department on or after January 1st, 2020 will be subject to the new updated California Building Code(s).

BS-Plan Check. 1 Gen - Custom

NOTIFICATIONS: CODE/ORDINANCE REQUIREMENTS: The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply. **NOTE:** The new updated 2019 California Building Codes will be in effect as of January 1st 2020, as mandated by the state of California. Any building plan and fee payment submitted to the building department on or after January 1st, 2020 will be subject to the new updated California Building Code(s).

PERMIT ISSUANCE: Per section 105.1 (2016 California Building Code, CBC): Where any owner or authorized agent intends to construct, enlarge, alter , repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the regulation of which is governed by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit. The applicant shall obtain the required building permit(s) from the building department prior to any construction or placement of any building, structure or equipment on the property. The applicant shall obtain an approved final building inspection and certificate of occupancy from the building department prior to any use or occupancy of the building, or structure. At no time shall the approval of the planning case exhibit allow for the construction or use of any building, structure, or equipment. In residential applications, each separate structure will require a separate building permit.

PERMITTED BUILDINGS:

CWP: Where any building, structure, equipment, alteration, use, change of use, or utility has been fully or

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

partially constructed, placed or installed on a property without permit, the applicant shall comply with current Building Department policies and procedures with regards to construction without permit (CWP).

The applicant may obtain a demolition permit to remove the CWP item from the property, or may begin the process to obtain the required building permit(s). Due to public safety concerns, time frames have been reduced to ensure that all minimum code and safety requirements per all applicable departments have been satisfied. Building plans and supporting documents and required verification documents shall be submitted to the building department with fee payment for review prior to any approval of the current planning case.

NOTE: Where a building and/or structure has been constructed, altered, or placed on the property without permit, the applicable building/structure shall not be occupied or in use until a final approved building inspection has been received. If the non-permitted/non- approved use and/or occupancy persists without full approval from applicable county departments, the applicant/owner is doing so at their own risk.

Plan Info Plans prepared, stamped and signed by a design professional (California licensed Architect, or California Licensed Engineer) may not be altered with hand drawn information. The jurisdictional plan review and/or inspection staff is unable to determine when such information has been placed, and if in fact either the design professional or applicable park authority has in fact approved the added information. All added structural components, cabinets/counter, or utility additions shall be included within the printed designed plans.

ACCESSIBLE PATH OF TRAVEL: 1- Please provide a revised site plan to indicate the required continuous accessible paved path of travel. The accessible path of travel details shall include; 1. Accessible path construction type (Asphalt or concrete). 2. Accessible path width. 3. Accessible path directional slope % and cross slope %. 4. All accessible ramp and curb cut-out locations and details where applicable. The Accessible path of travel shall: 1. Connect to the public R.O.W. 2. Connect to all building(s). 3. Connect to all accessible parking loading/unloading areas. 4. Connect to accessible sanitary facilities. 5. Connect to areas of public accommodation. Please be aware that the approved site plan with accessibility requirements should be included with any building plan submittal. The plan review staff may have additional comments depending on the additional information or revisions provided during the plan review process. Additional accessible requirements within the structure shall be reviewed during the building plan review. 2- Relocate the ADA parking to comply with the following:

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

Parking spaces complying with 11B- 502 (Parking Spaces) that serve a particular building or facility shall be located on the shortest accessible route from parking to an entrance 3-Where parking serves more than one accessible entrance, parking spaces complying with 11B-502 (Parking Spaces) shall be dispersed and located on the shortest accessible route to the accessible entrances.

EV PARKING: Revise the site plan to show the required designated EV parking per CGC. **DISABLED ACCESS GUIDELINE:**

EVCS are not considered parking spaces by the code. In addition, the required accessible parking spaces shall not double as required EVCS. 11B-208.1. Required Number of Accessible EVCS Where EVCS are provided for public use or common use, accessible EVCS shall be provided in accordance with the table below. (11B-228.3.1) (11B-228.3.2) (11B-228.3.2.1)

Electric Vehicle Charging Stations for Public Use and Common Use

Total Number of EVCS at a Facility	1	2	3	4	5 to 25	26 to 50	51 to 75	76 to 100	101 and over
Minimum Number (by type) of Accessible EVCS Required	1	2	3	4	1	1	2	3	1, plus 1 for each 300, or fraction thereof, over 100
Van Accessible	0	0	0	0	1	1	2	3	1, plus 1 for each 300, or fraction thereof, over 100
Standard Accessible	0	0	0	0	1	1	2	3	1, plus 1 for each 300, or fraction thereof, over 100

EV PARKING: Revise the site plan to show the required designated EV parking per CGC. **DISABLED ACCESS :** EVCS are not considered parking spaces by the code. In addition, the required accessible parking spaces shall not double as required EVCS. 11B-208.1. Required Number of Accessible EVCS Where EVCS are provided for public use or common use, accessible EVCS shall be provided in accordance with the table below. (11B-228.3.1) (11B-228.3.2) (11B-228.3.2.1)

Electric Vehicle Charging Stations for Public Use and Common Use

EVCS Locations Accessible EVCS that serve a particular building or facility shall be located on an accessible route to an accessible entrance. (11B-812.5.1) (11B-812.5.1) Where EVCS do not serve a particular building or facility, accessible EVCS shall be located on an accessible route to an accessible pedestrian entrance of the EV charging facility. (11B-812.5.1) (11B-812.5.1)

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

Vehicle spaces and access aisles shall be designed so that persons using them are not required to travel behind vehicle spaces or parking spaces other than the vehicle space in which their vehicle has been left to charge. (11B-812.5.4)

GREEN BUILDING CODE WASTE REDUCTION (Non Residential): Included within the building plan submittal documents to the Building Department for plan review, the applicant shall provide a copy of the approved construction waste management plan by the Riverside County Waste Management Department that:

1. Identifies the materials to be diverted from disposal by efficient usage, reuse on the project, or salvage for future use or sales.
2. Determines if materials will be sorted on site or mixed.
3. Identifies diversion facilities where material collected will be taken.
4. Specifies that the amount of materials diverted shall be calculated by weight or volume, but not both. For information regarding compliance with the above provision and requirements, please contact the Waste Management Department @ (951) 486-3200.

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.

E Health. 2 EMWD Water and Sewer

PPT190028 is proposing to receive potable water service sanitary sewer service from Eastern Municipal Water District (EMWD). It is the responsibility of the developer to ensure that all requirements to obtain water and sewer service are met with EMWD as well as all other applicable agencies.

Fire

Fire. 1 Fire - Advisory

Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance. Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code,

ADVISORY NOTIFICATION DOCUMENT**Fire****Fire. 1****Fire - Advisory (cont.)**

Riverside County Ordinance 787 and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

Flood**Flood. 1****FLOOD HAZARD REPORT**

FLOOD HAZARD REPORT: 04/08/2019 BBID: 830-583-022

Plot Plan (PP) 180023 is a proposal for an industrial development on a 19.2-acre site in the North Perris area. The site is located at the northwest corner of Harvill Avenue and Rider Street. Patterson Avenue bounds the site to the west. The District previously reviewed and approved PP23342, now expired, on the same site.

The site is impacted by sheet flow type runoff from a tributary drainage area of approximately 100-acres to the southwest. A preliminary drainage report was prepared for PP23342 that analyzed the offsite hydrology and the hydraulic capacity of Rider Street. The study found that Rider Street is capable of conveying the Perris Valley Master Drainage Plan 100-year flowrate for Lateral H-11.1 within the public right-of-way, with the majority of the flows contained on the southern half of the street. There is an existing drainage ditch on the south side of Rider Street. As flows approach the intersection of Rider Street and Harvill Avenue, flows on the south side of the street continue easterly through a small culvert across Harvill Avenue. Flows on the north side of the street continue northerly on Harvill Avenue. The conceptual grading plan shows a graded swale along the southern boundary of the site to protect the structure should flows continue beyond the northern right-of-way limit of Rider Street.

PP26220 (NE corner of Harvill Avenue and Placentia Avenue) will be constructing Stage 1 of Lateral H-11 (District DWG. No. 4-1124), upstream of I-215 and will provide an outlet for this project. PP26173 (SW corner of Rider Street and Harvill Avenue) is currently in the improvement plan phase to construct a portion of Lateral H-11.1 northerly along Harvill Avenue (approximately 165 LF) and Stage 2 of Lateral H-11 westerly along their southern property line (District DWG. No. 4-1128). This project proposes to construct the extension of Lateral H-11.1 northerly along Harvill Avenue to Rider Street (approximately 1500 LF). This facility must conform to District design, maintenance and operation standards. Development of this property shall be coordinated with the development of adjacent properties to ensure offsite and onsite flows are safely conveyed downstream.

In the existing condition, stormwater sheet flows southwest to northeast to a small culvert at Harvill Avenue. The inlet structure of said culvert will be removed and the site graded to redirect onsite flows to a detention basin at the southeast corner of the site that will discharge to Lateral H-11.1. This is a diversion of stormwater and therefore, it shall be demonstrated in final engineering that the diversion will not cause adverse impacts to the downstream storm drain system and property owners.

At this time, the Line H 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

ADVISORY NOTIFICATION DOCUMENT**Flood****Flood. 1 FLOOD HAZARD REPORT (cont.)**

impacts to downstream property owners. A detention basin is proposed at the southeast corner of the site to mitigate for water quality and increased runoff. As part of the Mid County Parkway Project, a detention basin will be constructed with the I-215 and Placentia Avenue interchange which is anticipated to begin construction in 2020. It has been agreed upon by the District and the Developer that if said detention basin is constructed before permits are issued for this project, then increased runoff mitigation will not be required.

The site is located within the bounds of the PERRIS VALLEY Area Drainage Plan (ADP) for which drainage fees have been established by the Board of Supervisors. Applicable fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to permits for this project. Although the current fee for this ADP is \$8,875 per acre, the fee due will be based on the fee in effect at the time of payment. Said drainage fee is currently distributed towards the construction of drainage facilities as follows. The amount of \$1,070 per acre is allocated for Perris Valley Channel and the remaining \$7,805 per acre is allocated for all other ADP facilities. The fee is payable to the Flood Control District by cashier's check or money order. The District will not accept personal or company checks. The drainage fee is required to be paid prior to the issuance of grading permits or issuance of building permits if grading permits are not issued.

Flood. 2 INCREASED RUNOFF MITIGATION 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.

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

ADVISORY NOTIFICATION DOCUMENT**Flood****Flood. 2 INCREASED RUNOFF MITIGATION CRITERIA (cont.)**

minimize the size of the detention facility required. If it is necessary to combine off-site and on-site flows into a detention facility two separate conditions should be evaluated for each duration/return period/before-after development combination studied; the first for the total tributary area (off-site plus on-site), and the second for the area to be developed alone (on-site). It must be clearly demonstrated that there is no increase in peak flow rates under either condition (total tributary area or on-site alone), for each of the return period/duration combinations required to be evaluated. A single plot showing the pre-developed, post-developed and routed hydrographs for each storm considered, shall be included with the submittal of the hydrology study.

No outlet pipe(s) shall be less than 18" in diameter. Where necessary an orifice plate may be used to restrict outflow rates. Appropriate trash racks shall be provided for all outlets less than 48" in diameter.

The basin(s) and outlet structure(s) must be capable of passing the 100-year storm without damage to the facility. Embankment shall be avoided in all cases unless site constraints or topography make embankment unavoidable in the judgment of the General Manager-Chief Engineer.

Mitigation basins should be designed for joint use and be incorporated into open space or park areas. Side slopes should be no steeper than 4:1 and depths should be minimized where public access is uncontrolled.

A viable maintenance mechanism, acceptable to both the County and the District, should be provided for detention facilities. Generally, this would mean a CSA, landscape district, parks agency or commercial property owners association. Residential homeowners associations are discouraged.

***** Preliminary sizing may be based on the difference in runoff hydrograph volume between the "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. 1 015 - ALUC Conditions**

The Project site is located within the March Air Reserve Base/Inland Port Airport Land Use Plan, Compatibility Zone C2. The Project was heard before the Airport Land Use Commission on January 9, 2020 and was found to be CONSISTENT with the 2014 March Air Reserve Base/ Inland Port Airport Land Use Compatibility Plan, subject to the following 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

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 1

015 - ALUC Conditions (cont.)

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 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. If the following uses/activities are proposed through a subsequent use permit or plot plan, subsequent Airport Land Use Commission review shall be required: Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters. 5. These requirements 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 basin (including water quality management basins) on the site shall be designed to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm, and to remain dry between rainfalls. Vegetation in and around the detention basin that provide food or cover for bird species that are incompatible with airport operations shall not be utilized in project landscaping. 7. March Air Reserve Base shall be notified of any 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.

Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses shall require an amended review by the Airport Land Use Commission. 9. If the project proposes rooftop solar panels, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

Planning. 2

015 - Basis of Parking

Parking for this project was determined primarily on the basis of County Ordinance No. 348, Section 18.12. a.(2).b), Warehousing and Wholesaling: One space/2,000 square feet of gross floor area and Professional Business Office 1 space/250 square feet of net leasable floor area. A minimum of 144 parking spaces shall be provide pursuant to Ordinance No. 348 requirements as shown on the APPROVED EXHIBIT A. County Ordinance No.348, Section 18.12 c. (1) c., states that all development projects that require 50 or more parking spaces shall designate three (3) spaces for electric vehicles, and designate one (1) additional

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 9 015 - Planning - Permit Expiration (cont.)

Planning. 9 015 - Planning - Permit Expiration

This approved permit shall be used within NINE (9) years from the approval date; otherwise, the permit shall be null and void.

The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval.

Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

Planning. 10 015 - Planning - Reclaimed Water

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

Planning. 11 015 - Planning - Review Fees

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan, or mitigation and monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning. 12 MM Air 13 – Rideshare Program

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.

Planning. 13 MM Air 14 – Lease Agreements-VOC/SmartWay

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.

Planning. 14 MM Air 3 and Existing R/R – Idle Time

The project shall prohibit all diesel trucks from idling in excess of five (5) minutes, both on-site and

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 14 **MM Air 3 and Existing R/R – Idle Time (cont.)**
off-site.

Planning. 15 **MM Air 5 – Truck Direction**

Consistent with MM Air 5 and the requirements for posting of signs, the applicant or their successor-in-interest and any tenant shall be required to direct heavy-duty trucks to identified truck routes that avoid residential areas within vicinity of the Project site.

Planning. 16 **MM Air 7 – Lease Agreements-Clean Fuel**

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

Planning-CUL

Planning-CUL. 1 **Unanticipated Resources**

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed: All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. * A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other. ** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-GEO

Planning-GEO. 1 **GEO180035 ACCEPTED**

County Geologic Report GEO No. 180035, submitted for the project PPT180023, APNs 317-170040, -041, and -042, was prepared by Geotechnical Professionals, Inc., and is titled; "Geotechnical Investigation, Proposed Rider Commercial Center, NWC Rider Street and Harvill Avenue, Riverside County, California," dated August 9, 2018. In addition, the consultant has submitted the following document:

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1

GEO180035 ACCEPTED (cont.)

“Response to Riverside County Planning Department Review Comments, County Geologic Report Number 180035, Proposed Rider Commerce Center, NWC Rider Street and Harvil Avenue, Riverside County, California,” dated October 30, 2018. These documents are herein incorporated into GEO180035. GEO180035 concluded: 1. The site is not located within a State of California Earthquake Fault Zone, nor a County of Riverside Fault Hazard Zone. 2. The results of the photo lineament study, as well as review of published geologic maps of the area, indicate that no active faults are present at the site and the potential for surface fault rupture at the site is very low. 3. Soil liquefaction is not likely to occur at this site primarily because the groundwater level is deep. 4. The site is relatively flat; therefore, the potential for landslides or slope instabilities to occur at the site is determined to be very low. 5. Based on our analyses, we estimate a potential dry seismic settlement of ¼-inch, and a differential seismic settlement of less than ¼-inch across a span of 60 feet. 6. The expansion potential of the onsite soils are anticipated to be in the “very low to low” category. GEO180035 recommended: 1. Clearing and grubbing of the site should include removal of vegetation (tress, heavy brush and weeds), miscellaneous trash and debris, and disposal of this deleterious material offsite. 2. To provide uniform support for the proposed building and other improvements, the existing fill, and a portion of the upper alluvial soils within the proposed building pad and wall areas should be removed and replaced as properly compacted fill. 3. The alluvium should be removed to expose dense alluvium with an in-situ relative density of at least 85% relative compaction, determined in accordance with ASTM D1557. 4.

If this criteria is not satisfied at the recommended remedial removal depths, remedial grading should continue until the criteria is met. 5. Total static settlement of isolated pad or continuous wall footings is expected to be on the order of ¾-inch, with differential static settlement along a 60 foot span of a continuous footing to be on the order of ½-inch or less.

GEO No. 180035 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 180035 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.

Planning-GEO. 2

GEO190038 ACCEPTED 10/30/19

County Geologic Report GEO No. 190038, submitted for the project (PPT190028), was prepared by Southern California Geotechnical, Inc. The report is titled; “Geotechnical Investigation, Throesh Commercial/Industrial Building, Harvill Avenue, NW of Daytona Cove, Unincorporated Riverside County, California, for Core 5 Industrial Partners” dated July 18, 2019. GEO190038 concluded:

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 2 GEO190038 ACCEPTED 10/30/19 (cont.)

1. No active faults are known to traverse the site and the site is not located within an Alquist-Priolo Earthquake Fault Zone. 2. The subject site is underlain at shallow depth by artificial fill, older alluvium, and very dense bedrock; therefore, liquefaction is not considered to be a significant design concern for this project. 3. The results of consolidation/collapse testing indicate that the existing fill materials possess favorable consolidation and collapse characteristics. 4. Laboratory testing performed on a representative sample of the near-surface materials indicate that they possess a very low expansion potential. 5. Based on the conditions encountered at the boring locations, and the documentation of the placement and compaction of the existing fill soils, the existing fill soils are considered to consist of engineered structural fill, suitable to support the proposed development. GEO190038 recommended: 1. Remedial grading is considered warranted in localized areas to remove any near surface soils have become weathered or excessively dry and any soils which have been disturbed since placement as compacted structural fill. 2. Initial site preparation should include stripping of any surficial vegetation. 3. The existing soils in the new building pad area are recommended to be overexcavated to a depth of at least 2 feet below existing grade, and to a depth of at least 2 feet below proposed pad grade, whichever is greater. 4. Within the influence zones of the new foundations, the overexcavation should extend to a depth of at least 2 feet below proposed foundation bearing grade. 5.

The overexcavation should extend to at least 5 feet beyond the building and foundation parameters, and to a depth equal to the fill below the new foundations. 6. Post-construction total and differential settlements of shallow foundations designed and constructed in accordance with the previously presented recommendations are estimated to be less than 1.0 and 0.5 inches, respectively. 7. Differential movements are expected to occur over a 30-foot span, thereby resulting in an angular distortion of less than 0.002 inches per inch. GEO No. 190038 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 190038 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.

Survey

Survey. 1 Vacation Restricted Access

If the project proponent requesting a vacation of existing restricted access at the project driveway for the widening and reconstructing purposes, the applicant may submit a request for the vacation of the restricted access. Said procedure shall be approved by the Board of Supervisors. If said right-of-way is also County owned land, it may be necessary to enter into an agreement with the County for its purchase of exchange.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 LSP - Landscape Requirement

The developer/ permit holder shall: 1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS; 2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859; 3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and, 4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall: 1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available. 2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859. 3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

Transportation. 2 RCTD - GENERAL CONDITIONS

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.

4. Alternations 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.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2 RCTD - GENERAL CONDITIONS (cont.)

6. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.
7. The Project shall obtain approval of driveway widening and reconstruction improvement plans from the Transportation Department.
8. Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955 6527.

Waste Resources

Waste Resources. 1 Waste - General

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division. AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14. For more information, please visit: www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility. Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project. AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Those subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal: -Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility. -Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Plan: PPT190028

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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.

Planning

060 - Planning. 1 060-Planning-USE - FEE STATUS Not Satisfied

Prior to the issuance of grading permits for Conditional Use Permit No. 3599, the Planning Department shall determine the status of the deposit based fees. If the fees are in a negative status, the permit holder shall pay the outstanding balance.

060 - Planning. 2 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. 3 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.

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 3 Logistics/Warehouse – Grading Plan Notes (cont.) Not Satisfied

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.
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. 4 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.

Planning-EPD

060 - Planning-EPD. 1 30-Day Burrowing Owl Preconstruction Survey - EPD Not Satisfied

Pursuant to Objectives 6 & 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the issuance of a rough grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (February 1 through

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 1 30-Day Burrowing Owl Preconstruction Survey - EPD (cont.) Not Satisfied

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 Valentina Lopez at vslopez@rivco.org for instructions.

Biological reports not uploaded to the FTP site may result in delayed review and approval.

Prior to the issuance of any building permits, the biologist who carried out the 30-day pre-construction burrowing owl survey shall submit a written report for review to EPD.

Prior to issuance of a grading permit a qualified biologist shall conduct a preconstruction, presence/absence survey for burrowing owl, using an accepted protocol, 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 CVMSHCP 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 and Wildlife Agencies 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 Valentina Lopez at vslopez@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 - EPD Not Satisfied

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st through August 31st). If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 2 MBTA Nesting Bird Surveys - EPD (cont.) Not Satisfied
survey must be conducted.

Prior to issuance of a permit for rough grading, the project's consulting biologist shall prepare and submit a report, documenting the results of the survey, to EPD for review. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a rough grading permit.

When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew Poonamallee at mpoonama@rivco.org and Valentia Lopez at vslopez@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.
 9. Procedures and protocol for collecting and processing of samples and specimens.
 10. Fossil identification and curation procedures to be employed.
 11. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed

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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 PRIMP (cont.) Not Satisfied

to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.

12. All pertinent exhibits, maps and references.

13. Procedures for reporting of findings.

14. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

15. All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (eg. PG), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Survey

060 - Survey. 1 RCTD - PRIOR TO ROAD CONSTRUCTION Not Satisfied

Prior to widening and reconstruction of existing driveway, if survey monuments including centerline monuments, tie points, property corners and benchmarks found it shall be located and tied out and corner records filed with the County Surveyor pursuant to Section 8771 of the Business & Professions Code. Survey points destroyed during construction shall be reset, and a second corner record filed for those points prior to completion and acceptance of the improvements.

Transportation

060 - Transportation. 1 RCTD - FILE L&LMD APPLICATION Not Satisfied

File an application with the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, for required annexation.

If you have any questions or for the processing fee amount, please call the L&LMD Section at (951) 955-6748.

060 - Transportation. 2 RCTD - SUBMIT GRADING PLANS Not Satisfied

The project proponent shall submit two sets of grading plans (24 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.

060 - Transportation. 3 RCTD-MAP-WQ - Santa Ana Region - FINAL WQMP Not Satisfied

The project is located in the Santa Ana watershed. An approved Water Quality Management Plan

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 3 RCTD-MAP-WQ - Santa Ana Region - FINAL WQMP Not Satisfied
(WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at www.rcflood.org/npdcs. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, and 10-year return periods from the project are mitigated. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

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 Issuance Not Satisfied

Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Office of the Fire Marshal for review and approval.

The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Office of the Fire Marshal prior to beginning construction. They shall be maintained accessible.

The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within 50 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3)

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80. Prior To Building Permit Issuance

Fire
080 - Fire. 2 Prior to Permit Issuance Not Satisfied

Prior to building construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)
Prior to issuance of Building Permits, an approved site plan for fire apparatus access roads and signage shall be submitted and approved by the Office of the Fire Marshal. (CFC 501.3)
The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4)
Fire apparatus access roads shall have an unobstructed width of not less than twenty-four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches or 15 feet if project is located in a State Responsibility Area Fire Hazard Zone. (CFC 503.2.1)

080 - Fire. 3 Prior to Permit Issuance Not Satisfied

Hydrant Fire flow information shall be provided for all newly proposed structures. Please contact your local water purveyor and obtain a fire flow letter for the closest fire hydrant. Only original fire flow letters will be accepted. Please see attached Hydrant Fire Flow Verification Request Form and Technical Policy TP16-002.
Minimum fire flow of 1500gpm at 20psi for 2 hours, for the construction of all commercial buildings, is required per CFC Appendix B and Table B105.1. Prior to building permit issuance, the applicant/developer shall provide documentation to show there exists a water system capable of delivering the fire flow based on the information given.
Subsequent design changes may increase or decrease the required fire flow.
Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3)

Flood

080 - Flood. 1 6 ITEMS TO ACCEPT FACILITY (IES) Not Satisfied

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST REQUEST IN WRITING THAT ONE OF THESE AGENCIES ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE. The Applicant's request shall note the project number, location, briefly describe the system (sizes and lengths) and include an exhibit that shows the proposed alignment(s). The request to the District shall be addressed to the General Manager-Chief Engineer, Attn: Chief of the Planning Division. In event the District is willing to maintain the proposed facility(ies), the following six (6) items must be accomplished prior to the issuance of a grading permit or starting construction of the drainage facility(ies):

- 1) Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.
- 2) The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the

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80. Prior To Building Permit Issuance

Flood

080 - Flood. 1 6 ITEMS TO ACCEPT FACILITY (IES) (cont.) Not Satisfied
satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.

3) The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.

4) All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

5) Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above referenced agreement).

6) A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

080 - Flood. 2 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 shall be submitted for review and approval prior to issuance of any permits for this project.

080 - Flood. 3 MITCHARGE - USE Not Satisfied

This project is located within the limits of the PERRIS VALLEY Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. The charge is payable to the Flood Control District 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.

080 - Flood. 4 SUBMIT PLANS Not Satisfied

Submit storm drain plans, the hydrologic and hydraulic report, and reference material including but not limited to, street improvement plans, grading plans, utility plans, the approved tentative map or site plan, the final map and the environmental constraint sheet, the geotechnical soils report and environmental documents (CEQA, federal and state permits). The storm drain plans and the hydrologic and hydraulic report must receive District approval prior to the issuance of permits. All submittals shall be date stamped by the Engineer and include a Plan Check Application, Flood Control Deposit Based Fee Worksheet, found on the District's website, and a plan check fee deposit.

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Flood

080 - Flood. 4 SUBMIT PLANS (cont.) Not Satisfied

Planning

080 - Planning. 1 080 - Planning - 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. Bike racks shall be provided in convenient locations to facilitate bicycle access to the project area.

080 - Planning. 2 080 - Planning - Conform to Elevations and Square Footage Not Satisfied

Elevations and square footage of the structure submitted for building plan check approval shall be in substantial conformance with the elevations and square footage of the structure as shown on APPROVED EXHIBITS.

080 - Planning. 3 080 - Planning - EV Charging Stations Not Satisfied

County Ordinance No.348, Section 18.12 c. (1) c. & d., states that all development projects that require 50 or more parking spaces shall designate three (3) spaces for electric vehicles, and designate one (1) additional space for electrical vehicles for each additional 50 parking spaces. Based on the parking spaces required the applicant would be required to provide four (6) EV parking spaces. Each electrical vehicle parking space shall have a charging station. Charging stations if capable may service more than one electrical vehicle. The applicant's site plan will illustrate the location of these spaces and charging stations.

080 - Planning. 4 080 - Planning - Lighting Plans Not Satisfied

All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

080 - Planning. 5 080 - Planning - Roof Equipment Shielding Not Satisfied

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

080 - Planning. 6 080 - Planning - School Impact Fees Not Satisfied

Impacts to the Val Verde Unified School District be addressed in accordance with California State law.

080 - Planning. 7 080- Planning - Colors and Materials Not Satisfied

Prior to building permit issuance, the colors and materials selected for final construction of the building shall coordinate with the colors and materials as shown on APPROVED EXHIBIT C Page #5 Dated 9-24-2019.

080 - Planning. 8 080- Planning - Construction Noise Not Satisfied

Building Plans shall note and construction shall comply that during all Project-related excavation and grading, the construction contractor(s) shall equip all construction equipment, fixed and mobile, with properly operating and maintained mufflers consistent with manufacturer standards.

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Planning

080 - Planning. 8 080- Planning - Construction Noise (cont.) Not Satisfied

Building Plans shall note and construction shall comply that the contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors (residences) nearest the Project site during all Project construction.

Building Plans shall note and construction shall comply that the use of amplified music or sound is prohibited on the Project site during construction.

080 - Planning. 9 080- Planning - Fee Status Not Satisfied

Prior to issuance of building permits for Plot Plan No. 190028, the Planning Department shall determine the status of the deposit based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

080 - Planning. 10 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 separate tenants and 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. 11 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 Initial Study/Mitigated Negative Declaration. The conceptual measures may be replaced with other measures as listed in the table included with the project Initial Study/Mitigated Negative Declaration, 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. 12 Landscape Screening Not Satisfied

Final landscape plans shall show that the site is densely screened with landscaping along all bordering streets and adjacent sensitive receptors, with trees spaced no further apart than 25 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box trees. Facility operators will be responsible to establish a long-term maintenance mechanism to assure that the landscaping remains in place and functional in accordance with the approved landscaping plan. This shall apply to landscaping along Harvill Avenue for this project unless otherwise deemed acceptable by the TLMA Director.

080 - Planning. 13 Logistics/Warehouse – Building Plan Design Not Satisfied

Prior to building permit issuance, the following measures shall be incorporated into the building design and appropriately noted:

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Planning

080 - Planning. 13 Logistics/Warehouse – Building Plan Design (cont.) Not Satisfied

1. Warehouse/distribution facilities shall install electrical panels and conduit to facilitate future electrical connections, to eliminate idling of main and auxiliary engines during the loading and unloading process. At all cold storage facilities electrical connections shall be provided to each dock.

2. 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.

3. 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.

4. On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.

080 - Planning. 14 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.

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

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Planning

080 - Planning. 14 Logistics/Warehouse – Building Plan Notes (cont.) Not Satisfied
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. 15 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. 16 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. 190028. The proposed parcel or parcels shall comply with all applicable development standards for the parcel’s zone classification as provided in Ordinance No. 348.

080 - Planning. 17 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. 18 Renewable Energy Generation R2-CE1 Not Satisfied
In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. This is anticipated to be accommodated through solar panels mounted on the building rooftops.

The energy demand shall be determined at the initial building permit stage if the tenant/particular use is known at that time. If the tenant or particular use is not known at that time, this condition should be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as tenants may change.

Utilizing the energy demand calculated, the appropriate amount of solar panels shall be included with the related building permits to ensure their installation and operation.

As it relates to the initial building permit, the roof shall be designed to accommodate rooftop mounted solar panels.

ALUC approval shall be required for rooftop mounted solar panels related glare prior to building permit issuance based on their separate conditions of approval and determination of consistency for this project.

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 18 Renewable Energy Generation R2-CE1 (cont.) Not Satisfied

Survey

080 - Survey. 1 Vacation Restricted Access Not Satisfied

The project proponent, by his/her design, is requesting a vacation of the existing restricted access at Harvill Avenue to accommodate the widening and reconstructing of existing driveway. The project proponent shall apply under a separate application with the County Surveyor for a conditional vacation of existing restricted access at the existing driveway, and receive a Board of Supervisors decision. Should the Board of Supervisors fail to approve said vacation request, the project proponent shall re-design the project, utilizing the existing rights-of-way.

Transportation

080 - Transportation. 1 LSP - LANDSCAPE INSPECTION DEPOSIT REQUIRED Not Satisfied

Prior to building permit issuance, all landscape inspection deposits and plan check fees shall be paid.

080 - Transportation. 2 LSP - LANDSCAPE MINOR PLOT PLAN/PERMIT REQUIRED Not Satisfied

Prior to issuance of building permits, the developer/permit holder shall apply for a Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheet compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application.

Drawings shall be completed on standard County Transportation Department plan sheet format (24" x 36"), 1:20 scale, with title block, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

- 1) Landscape and irrigation working drawings "stamped" by a California certified/registered landscape architect;
- 2) Weather-based controllers and necessary components to eliminate water waste;
- 3) A copy of the "stamped" approved grading plans; and,
- 4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

- 1) Identification of all common/open space areas;
- 2) Natural open space areas and those regulated/conserved by the prevailing MSHCP;
- 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 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.

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Transportation

080 - Transportation. 2 LSP - LANDSCAPE MINOR PLOT PLAN/PERMIT REQUIRED Not Satisfied

As part of the plan check review process and request for condition clearance, the developer/permit holder shall show proof of the approved landscaping plot plan by providing the Plot Plan number. The Transportation Department, Landscape Section shall verify the landscape route is approved and the Plot Plan is in TENTAPPR status. Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 3 LSP - Landscape Project Specific Requirements Not Satisfied

The intersection of Harvill Avenue (NS) at A Street (EW) shall be 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 through lane, one shared through/right-turn lane

NOTE: The east-west approaches are to utilize split phase operation.

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.

If the approved traffic signal modifications are not in place prior to issuance of the occupancy permit for the project, the project proponent may pay a cash-in-lieu fee for construction of the proposed modifications of the intersection. At such time, the project applicant shall submit an engineers cost estimate for design and construction of the proposed modifications to the approved improvements and provide cash-in-lieu to the County in place of construction of the proposed improvement.

080 - Transportation. 4 RCTD - ANNEXATION INTO L&LMD OR OTHER DISTRICT Not Satisfied

Prior to the issuance of a building permit, the project proponent shall comply with County 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) Street sweeping.

080 - Transportation. 5 RCTD - LANDSCAPING DESIGN PLANS Not Satisfied

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Transportation

080 - Transportation. 5 RCTD - LANDSCAPING DESIGN PLANS (cont.) 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 with the street improvement plans.

080 - Transportation. 6 RCTD - RIGHT-OF-WAY DEDICATION Not Satisfied

Sufficient public street right-of-way along Harvill Avenue (project boundary) shall be conveyed for public use to provide for a 59 foot half-width dedicated right-of-way per County Standard No. 94, Ordinance 461.

080 - Transportation. 7 RCTD - UTILITY PLAN Not Satisfied

Electrical power, telephone, communication, 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. 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. 8 RCTD-MAP-WQ - IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

080 - Transportation. 9 RCTD-MAP-WQ - WQMP COMPLETION Not Satisfied

Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department Business Storm Water Compliance Program Section.

080 - Transportation. 10 RCTD-TS - Geometrics Not Satisfied

The intersection of Harvill Avenue (NS) at A Street (EW) shall be 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 left-turn/through lane, one right-turn lane

NOTE:

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Transportation

080 - Transportation. 10 RCTD-TS - Geometrics (cont.) Not Satisfied

1. The improvements above assume the intersection has been signalized by others.

2. The improvements include the use of east-west split phase operation.

3. If a traffic signal is constructed and energized by others with different lane geometry, the project proponent may re-evaluate the signal operation with the addition of the traffic anticipated by PPT190028. If the re-evaluation demonstrates the signal operates acceptably with different geometry, no further improvements are required. However, if the analysis shows a deficiency will occur, the project proponent shall modify the signal with the lane geometry and phasing described above as approved by the Director of Transportation.

4. If the intersection has not been signalized, the project proponent may pay cash-in-lieu to cover the costs of retiming the signal and restriping the intersection.

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 Waste - Recyclables Collection and Loading Area Not Satisfied

Prior to issuance of a building permit, the applicant shall submit one electronic (1) copy of a Recyclables Collection and Loading Area plot plan to the Riverside County Department of Waste Resources for review and approval to WastePlanning@rivco.org. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources, 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

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80. Prior To Building Permit Issuance

Waste Resources

080 - Waste Resources. 2 Waste Recycling Plan (cont.) Not Satisfied
Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 PRECISE GRADE APPROVAL Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:

1. Requesting and obtaining approval of all required grading inspections.
2. Submitting a "Wet Signed" copy of the Grading Report from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for the sub-grade and base of all paved areas.
3. Submitting a "Wet Signed" copy of the Sub-grade (rough) Certification from a Registered Civil Engineer certifying that the sub-grade was completed in conformance with the approved grading plan.
4. Submitting a "Wet Signed" copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.

Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

E Health

090 - E Health. 1 Hazmat Review Not Satisfied

If further review of the site indicates additional environmental health issues, the Hazardous Materials Management Division reserves the right to regulate the business in accordance with applicable County Ordinances.

Flood

090 - Flood. 1 FACILITY COMPLETION - USE Not Satisfied

The District will not to release occupancy permits for any commercial lots prior to the District's acceptance of the drainage system for operation and maintenance.

Planning

090 - Planning. 1 090 - Planning - Accessible Parking Not Satisfied

Ordinance No. 348 states if 101 to 150 parking spaces are required, a total of five (5) of the required parking spaces shall be provided for accessible parking spaces. Based on the APPROVED EXHIBIT Sheet 1 the applicant is providing 178 parking spaces. The minimum number of accessible parking spaces will be based on the requirements of Section 18.12 C.1 of Ordinance No. 348.

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

Plan: PPT190028

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90. Prior to Building Final Inspection

Planning

090 - Planning. 1 090 - Planning - Accessible Parking (cont.) Not Satisfied
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. 2 090 - Planning - Ordinance No. 810 Open Space Fee Not Satisfied

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for Plot Plan No. 190028 is calculated to be approximately 10.97 net acres.

090 - Planning. 3 090 - Planning - Curbs Along Planters Not Satisfied

A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - Planning. 4 090 - Planning - Ordinance No. 659 (DIF) Not Satisfied

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for Plot Plan No. 190028 has been calculated to be approximately 10.97 net acres.

090 - Planning. 5 090 - Planning - Parking Paving Material Not Satisfied

Plan: PPT190028

Parcel: 305170040

90. Prior to Building Final Inspection

Planning

090 - Planning. 5 090 - Planning - Parking Paving Material (cont.) Not Satisfied

A minimum of 144 parking spaces shall be provided pursuant to Ordinance No. 348 requirements, as shown on the approved EXHIBIT A. 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. 6 090 - Planning - Renewable Energy Generation R2-CE1 Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. In accordance with the prior condition titled "Renewable Energy Generation R2-CE1", prior to occupancy for any tenant improvement building permit, the renewable energy facility as approved with the prior condition shall be installed and ready for operation.

090 - Planning. 7 090 - Planning - Utilities Underground Not Satisfied

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

090 - Planning. 8 090 - Planning Trash Enclosures Not Satisfied

One (1) trash enclosure will be provided as shown on the APPROVED EXHIBIT A which are adequate to enclose a minimum of two bins per enclosure and shall be constructed prior to the issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with masonry block and landscaping screening and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure(s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

090 - Planning. 9 090- Planning - Install Bike Racks Not Satisfied

A bicycle rack shall be provided in convenient locations to facilitate bicycle access to the project area. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans.

090 - Planning. 10 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 Initial Study/Mitigated Negative Declaration. The conceptual measures may be replaced with other measures as listed in the table included with the project Initial Study/Mitigated Negative Declaration, 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. 11 Logistics/Warehouse – Signs Not Satisfied

Plan: PPT190028

Parcel: 305170040

90. Prior to Building Final Inspection

Planning

090 - Planning. 11 Logistics/Warehouse – Signs (cont.) 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. 12 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. 13 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 LSP - Landscape Inspection and Drought Compliance Not Satisfied

The developer/ permit holder shall:

The developer/permit holder shall coordinate with their designated landscape representative and the Transportation Department landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Transportation Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Transportation Department landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check fees shall be paid.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

Plan: PPT190028

Parcel: 305170040

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 1 LSP - Landscape Inspection and Drought Compliance (cont.) Not Satisfied

090 - Transportation. 2 LSP - LANDSCAPE INSPECTION DEPOSIT Not Satisfied

Prior to building permit final inspection, all landscape inspection deposits and plan check fees shall be paid.

090 - Transportation. 3 Map - WRCOG TUMF Not Satisfied

Prior to the issuance of an occupancy permit, the project proponent shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 824.

090 - Transportation. 4 RCTD - COMPLETE ANNEXATION INTO L&LMD OR OTHER 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.

090 - Transportation. 5 RCTD - EXISTING CURB AND GUTTER Not Satisfied

On existing curb and gutter, widen and reconstruct the existing driveway curb-return, sidewalks, and/or drainage devices within County right-of-way, including sewer and water laterals, on Harvill Avenue within the 59' half-width 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 driveway curb-return shall be widened and reconstructed in accordance with County Standard No. 207A and as directed by the Director of Transportation.

2. As the result of widening the existing driveway curb return, the project proponent shall update the existing shared driveway reciprocal access easement or additional road dedication for the requiring widening of curb return shall be require from the south property (APN:305-170-049) as determined by the Director of Transportation.

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-Information/Pamphlets-Brochures>

Plan: PPT190028

Parcel: 305170040

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 6 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.

090 - Transportation. 7 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:

- Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 824.

090 - Transportation. 8 RCTD - UTILITY INSTALL Not Satisfied

Electrical power, telephone, communication, 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.

Waste Resources

090 - Waste Resources. 1 Waste - Mandatory Commercial and Organics Recycling Compli Not Satisfied

Prior to final inspection, the applicant shall complete a Mandatory Commercial Recycling and Organics Recycling Compliance form (Form D). Form D requires applicants to identify programs or plans that address commercial and organics recycling, in compliance with State legislation/regulation. Once completed, Form D shall be submitted to the Recycling Section of the Department of Waste Resources for approval. To obtain Form D, please contact the Recycling Section at 951-486-3200, or email to: Waste-CompostingRecycling@rivco.org.

090 - Waste Resources. 2 Waste - Recyclables Collection and Loading Area Inspection Not Satisfied

Prior to final building inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and verified through inspection by the 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

April 21, 2020

TO: Core 5 Industrial Partners
Attn: Jon Kelly
300 Spectrum Center Dr. Suite 880
Irvine, CA 92618

CC: EPD Solutions
Attn: Norah Jaffan
2 Park Plaza Suite 1120
Irvine, CA 92614

FROM: Travis Engelking, Project Planner
Riverside County Planning Department

RE: Development Advisory Committee (DAC) review of Plot Plan 190028 (PPT190028)

Project Description:

PPT190028 - The Plot Plan Application for the construction of a 197,856 square foot industrial building that would include an office space mezzanine, 174 off-street parking spaces, and landscape. APN: 305-170-044, 043, 047, 040, 041, 048, 042. Related Cases: GEO190038, **BBID 733-075-931**

Project Location: East of, Harvill Ave, West Frontage Road, South of Orange Avenue, and North of Daytona Cove

Dear Applicant:

PPT190028 was scheduled for the comment only agenda from the Development Advisory Committee (DAC) on November 7th, 2019. Enclosed are the resulting comments from the Riverside County Planning Department and all other available comments and some preliminary, recommended conditions of approval (Planning Case Progress Report). If desired, the applicant shall contact the project planner to request a full DAC meeting on future date.

NOTE: All comments are in addition to, and intended to compliment Ordinance No.'s 348 and 460 for the Plot Plan as well as all other applicable County Ordinances, Guidelines, and Policies which establish minimum requirements. At minimum, all requirements shall be satisfied even if they are not explicitly noted or identified in this comment letter.

California Environmental Quality Act:

The project is subject to the California Environmental Quality Act (CEQA). The purpose of CEQA is to inform government decision makers and the public about any potential significant environmental effects of the proposed project. As part of the project analysis, Riverside County as the lead agency, will conduct an

Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 38686 El Cerrito Road
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7555

"Planning Our Future... Preserving Our Past"

DAC PROJECT REVIEW COMMENTS

Environmental Assessment (Initial Study) to determine if any significant environmental impacts will occur as a result of the project. At this time, it is unclear if the project will result in an Exemption, Negative Declaration, Mitigated Negative Declaration, or Addendum to EIR No. 396 or a new Environmental Impact Report.

In order to properly analyze potential environmental effects, the project could be required to submit the following technical studies prepared by a licensed professional or firm: Air Quality (Greenhouse Gas), Noise, Traffic, Hydrology, Biology (Habitat Assessment), Geology (Soils), and Cultural Resources. Additional studies could be required as part of the Environmental Assessment.

Unresolved Concerns/General Notes:

1. Please describe in detail a complete business plan for the proposed project such as operation hours, number of employees, numbers of commercial trucks or equipment used for operation and will vehicles be stored at subject location, etc. Provide specific uses for the proposed buildings such as repair areas, storage of equipment, or fabrication, etc.
2. Project shall be consistent with the updated Riverside County Climate Action Plan. In addition to the CAP checklist that needs to be filled out and other measures that may be applicable, pursuant to R2-E10 of the CAP the project will be required to provide for onsite renewable energy generation that meets 20% of energy demand. The project shall consider a worst case scenario for what the energy demands of a future tenant may be and plan for how 20% of that demand would be met through onsite renewable sources. Assuming this would be through rooftop solar, provide calculations of how much energy could be generated through the implementation of rooftop solar to compare to the worst case scenario tenant demands at 20%.
3. Project is located within the Airport Influence Area of March Air Reserve Base and is required to be submitted to ALUC for review. A determination of consistency will be needed prior to proceeding to public hearing and may be a factor for CEQA determination.
4. Project will be required to merge parcels prior to any grading or building permits.
5. The project is recommended to do outreach to its immediate neighbors and the larger community and document what those efforts were and what the results of those efforts were in terms of what requests were made of the project to revise/incorporate.
6. Suggest meeting with First District staff either now and/or later in the process to receive input directly on what efforts this project has made to meet their requests, staff's request, and any requests made from the public outreach.
7. Project will be required to provide a complete and signed Indemnification Agreement as indicated in the filling instructions handout for all applications for land use and development. Refer to the following link. <https://planning.rctlma.org/Development-Process/Applications>

Exhibit Comments:

PLOT PLAN NO. 190028

On Exhibit A / Sheet 1 Of 2, (Site Plan)

1. Provide location of existing or proposed light standards with shielding and photometric details.

DAC PROJECT REVIEW COMMENTS

2. Provide more detailed parking required calculations based on the separate amounts of office, manufacturing (if assumed), and warehouse area and then add those together for a total parking requirement for each building. Make sure to account for mezzanine area as well in the calculation. Parking should be calculated based on 1/250 for office, 1/500 of any manufacturing, 1/1,000 of any storage type area, and 1/2,000 for warehouse area.
3. Project will be required to provide parking and charging stations for electric vehicles consistent with recent updates to Ordinance No. 348. See Section 18.12.c. Show location of EV parking spaces and charging stations on the site plan and note the number provided in the parking calcs.
4. Confirm what, if any, fencing is proposed around the basin.
5. Show location of any guard sheds where they might exist relative to the gate locations.

On Page 7, (Elevations) dated 10/01/19

1. Provide elevation of trash enclosure.

Request for Additional Fees:

As a reminder, The Riverside County Board of Supervisors has adopted ordinances to collect "Deposit-Based Fee" for the cost of reviewing this application. Cases with negative balances are locked and delayed from moving forward until all fees are paid. I will notify you when the account balance has been assessed for an additional deposit. This additional deposit will ensure a positive account balance and the continuous processing of your case.

NOTE:

1. Deposit based fee cases are subject to additional charges.
2. Within 45 days of the final closure of any deposit based fee case, a full refund will be processed for those cases with a balance greater than \$5.00.
3. Mitigation fee payment will be required prior to grading permit, building permit, or building permit final inspection as required per the Ordinances described in the General Site information of this document. Reference the identified ordinances and/or districts for fee information.
4. In accordance with the policy adopted by the Board of Supervisors on October 5, 1993, if there is no activity by an applicant on an application for more than one and less than two years, the application is abandoned, and any deposit fees remaining may be refunded.
5. Payments may be made to the County of Riverside Cashier.

Exhibit Comments/Bluebeam:

Additional comments have been provided on Bluebeam. If you do not have Bluebeam access, please download using the following link: <http://www.bluebeam.com/us/products/free-viewer/>

Once you have downloaded, the following link will take you directly to the Bluebeam session.

<https://studio.bluebeam.com/join.html?ID= BBID 733-075-931>

Development Advisory Committee:

- **BIOLOGY – DON COPELAND** (951) 955-9441
- **BUILDING & SAFETY GRADING – Sam Gonzalez** (951) 955-1866

DAC PROJECT REVIEW COMMENTS

- **BUILDING & SAFETY PLANCHECK** – Selvana Guirguis (951) 955-4683
- **GEOLOGY** – Dan Walsh - (951) 955-6187
- **CURRENT PLANNING** – Jason Killebrew (951) 955-0314
- **PARK AND OPEN SPACE** – Phayvanh Nanthavongdouangsy (951) 955-6573
- **DEVELOPMENT REVIEW (TRANSPORTATION)** – Andrew Simmons (760) 863-7045
- **TRANSPORTATION (WQMP)** – Everett Duckworth (951) 955-9412
- **ENVIRONMENTAL HEALTH** – Mark Abbott (760) 863-7144
- **FLOOD CONTROL** – Deborah de Chambeau (951) 955-1214
- **LANDSCAPE**- Mark Hughes – (951) 955-6767
- **TRANSPORTATION** – Kevin Tsang (951) 955-6527
- **PALEONTOLOGY** – Dan Walsh – (951) 955-6187
- **FIRE** – Traci Williams (951) 955-4777
- **WASTE RESOURCES** – Jose Merlen (951) 486-3351

Development Advisory Committee Comments:

Your case has been **CLEARED** (with or without recommended conditions) by the following departments:

PALEONTOLOGY

GEOLOGY

WASTE RESOURCES

Your case has **CORRECTIONS** from the following departments:

BUILDING & SAFETY: GRADING

BUILDING & SAFETY: PLAN CHECK

ENVIRONMENTAL PROGRAMS DEPARTMENT (BIOLOGY)

LANDSCAPE

ENVIRONMENTAL HEALTH

FIRE

PLANNING (Cultural)

PLANNING

TRANSPORTATION

Comments and/or clearances are **PENDING** from the following departments and will be provided upon receipt:

TRANSPORTATION (Development Review and Traffic Study)

Agency Letters:

All letters received from outside agencies have been provided in this package. The following agencies/entities have provided comments:

1st Supervisors District

Exhibits:

Once all comments and/or clearances have been received from these departments, please submit **one** physical (1) set of amended maps/site plans, and **one** (1) set of elevations, floor, and landscaping plans, along with include electronic copies reflecting any requests, comments, and requirements, folded to dimensions of no greater than 8.5" x 14" along with a response letter addressing each comment. Colored digital images must also be provided for all landscape and elevation plans.

DAC PROJECT REVIEW COMMENTS

Final Comments:

Substantial revisions to the proposal after issuance of this letter, which do not conform to the comments of the letter, will invalidate the letter and a complete review will be required. Furthermore, failure to submit all required corrections, documentation, and special studies as described in the contents of this letter will slow down the review process. After site plans are amended, the project representative will make an appointment to resubmit a complete application package to the Project Planner, including all special studies, and fees.

Please address any Planning Department questions or concerns to Travis Engelking at TEngelki@RIVCO.ORG or call (951) 955-1417. Questions concerning other departments should be addressed to the individuals listed on the phone list provided. To schedule your project for a public hearing, all property tax assessments associated with this project must be paid.

If you have any further questions, Travis Engelking, Project Planner, may be reached at (951) 955-1417.

Sincerely,

RIVERSIDE COUNTY PLANNING DEPARTMENT
Charissa Leach P.E. Assistant TLMA Director

Travis Engelking, Project Planner



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

January 16, 2020

CHAIR

Steve Manos
Lake Elsinore

Mr. Fernando Solis, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor

VICE CHAIR

Russell Betts
Desert Hot Springs

Riverside CA 92501
(VIA HAND DELIVERY)

COMMISSIONERS

Arthur Butler
Riverside

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

John Lyon
Riverside

File No.: ZAP1386MA19
Related File Nos.: PPT190028 (Plot Plan)
Compatibility Zone: Zone C2

Steven Stewart
Palm Springs

APNs: 305-170-040 through 305-170-044; 305-170-047; 305-170-048.

Richard Stewart
Moreno Valley

Dear Mr. Solis:

Gary Youmans
Temecula

On January 9, 2020, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case No. PPT190028 (Plot Plan), a proposal to construct a 197,856 square foot industrial manufacturing building with mezzanines and 164,300 square feet of solar panels on 10.96 acres located easterly of Harvill Avenue, northerly of Daytona Cove, and westerly of Interstate 215, **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions.

STAFF

Director
Simon A. Housman

CONDITIONS:

John Guerin
Paul Rull
Barbara Santos

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:

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.sraluc.org

- (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 lessees/tenants of the building, and shall be recorded as a deed notice.
6. Any 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. This project has been evaluated for a total of 197,856 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.
9. Solar panels shall incorporate anti-reflective coating and shall be fixed with no rotation. Panels shall have a tilt of 10 degrees and orientation of 180 degrees. Solar panel areas shall be limited to 164,300 square feet.
10. Any revisions to the solar panels will require a new solar glare analysis to ensure that the project does not create "yellow" level glare, and require ALUC review.
11. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated

to the airport operator's satisfaction.

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

Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas 1-9-20 Agenda, Bookmark Agenda Item No. 2.1.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Core 5 Industrial Partners – Irvine office (applicant)
Core 5 Industrial Partners – Atlanta office (fee-payer)
Norah Jaffan, EPD Solutions (representative)
Perris Citrus Avenue Land LP (property owner)
Perris Citrus Avenue Storage (property owner)
Gary Gosliga, March Inland Port Airport Authority
Doug Waters, Chief Engineering Flight, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1386MA19\ZAP1386MA19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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. Business & Professions Code Section 11010 (b) (13)(A)



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

DEVELOPMENT ADVISORY COMMITTEE ("DAC") INITIAL CASE TRANSMITTAL RIVERSIDE COUNTY PLANNING DEPARTMENT – RIVERSIDE PO Box 1409 Riverside, 92502-1409

DATE: October 21, 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
Riv. Co. Regional Parks & Open Space

P.D. Environmental Programs Division
P.D. Geology Section
P.D. Archaeology Section
Riv. Co. Waste Resources Management Dept.
Riv. Co. Airport Land Use Commission

Board of Supervisors - Supervisor: Kevin Jeffries
Planning Commissioner: Carl Bruce Shaffer
Eastern Municipal Water District (EMWD)
Southern California Edison Co. (SCE)

PLOT PLAN NO. 190028 - Applicant: Core 5 Industrial Partners – Representative: Jon Kelly - First Supervisorial District – North Perris Area Zoning District – Mead Valley Area Plan: Community Development: Light Industrial (CD: LI) – Location: East of, Harvill Ave, West Frontage Road, South of Orange Avenue, and North of Daytona Cove – 10.97 Gross Acres - Zoning: Manufacturing – Heavy (M-H) - **REQUEST:** The Plot Plan Application for a 197,856 square foot industrial building that would include an office space mezzanine, 174 off-street parking spaces, and landscape. APN: 305-170-040, 305-170-041, 305-170-042, 305-170-043, 305-170-044, 305-170-047, and 305-170-048 – Previous Cases: PP20103/R1, PM34491, PAR190033 – **BBID: 733-075-931**

DAC staff members and other listed Riverside County Agencies, Departments and Districts staff:
A Bluebeam invitation has been emailed to appropriate staff members so they can view and markup the map(s) and/or exhibit(s) for the above-described project. Please have your markups completed and draft conditions in the Public Land Use System (PLUS) on or before the indicated DAC date. If it is determined that the attached map(s) and/or exhibit(s) are not acceptable, please have corrections in the system and DENY the PLUS routing on or before the above date. This case is scheduled for a **DAC internal review on November 7, 2019**. Once the route is complete, and the approval screen is approved with or without corrections, the project can be scheduled for a public hearing.

DATE: 10/22/19 SIGNATURE: [Signature]

PLEASE PRINT NAME AND TITLE: _____

TELEPHONE: _____

If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.



RIVERSIDE COUNTY PLANNING DEPARTMENT

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

Any questions regarding this project, should be directed to Travis Engelking, Project Planner at (951) 955-1417, or e-mail at tengelki@rivco.org / MAILSTOP #: 1070

Public Hearing Path: Administrative Action: DH: PC: BOS:

COMMENTS:

Comments on PP 190028 October 22, 2019

1. Applicant shall make a presentation in front of the Mead Valley Municipal Advisory Committee. Please contact Tom Ketcham at 951-955-1010 or TKetcham@RIVCO.org.
2. The Applicant shall comply with the County's Industrial landscape standards.
3. The Applicant shall comply with any Good Neighbor policy the County adopts for Industrial development.
4. The Applicant shall reach out to the neighboring property owners and lease holders to discuss the proposed project and address any neighborhood concerns.
5. The Building Elevations visible from the public right of way shall feature enhanced elements and avoid long expanses of open walls without relief.
6. The size/volume of the proposed detention basin shall be verified by TLMA Staff.

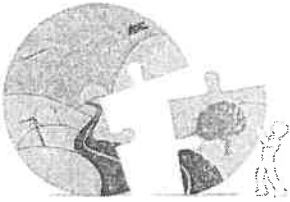
DATE: 10/22/19

SIGNATURE: *[Handwritten 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.



GEO190038

RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

PPT 190028
CEQ 190108

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: Core 5 Industrial Partners

Contact Person: Jon Kelly E-Mail: jkelly@c5ip.com

Mailing Address: 300 Spectrum Center Dr Suite 880
Irvine CA 92618
Street City State ZIP

Daytime Phone No: (____) _____ Fax No: (____) _____

Engineer/Representative Name: EPD Solutions

Contact Person: Norah Jaffan E-Mail: norah@epdsolutions.com

Mailing Address: 2 Park Plaza, Suite 1120
Irvine CA 92614
Street City State ZIP

Daytime Phone No: (____) 949-226-1854 Fax No: (____) _____

Property Owner Name: Perris Citrus Avenue Land LP

Contact Person: Jonathan C. Lippert E-Mail: jennie@quarrycapital.net

Mailing Address: 6741 GEMENDE DR UNIT A
RIVERSIDE CA 92504
Street City State ZIP

Daytime Phone No: (____) (513)785-0843 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.)

Perris Citrus Avenue Land LP

Dennis Troesh, its Manager

By: DT GRAT LM GP LLC, its General Partner

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): 305-170-040, 041, 042, 043, 044, 047, 048

Approximate Gross Acreage: 11ac

General location (nearby or cross streets): North of Harvill, South of orange, East of Harvill, West of I-215

APPLICATION FOR LAND USE AND DEVELOPMENT

PROJECT PROPOSAL:

Describe the proposed project.

An approximately 200,000 SF speculative industrial building within the M-H zone.

Identify the applicable Ordinance No. 348 Section and Subsection reference(s) describing the proposed land use(s): _____

Number of existing lots: 7

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	197,856	45ft		spec industrial use
2				
3				
4				
5				
6				
7				
8				
9				
10				

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:

Are there previous development applications filed on the subject property: Yes No

If yes, provide Application No(s). PP20103
(e.g. Tentative Parcel Map, Zone Change, etc.)

Initial Study (EA) No. (if known) EA39961 EIR No. (if applicable): _____

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes No

If yes, indicate the type of report(s) and provide a signed copy(ies): geo

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: _____

Address: _____

Phone number: _____

Address of site (street name and number if available, and ZIP Code): _____

Local Agency: County of Riverside

Assessor's Book Page, and Parcel Number: _____

Specify any list pursuant to Section 65962.5 of the Government Code: _____

Regulatory Identification number: _____

Date of list: _____

Applicant: _____ Date _____

HAZARDOUS MATERIALS DISCLOSURE STATEMENT

[Government Code Section 65850.2](#) requires the owner or authorized agent for any development project to disclose whether:

1. Compliance will be needed with the applicable requirements of Section 25505 and Article 2 (commencing with Section 25531) of Chapter 6.95 of Division 20 of the Health and Safety Code or the requirements for a permit for construction or modification from the air pollution control district or air quality management district exercising jurisdiction in the area governed by the County. Yes No
2. The proposed project will have more than a threshold quantity of a regulated substance in a process or will contain a source or modified source of hazardous air emissions. Yes No

I (we) certify that my (our) answers are true and correct.

Owner/Authorized Agent (1) [Signature] on behalf of Perri's Citrus Avenue Land CP Date 09/30/19
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

- D. This Agreement shall only be executed by an authorized representative of the Applicant and the Property Owner. The person(s) executing this Agreement represents that he/she has the express authority to enter into this agreement on behalf of the Applicant and/or Property Owner.
- E. This Agreement is not assignable without written consent by the County of Riverside. The County of Riverside will not consent to assignment of this Agreement until all outstanding costs have been paid by Applicant.
- F. Deposit statements, requests for deposits or refunds shall be directed to Applicant at the address identified in Section 4.

Section 3. To ensure quality service, Applicant is responsible to provide one-week written notice to the County of Riverside Transportation and Land Management Agency (TLMA) Permit Assistance Centers if any of the information below changes.

Section 4. Applicant and Owner Information

1. PROPERTY INFORMATION:

Assessors Parcel Number(s): 305-170-040, 041, 042, 043, 044, 047, 048

Property Location or Address:
vacant

2. PROPERTY OWNER INFORMATION:

Property Owner Name: PERRIS CITRUS AVENUE LAND LP Phone No.: _____

Firm Name: _____ Email: jennie@quarrycapital.net

Address: 6741 GEMENDE DR UNIT A
RIVERSIDE CA 92504


3. APPLICANT INFORMATION:


Applicant Name: Jon Kelly Phone No.: _____

Firm Name: Core 5 Industrial Partners Email: jkelly@c5ip.com

Address (if different from property owner)
300 Spectrum Center Dr Suite 880
Irvine CA 92618

4. SIGNATURES:

Signature of Applicant:  Date: 10/02/19
Print Name and Title: Jon Kelly, Vice President of Development

Signature of Property Owner:  Date: 10/02/19
Print Name and Title: Perris Citrus Avenue Land LP, by DT GRAT LM GP LLC, its General Partner, by Dennis Troesh, its Manager

Signature of the County of Riverside, by _____ Date: _____
Print Name and Title: _____

FOR COUNTY OF RIVERSIDE USE ONLY	
Application or Permit (s)#: _____	
Set #: _____	Application Date: _____



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.

2/5/2020

Property Owner(s) Signature(s) and Date

Dennis Troesh, as the manager of DT GRAT LM GP LLC, the General Partner of Property Owner

PERRIS CITRUS AVENUE LAND LP

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.

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) 863-7040

"Planning Our Future... Preserving Our Past"

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.



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**



Juan C. Perez
Director of Transportation and Land Management Agency

Patricia Romo
Transportation Director,
Transportation Department

Charissa Leach, P.E.
Assistant TLMA Director
Planning Department

Mike Lara
Building Official,
Building & Safety Department

Hector Viray
Code Enforcement Official,
Code Enforcement Department

LAND USE and PERMIT APPLICATION PROCESSING AGREEMENT
Agreement for Payment of Costs of Application Processing

TO BE COMPLETED BY APPLICANT:

This agreement is by and between the County of Riverside, hereafter "County of Riverside",
and Core 5 Industrial Partners hereafter "Applicant" and PERRIS CITRUS AVENUE LAND LP "Property Owner".

Description of application/permit use:

Plot Plan to allow an approximately 200,000 SF speculative industrial building within the M-H zone.

If your application is subject to Deposit-based Fee, the following applies

Section 1. Deposit-based Fees

Purpose: The Riverside County Board of Supervisors has adopted ordinances to collect "Deposit-based Fees" for the costs of reviewing certain applications for land use review and permits. The Applicant is required to deposit funds to initiate staff review of an application. The initial deposit may be supplemented by additional fees, based upon actual and projected labor costs for the permit. County departments draw against these deposited funds at the staff hourly rates adopted by the Board of Supervisors. The Applicant and Property Owner are responsible for any supplemental fees necessary to cover any costs which were not covered by the initial deposit.

Section 2. Applicant and Property Owner Responsibilities for Deposit-based Fee Applications

- A. Applicant agrees to make an initial deposit in the amount as indicated by County ordinance, at the time this Agreement is signed and submitted with a complete application to the County of Riverside. Applicant acknowledges that this is an initial deposit and additional funds may be needed to complete their case. The County of Riverside will not pay interest on deposits. Applicant understands that any delays in making a subsequent deposit from the date of written notice requesting such additional deposit by County of Riverside, may result in the stoppage of work.
- B. Within 15 days of the service by mail of the County of Riverside's written notice that the application permit deposit has been reduced to a balance of less than 20% of the initial deposit or that the deposit is otherwise insufficient to cover the expected costs to completion, the Applicant agrees to make an additional payment of an amount as determined by the County of Riverside to replenish the deposit. Please note that the processing of the application or permit may stop if the amount on deposit has been expended. The Applicant agrees to continue making such payments until the County of Riverside is reimbursed for all costs related to this application or permit. The County of Riverside is entitled to recover its costs, including attorney's fees, in collecting unpaid accounts that would have been drawn on the deposit were it not depleted.
- C. The Property Owner acknowledges that the Applicant is authorized to submit this agreement and related application(s) for land use review or permit on this property. The Property Owner also acknowledges that should the Applicant not reimburse the County of Riverside for all costs related to this application or permit, the Property Owner shall become immediately liable for these costs which shall be paid within 15 days of the service by mail of notice to said property Owner by the County.

NOTICE OF PUBLIC HEARING
and
**INTENT TO CONSIDER AN ADDENDUM TO A
MITIGATED NEGATIVE DECLARATION (MND)**

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. 190028 – Intent to Consider an Addendum to a Mitigated Negative Declaration (MND) – EA39961 – Applicant: Core 5 Industrial Partners – Representative: Jon Kelly – First Supervisorial District – North Perris Area Zoning District – Mead Valley Area Plan: Community Development: Light Industrial (CD-LI) – Location: Easterly of Harvill Avenue, westerly of Frontage Road, southerly of Orange Avenue, and northerly of Daytona Cove – 10.97 Gross Acres – Zoning: Manufacturing – Heavy (M-H) – REQUEST: The Plot Plan Application to construct a 197,856 sq. ft. single-story concrete tilt up industrial building with a maximum height of 45 Feet. Approximately 6,480 sq. ft. of office space would be proposed at ground level and on a mezzanine in the southwest corner of the building. In addition, the project would provide access to 33 loading docks on the south side of the building. A total of 144 parking stalls are proposed for the 10.97 acre site.

TIME OF HEARING: 1:30 p.m. or as soon as possible thereafter.
DATE OF HEARING: MAY 4, 2020
**PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER
1ST FLOOR, CONFERENCE ROOM 2A
4080 LEMON STREET, RIVERSIDE, CA 92501**

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the Planning Department website at: <https://planning.rctlma.org/>.

For further information regarding this project please contact Project Planner Travis Engelking at (951) 955-1417 or email at TEngelki@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 MND. The Director's Hearing will consider the proposed project, and the proposed addendum, at the public hearing.

The case file for the proposed project, and the addendum to the MND, is available for review via email by contacting the project planner. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. Please note that access to the meeting is limited. All comments received prior to the public hearing will be submitted to the Planning Director for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received during or after the meeting will be distributed to the Planning Director and retained for the official record.

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: Travis Engelking
P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on February 10, 2020 ,

The attached property owners list was prepared by Riverside County GIS ,

APN (s) or case numbers PPT190028 for

Company or Individual's Name RCIT - GIS ,

Distance buffered 1200'

Pursuant to application requirements furnished by the Riverside County Planning Department. Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

TITLE: GIS Analyst

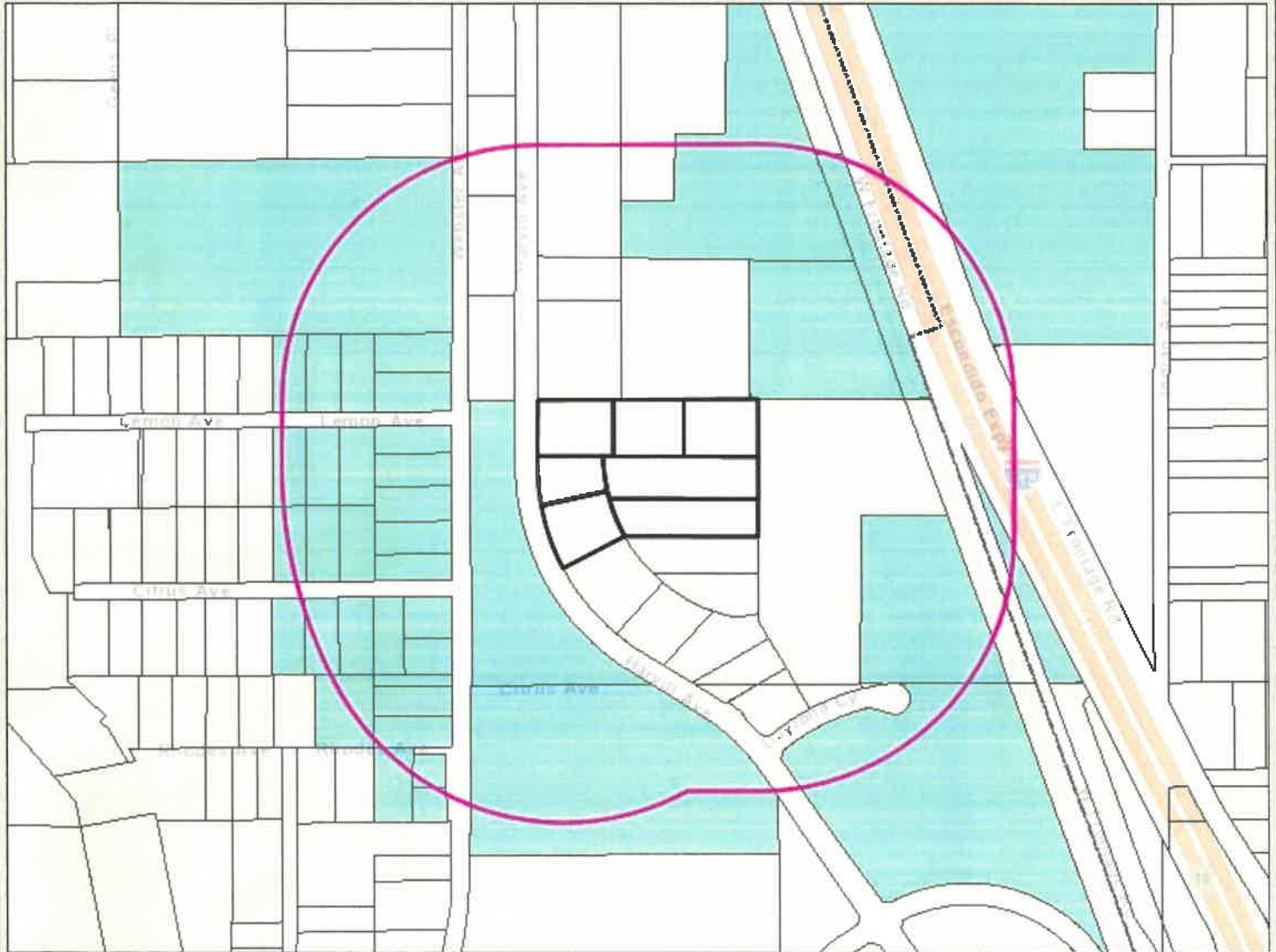
ADDRESS: 4080 Lemon Street 9TH Floor

 Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

Riverside County GIS Mailing Labels

PPT190028 (1200 feet buffer)



Legend

-  County Boundary
-  Cities
-  Parcels
-  World Street Map

Notes



0 752 1,505 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 2/10/2020 10:04:23 AM

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305100014
RIVERSIDE COUNTY TRANSPORTATION
PO BOX 12008
RIVERSIDE CA 92502

305100028
COUDURES FAMILY LTD PARTNERSHIP
15325 FAIRFIELD RANCH RD
CHINO HILLS CA 91709

305100048
TRAMCO INC
P O BOX 1569
CORDOVA AK 99574

305100052
SALVATION ARMY
180 E OCEAN BLV 3RD FL
LONG BEACH CA 90802

305170031
PARKER 215
27989 HOLLAND RD
MENIFEE CA 92584

305170032
PERRIS CITRUS AVENUE STORAGE
211 W RINCON ST NO 108
CORONA CA 92880

305170038
PERRIS CITRUS AVENUE LAND
1370 JET STREAM DR
HENDERSON NV 89052

305180055
FR CAL NUEVO ROAD ONE
515 S FIGUEROA ST NO 1600
LOS ANGELES CA 90071

305180057
FR CAL HARVILL ROAD
515 S FIGUEROA ST STE 1600
LOS ANGELES CA 90071

322240011
GREENSTATE MAX INC
3036 DEL MAR AVE
ROSEMEAD CA 91770

322263001
LEIF THOMAS SWENSON
21475 WEBSTER AVE
PERRIS CA 92570

322263002
VICTOR VALADEZ
711 W NICOLET
BANNING CA 92220

322263003
MICHALEWSKI BARBARA L REVOCABLE TRUST
23979 CITRUS AVE
PERRIS CA 92570

322263006
JOEL HERNANDEZ JUSTIZ
23873 E CITRUS
PERRIS CA 92570

322263020
PEDRO JR BARBON
23874 CITRUS AVE
PERRIS CA 92570

322263021
VALLARY L. JACKSON
23890 CITRUS AVE
PERRIS CA 92570

322263022
HUMBERTO URETA
23940 CITRUS AVE
PERRIS CA 92570

322263023
ERNERY FLORES AMAYA
21421 WEBSTER AVE
PERRIS CA 92570

322263024
JOHN D. SCHLAX
21409 WEBSTER AVE
PERRIS CA 92570

322263025
TIMOTHY A. LUCAS
21395 WEBSTER AVE
PERRIS CA 92570

322263026
CAMPBELL FAMILY TRUST DATED 09/12/2018
21375 WEBSTER AVE
PERRIS CA 92570

322263027
KATHERINE F. MIGLIACCIO
21355 WEBSTER AVE
PERRIS CA 92570

322263028
JAEGER PRESTON JONES
23941 LEMON AVE
PERRIS CA 92570

322263029
BILL P. MIGLIACCIO
23895 LEMON AVE
PERRIS CA 92570

322263030
NELSON D. CHASTEEN
23873 LEMON AVE
PERRIS CA 92570

322263037
DAVID LEE ZELENKA
21311 WEBSTER AVE
PERRIS CA 92570

322263038
HOUSE SHIRLEY G
21269 WEBSTER AVE
PERRIS CA 92570

322263039
CHRISTOPHER T. WILLIAMS
23940 LEMON AVE
PERRIS CA 92570

322263040
CHRISTOPHER R. BOGART
23884 LEMON AVE
PERRIS CA 92570

322263041
EDWARD ANAYA
9150 SUNRIDGE DR
RIVERSIDE CA 92508

322263050
JOSE ALFREDO JAUREGUI
21483 WEBSTER AVE
PERRIS CA 92570

322263053
CASTA
425 W RIDER ST NO A7
PERRIS CA 92571

322263054
CHARLES TIMOTHY NOVAK
23889 CITRUS AVE
PERRIS CA 92570

322270006
JOSHUA D. NAGGAR
23920 RHODES AVE
PERRIS CA 92570

322270007
CARLOS MORENO MUNOZ
3636 PYRAMID TRL
PERRIS CA 92570

322270008
RENE GOMEZ HERNANDEZ
23960 RHODES AVE
PERRIS CA 92570

322270009
JUAN J. TAFOYA
23955 RHODES AVE
PERRIS CA 92570

322270033
EDWARD ANTHONY BOSQUET
8635 FLORENCE AVE NO 205
DOWNEY CA 90240

322270034
ARTHUR MENDEZ COVARRUBIAS
21595 WEBSTER AVE
PERRIS CA 92570

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



Charissa Leach, P.E.
Assistant TLMA Director

RIVERSIDE COUNTY PLANNING DEPARTMENT

NOTICE OF DETERMINATION

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409

38686 El Cerrito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination ("NOD") in compliance with Section 21152 of the California Public Resources Code.

Addendum to Mitigated Negative Declaration, Plot Plan No.190028

Project Title/Case Numbers

Travis Engelking
County Contact Person

951-955-1417
Phone Number

N/A

State Clearinghouse Number (if submitted to the State Clearinghouse)

Core 5 Industrial Partners
Project Applicant

300 Spectrum Center Dr, Irvine, CA 92618
Address

East of Harvill Ave, West Frontage Road, South of Orange Avenue, and North of Daytona Cove
Project Location

The Plot Plan Application to construct a 197,856 Sq. Ft. single-story concrete tilt up industrial building with a maximum height of 45 Feet. Approximately 6,480 sq. ft. of office space would be proposed at ground level and on a mezzanine in the southwest corner of the building. In addition, the project would provide access to 33 loading docks on the south side of the building. A total of 144 parking stalls are proposed for the 10.97 acre site.
Project Description

This is to advise that the Riverside County Planning Commission as the lead agency, has approved the above-referenced project on May 1, 2019, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. An Environmental Impact Report was prepared for the project pursuant to the provisions of the California Environmental Quality Act and reflect the independent judgment of the Lead Agency.
3. Mitigation measures WERE made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS adopted.
5. A statement of Overriding Considerations WAS adopted
6. Findings were made pursuant to the provisions of CEQA.

This is to certify that the earlier EA, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

Travis Engelking

Signature

Urban Regional Planner II

Title

4-21-2020

Date

Date Received for Filing and Posting at OPR: _____

Please charge deposit fee case#: EA / CEQ

CFG / CFW

FOR COUNTY CLERK'S USE ONLY