



RIVERSIDE COUNTY PLANNING DEPARTMENT

1:30 P.M.

NOVEMBER 16, 2020

AGENDA RIVERSIDE COUNTY PLANNING DEPARTMENT DIRECTOR'S HEARING

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

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

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

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

1.0 CONSENT CALENDAR:

1.1 **ADOPTION OF THE 2021 DIRECTOR'S HEARING CALENDAR**

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. 180033 (PPT180033) – Intent to Consider an Addendum to an Environmental Impact Report – EIR466** – Applicant: Majestic Realty – Engineer/Representative: T&B Planning, Inc. – First Supervisorial District – March Area – Mead Valley Area Plan: Community Development: Light Industrial (CD-LI) – Location: Northerly of Old Oleander Avenue, easterly of Decker Road, westerly of Harvill Avenue, and southerly of Harley Knox Boulevard – 15.12 Gross Acres – Zoning: Manufacturing – Medium (M-M) – Industrial Park (I-P) – **REQUEST:** The Plot Plan is a proposal for the construction and operation of a total of 215,424 sq. ft. warehouse/distribution/manufacturing development consisting of two (2) buildings on 15.12 acres (gross). The two (2) buildings consist of a 106,552 sq. ft. building (identified as Building 21) and a 108,872 sq. ft. building (identified as Building 22). Project Planner: Russell Brady at (951) 955-3025 or email at rbrady@rivco.org.

3.2 **PLOT PLAN WIRELESS NO. 200004 – Exempt from the California Environmental Quality Act (CEQA)**, pursuant to State CEQA Guidelines Section 15303 (New Construction or Conversion of Small Structures) – Applicant: Applicant: Smartlink LLC. c/o Alisha Strasheim – Engineer/Representative: Connell Design Group c/o Dan Connell – Third Supervisorial District – Rancho California Zoning Area – Southwest Area Plan: Community Development – Low Density Residential (CD-LDR) ½ Acre Minimum – Location: Easterly of Anza Road and southerly of Swarhout Lane – 3.94 Acres – Zoning: Rural Residential (R-R) – **REQUEST:** An new AT&T 50-foot unmanned wireless communication facility disguised as a pine tree (monopine), a 312 sq. ft. of equipment area, and 284 sq. ft. of antenna area. The equipment consists of 12 new panel antennas, 36 RRU antennas, and six (6) new DC Surge Protectors located at 29 feet and 40 feet centerline, and one (1) maintenance parking space. Project Planner: Rob Gonzalez at (951) 955-9549 or email at rgonzalez@rivco.org.

4.0 SCOPING SESSION: 1:30 p.m. or soon as possible thereafter:

NONE

5.0 PUBLIC COMMENTS:

2021 DIRECTOR'S HEARING CALENDAR



Mondays at 1:30 p.m. on the dates and location noted below

Riverside: County Administration Center, Conference Room A 12th floor, 4080 Lemon Street

Desert: Desert Permit Assistance Center, 77-588 El Duna Court Suite H, Palm Desert

No Meeting: Dark

Holidays: Closed

January						
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Review the agenda prior to meeting date to confirm the time and location. The meeting dates, times, and locations are subject to change.

Director's Hearing Date Mondays at 1:30 P.M.	Hearing location
County Administration Center, Conference Room 2A 4080 Lemon Street 1 st floor	Riverside
Desert Permit Assistance Center 77-588 El Duna Court Suite H	Palm Desert
January 4, 2021	Desert
January 11, 2021	Riverside CAC
January 25, 2021	Riverside CAC
February 1, 2021	Desert
February 8, 2021	Riverside CAC
February 22, 2021	Riverside CAC
March 8, 2021	Riverside CAC
March 15, 2021	Desert
March 22, 2021	Riverside CAC
April 5, 2021	Riverside CAC
April 12, 2021	Desert
April 26, 2021	Riverside CAC
May 10, 2021	Riverside CAC
May 17, 2021	Desert
May 24, 2021	Riverside CAC
June 7, 2021	Riverside CAC
June 21, 2021	Riverside CAC
June 28, 2021	Desert
July 12, 2021	Riverside CAC
July 19, 2021	Desert
July 26, 2021	Riverside CAC
August 2, 2021	Desert
August 16, 2021	Riverside CAC
August 30, 2021	Riverside CAC
September 13, 2021	Riverside CAC
September 20, 2021	Desert
September 27, 2021	Riverside CAC
October 4, 2021	Riverside CAC
October 18, 2021	Riverside CAC
October 25, 2021	Desert
November 1, 2021	Riverside CAC
November 8, 2021	Desert
November 15, 2021	Riverside CAC
December 6, 2021	Riverside CAC
December 13, 2021	Desert



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

Agenda Item No.

3.1

Director's Hearing: November 16, 2020

PROPOSED PROJECT

Case Number(s): Plot Plan No. 180033

EA No.: CEQ180118

Area Plan: Mead Valley

Zoning Area/District: March Area

Supervisory District: First District

Project Planner: Russell Brady

295-310-018, 295-310-041, 295-310-042, 295-310-043, 295-310-044

Project APN(s): 044

Applicant(s): Majestic Realty Co.

Representative(s): T&B Planning, Inc.



John Hildebrand
Interim Planning Director

PROJECT DESCRIPTION AND LOCATION

PLOT PLAN NO. 180033 is a proposal for the construction and operation of a total of 215,424 square foot warehouse/distribution/manufacturing development consisting of 2 buildings on 15.12-acres (gross). The 2 buildings consist of a 106,552 square foot building (identified as Building 21) and a 108,872 square foot building (identified as Building 22).

The project will be accessed from Oleander Avenue, Decker Road, and Rowland Lane. Each building will have a driveway each on Oleander Avenue and Rowland Lane that will accommodate truck access and queuing. The single driveway on Decker will be solely for passenger vehicle access for Building 21. No improvements exist for Oleander, Decker, or Rowland and the project will provide street paving, curb/gutter, sidewalk and parkway improvements within the respective rights-of-way with applicable dedication.

Grading for the site is anticipated to require import of approximately 44,852 cubic yards of fill. A detention basin is proposed in the eastern portion of the site, which would treat runoff from the site and outlet to existing drainage facilities at the northeast corner of the site.

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 northerly of Oleander Avenue, easterly of Decker Road, southerly of Rowland Lane, and westerly of Harvill 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. 180033, 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:	Business Park (BP)
Existing Zoning Classification:	Manufacturing – Medium (M-M), Industrial Park (I-P)
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Manufacturing – Medium (M-M), Industrial Park (I-P)
East:	Industrial Park (I-P)
South:	Industrial Park (I-P)
West:	Industrial Park (I-P)
Existing Use:	Vacant land
Surrounding Uses	
North:	Vacant land
East:	Industrial/Warehouse
South:	Vacant land
West:	Vacant land

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	15.12 gross	N/A
Proposed Building Area (SQFT):	215,334	N/A
Floor Area Ratio:	0.32	0.25 minimum, 0.60 maximum for Light Industrial
Building Height (FT):	41	I-P: 35 feet at setback line with 1 feet additional for every 2 feet additional of setback up to 50 feet height M-M: 40 feet at setback line, 50 feet beyond the setback line
Landscape Area (SQFT):	26.17% (157,797)	I-P: 15% (90,437) M-M: 10% (60,291)

Building 21 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	10,655	1 per 250	42.62	
Warehouse	95,897	1 per 2,000	47.95	
TOTAL:			91	99

Building 22 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	10,887	1 per 250	43.55	
Warehouse	97,985	1 per 2,000	48.99	
TOTAL:			93	99

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 partially, Moderate
Subsidence Area:	Yes partially, 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:

Plot Plan No. 180033 was submitted to the County of Riverside on November 28, 2018.

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 7 of Specific Plan No. 341 (Majestic Freeway Business Center). Planning Area 7 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 – Medium (M-M) 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 January 10, 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.

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 7 of the Specific Plan and is consistent with the permitted uses and development standards of Planning Area 7. The type and amount of development is reduced from what was anticipated for Planning Area 7 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 7 of Specific Plan No. 341 (Majestic Freeway Business Center), including 215,424 square feet (analyzed as 226,857 square feet in the Initial Study/Addendum) of warehouse uses. EIR No. 466 evaluated development of Planning Area 7 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. 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 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 – Medium (M-M). 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 – Medium (M-M) 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, south, and west 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. The loading areas

face to the east which faces away from any residential areas that are located further to the south and west of the project site. The design also includes a 12 foot tall wall extending from the buildings on the north and south sides of the loading areas to screen for visual and noise purposes from the surrounding area. The Project also incorporates landscaping along Oleander, Decker, and Rowland 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. No improvements exist for Oleander, Decker, or Rowland and the project will provide street paving, curb/gutter, sidewalk and parkway improvements within the respective rights-of-way with applicable dedication.
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 – Medium (M-M) 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 – Medium (M-M) 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. No subdivision of the site is proposed at this time to divide the property or a parcel merger to sell individual buildings, but if a subdivision or parcel merger is proposed to do so it shall be required to be consistent with Ordinance No. 460.

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 – Medium (M-M) 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 – Medium (M-M) zone, so the Industrial Park (I-P) standards have been complied with across the entire Project. The proposed buildings are primarily located within the M-M 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-M zone are less restrictive the Project would also comply with the M-M standards where they may apply to those portions of the site and building that are located within the M-M 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 or possibly two parcels, one for each building. 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 41 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 streets since no residential or commercial zones exist surrounding the site. Based on the building height of 41 feet, this requires an additional 12 feet of setback to the standard street setback of 25 feet for a minimum setback of 37 feet. The project proposes minimum setbacks of 73 feet, 104 feet, and 37 feet along Oleander, Decker, and Rowland, respectively. This setback meets the standard to allow the building height proposed by the Project at a maximum of 41 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 26% landscape coverage overall, 18% on the Building 21 area and 31% on the Building 22 area. 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 three sides. The Project proposes minimum setbacks of 73 feet, 104 feet, and 37 feet along Oleander, Decker, and Rowland, 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 three sides, so there is no clear side yard condition that exists. However, even if the sideyard condition was to apply along the east side of the site that does not border a street the proposed building setback is 241 feet which far exceeds this ten foot requirement.*
- f. *The minimum rear yard setback shall be 15 feet. As noted previously, the Project site is bordered by streets on three sides. The rear yard condition exists along the east side of the site, which as noted previously has a building setback of 241 feet which far exceeds this 15 foot 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. No residential or commercial zoned property abuts the Project site or is located across a street from the Project site for this standard to apply to.*
- 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, west, and south sides of the site and are screened with landscaping between the parking areas and the adjacent road right-of-way. The loading area is located on the east side of each building not facing any residential land uses and is screened via a 12' screen wall and landscaping located on site and within the right-of-way for Oleander and Rowland. 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. Building 21 proposes 10,655 square feet of office area and the remaining 95,897 square feet as warehouse area. At 1 space per 250 square feet, as required by Ordinance No. 348, the office area requires 42.62 spaces. At 1 space per 2,000 square feet, as required by Ordinance No. 348, the warehouse area requires 47.95 spaces. A total of 91 spaces is required. Building 21 proposes 99 parking spaces to meet the minimum required number of spaces. Building 22 proposes 10,887 square feet of office area and the remaining 97,985 square feet as warehouse area. At 1 space per 250 square feet, as required by Ordinance No. 348, the office area requires 43.55 spaces. At 1 space per 2,000 square feet, as required by Ordinance No. 348, the warehouse area requires 48.99 spaces. A total of 93 spaces is required. Building 22 proposes 99 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 5 spaces for each building, which meets the minimum requirement of Section 18.12 for 4 spaces for each building.*
- 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-M 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 adjoining 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 December 7, 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 1,600 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.

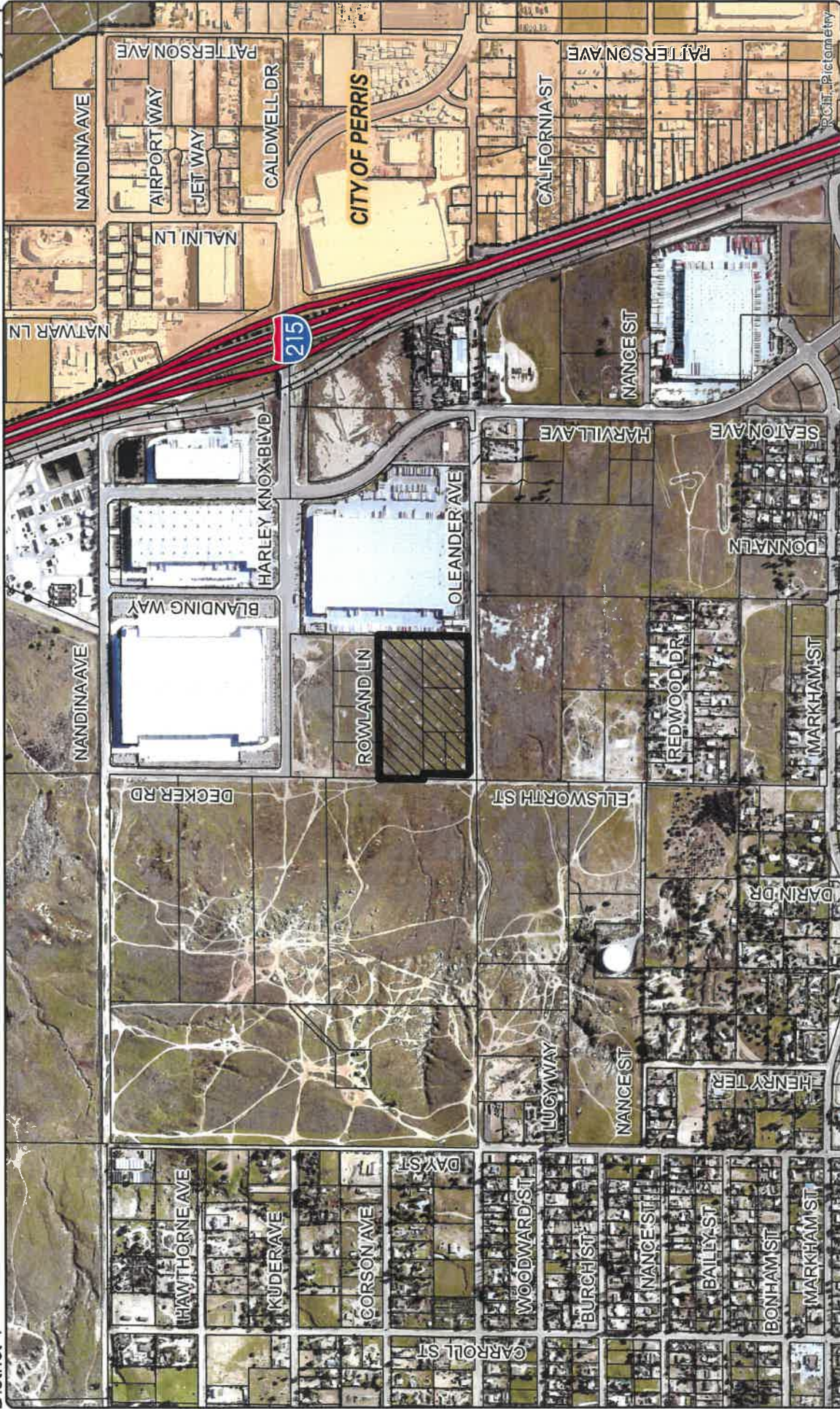
APPEAL INFORMATION

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
PPT180033
VICINITY/POLICY AREAS

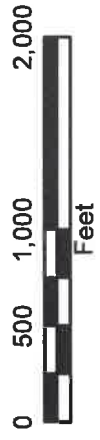
Supervisor: Jeffries
 District 1

Date Drawn: 10/28/2020
 Vicinity Map



Zoning Area: March

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2020, 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 uses than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department at (951) 965-5277 (Eastern County) or Website: <https://planning.rivco.net>

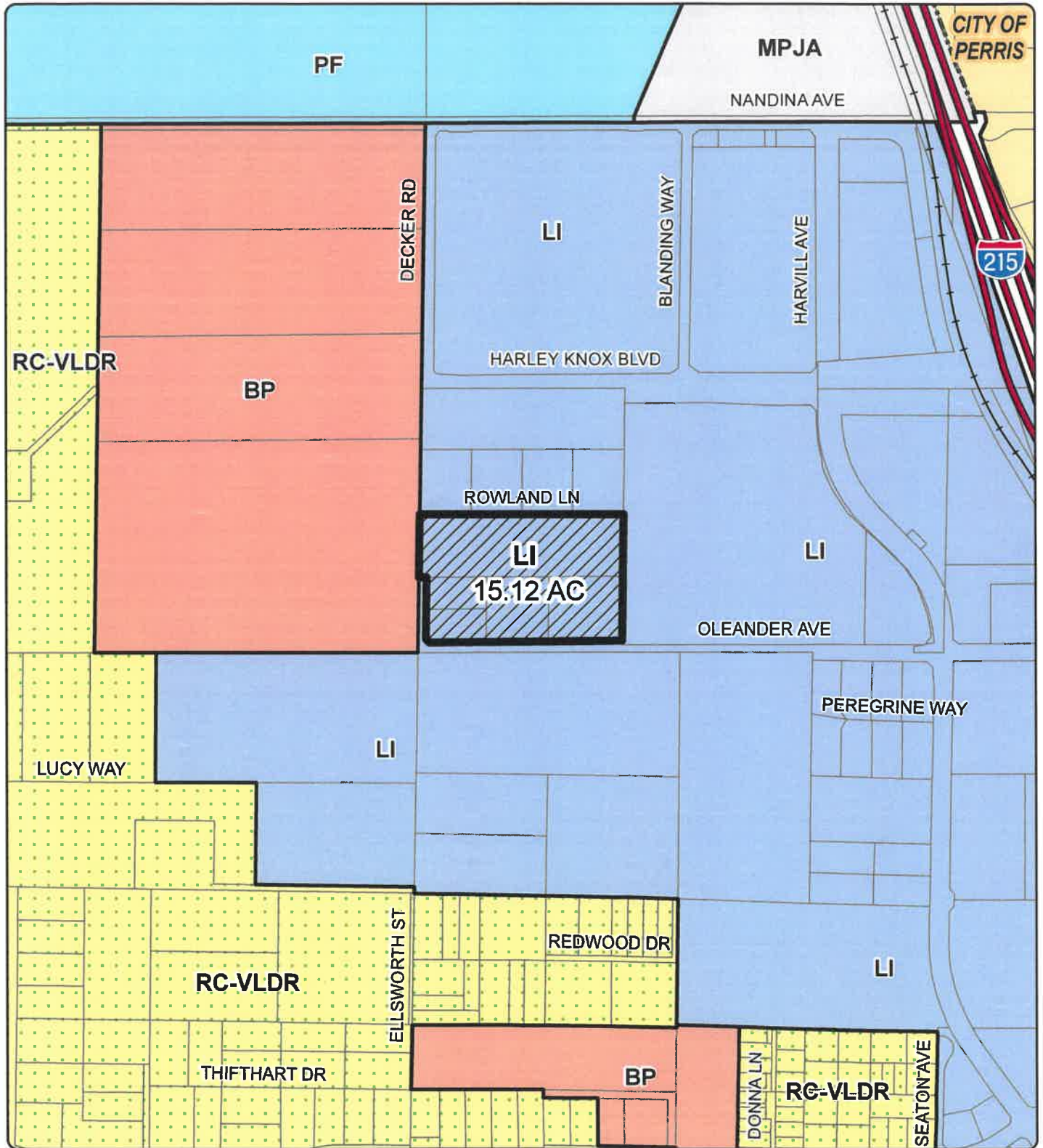
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT180033

EXISTING GENERAL PLAN

Supervisor: Jeffries
District 1

Date Drawn: 10/28/2020
Exhibit 5



Zoning Area: March

Author: Vinnie Nguyen



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RIVERSIDE COUNTY PLANNING DEPARTMENT

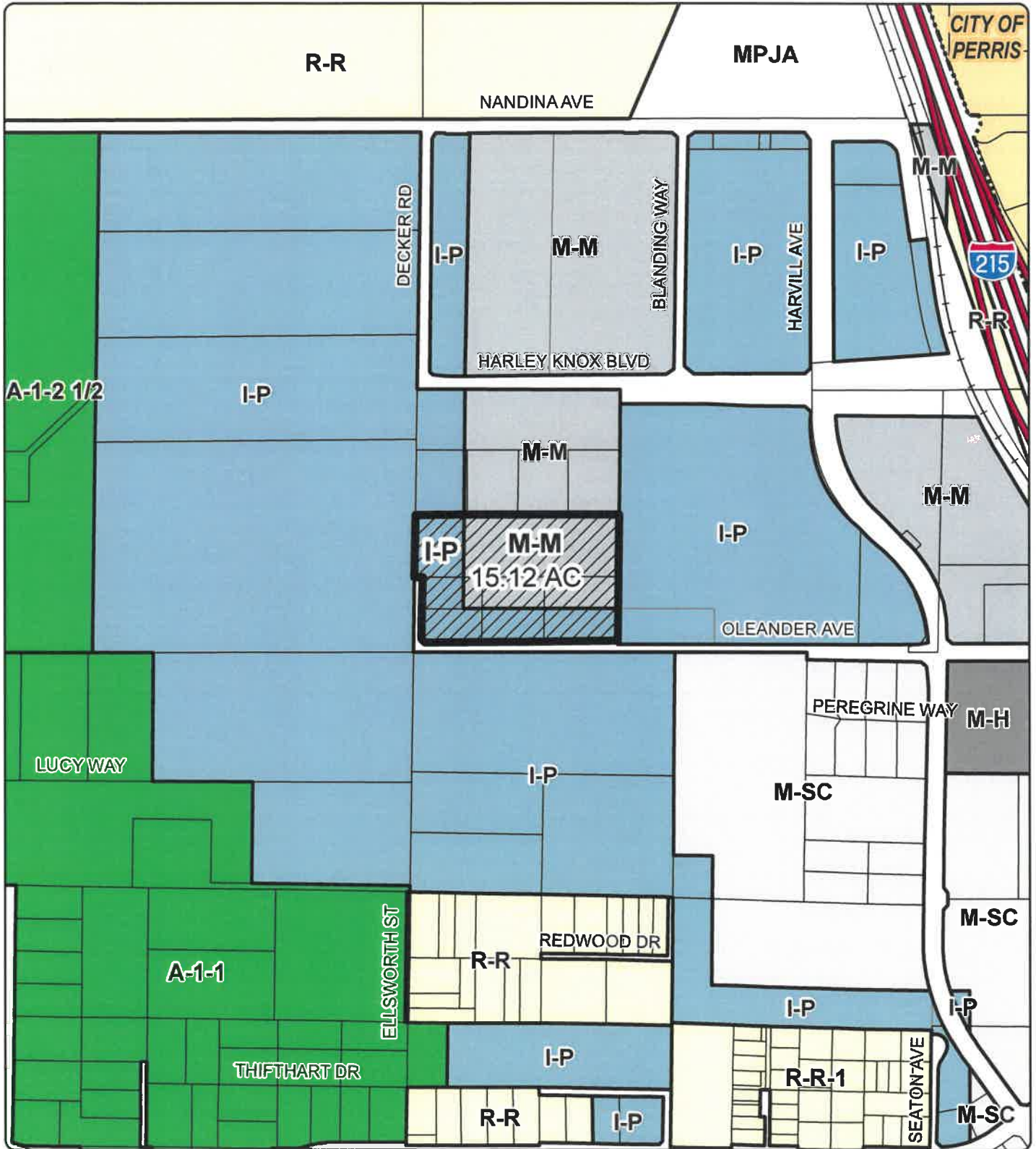
PPT180033

EXISTING ZONING

Supervisor: Jeffries
District 1

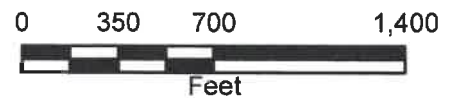
Date Drawn: 10/28/2020

Exhibit 2



Zoning Area: March

Author: Vinnie Nguyen



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RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT180033

LAND USE

Supervisor: Jeffries
District 1

Date Drawn: 10/28/2020
Exhibit 1



Zoning Area: March

Author: Vinnie Nguyen



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ZONING & LAND USE INFORMATION:
COUNTY OF RIVERSIDE GENERAL PLAN:
 EXISTING ZONING IS "M-1, P-1"
 INDUSTRIAL
 ALSO THE SURROUNDING AREA
 SPECIFIC PLAN 3411 E.L.R. 466

Parking Stalls:
 All parking stalls are to be paved with asphalt. A 12 inch wide concrete wheelstop shall be constructed along the edge of the parking stalls. All accessible stalls shall comply with ADA Guidelines.
 All Accessible Stalls Follow ADA Guidelines.

Assessor Parcel Maps:
 295-310-001
 295-310-003
 295-310-004
 295-310-016

Legal Description:
 Bldg 21 3.36 Acres, S. 1/4 Section of Parcel 3 PM 17305. A Portion of Parcel 3 PM 17305.
 Bldg 22 3.36 Acres, S. 1/4 Section of Parcel 3 PM 17305. A Portion of Parcel 3 PM 17305.
 Parcel 4 & A Portion of Parcel 3 PM 17305. A Portion of Parcel 3

Thomas Brothers:
 Page: 747 G16: B6
 Page: 747 G16: E7
 APPLICATION OWNERS:
 THOMAS BROTHERS
 5381 CROSSROADS PARKWAY, NO. 2TH FLOOR
 (951) 894-0463

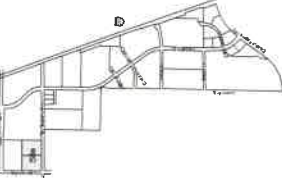
APPLICANT/OWNER:
 MAJESTIC FREEMAN BUSINESS CENTER LLC
 5381 CROSSROADS PARKWAY, NO. 2TH FLOOR
 (951) 894-0463
PREPARED BY:
 COMMERCIAL CONSTRUCTION CO.
 5374 CROSSROADS PARKWAY, NO. 2TH FLOOR
 (951) 894-0463

SUBMITTER:
 COMMERCIAL CONSTRUCTION CO. L.P.
 5374 CROSSROADS PARKWAY, NO. 2TH FLOOR
 (951) 894-0463

DATE:
 DATE: 07/31/2020

DATE:
 DATE: 07/31/2020

DATE:
 DATE: 07/31/2020

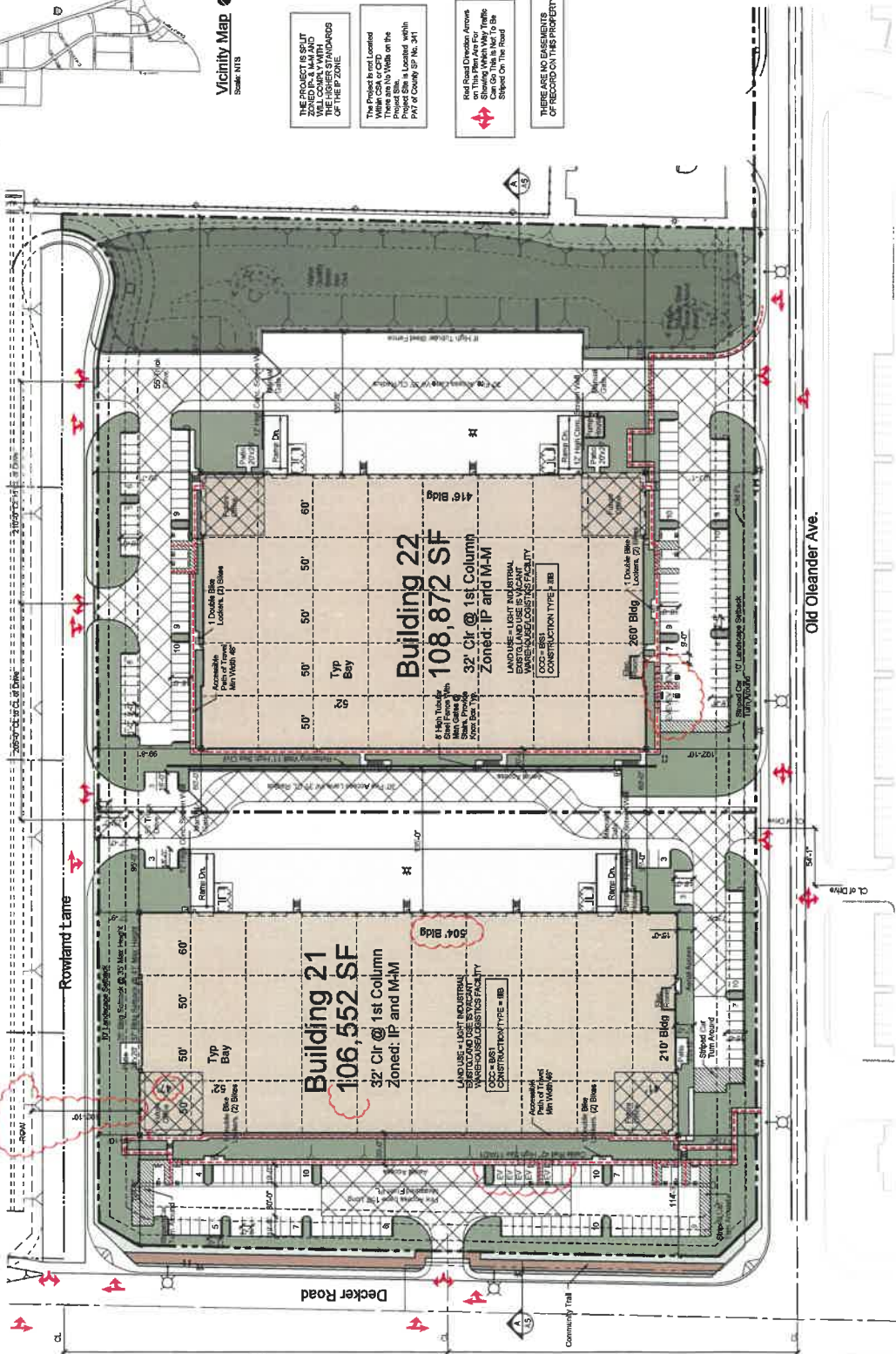


THE SUBJECT IS NOT ZONED FOR M-1 AND WILL COMPLY WITH ALL REQUIREMENTS OF THE P-ZONE.

The Project Is Not Located Within CSA or CED. There are No Wells on the Project Site. Located within Part of County SP No. 341

Road Right-of-Way Arrow on This Plan Area For This Project. All Easements, Utility Easements, and Other Easements Shown on the Plan Are Stipulated On the Road.

THERE ARE NO EASEMENTS OF RECORD ON THIS PROPERTY.

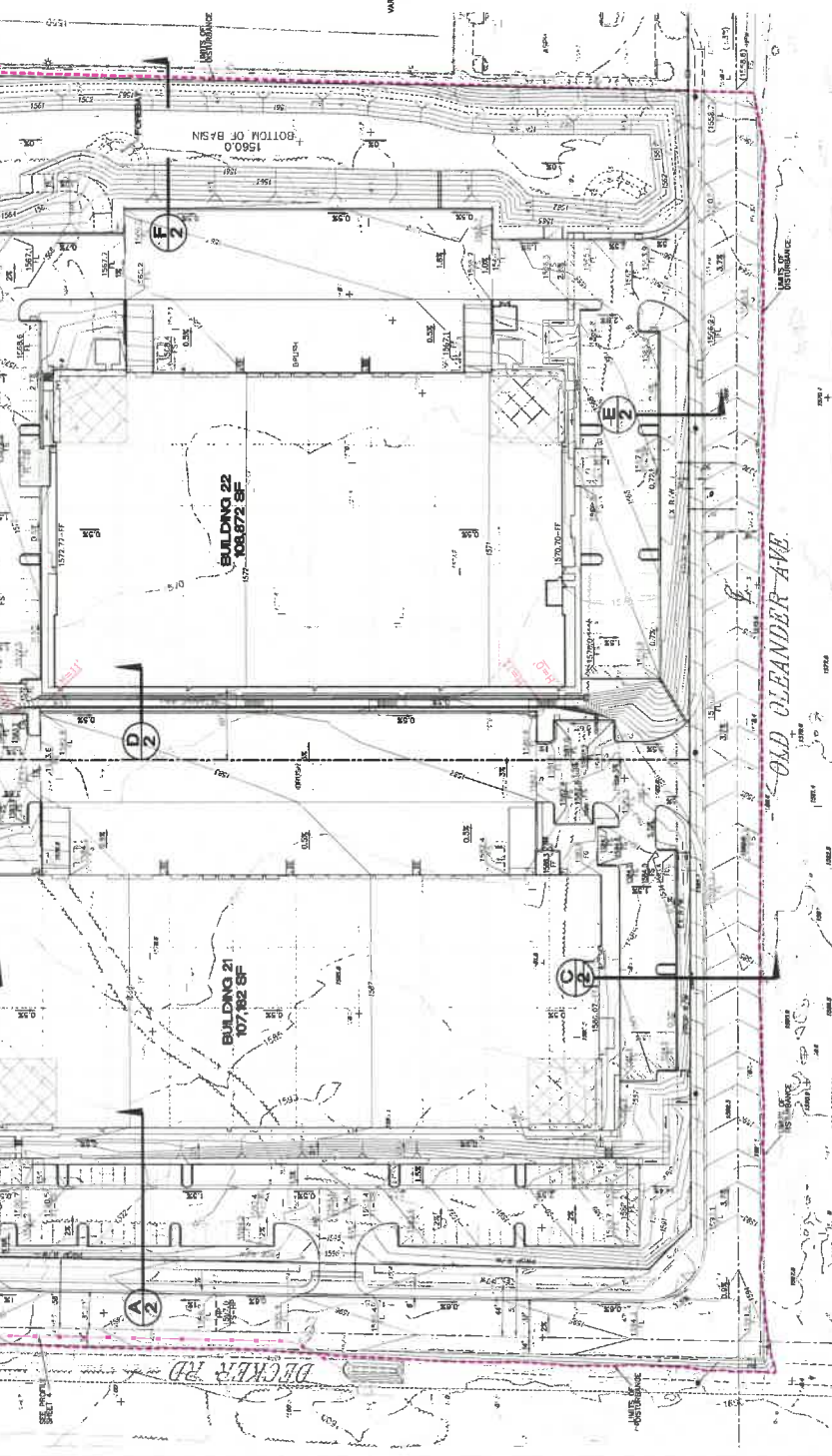
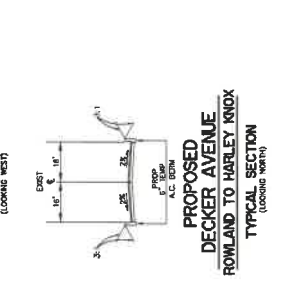
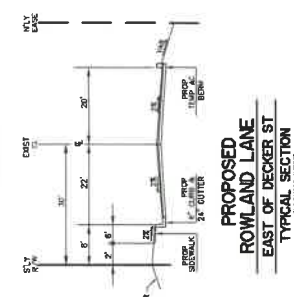
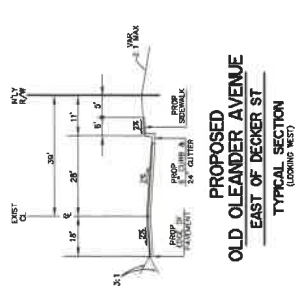
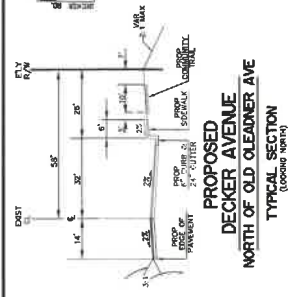
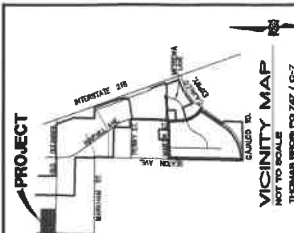


Building #	Site Area (Acres)	Building Area (SF)	Coverage (%)	Landscaping (SF)	Landscaping (Per Cent)	EV Charging Stations (Proposed)	EV Charging Stations (Per 1000 SF)	EV Charging Stations (Per 1000 SF)	EV Charging Stations (Per 1000 SF)
Building 21	6.700	8,825	41.6%	33,888	13.9%	21	21	21	21
Building 22	8.204	7,898	31.6%	14,871	11.9%	14	14	14	14
504' Bldg	15.129	13,810	21.3%	58,657	13.0%	38	38	38	38
Total									

Rowland Lane
 Decker Road
 Old Oleander Ave.
 Community Trail

Scale: 1" = 40'
 SCALE IN FEET

SUBMITTAL 04 (2020 07 31)
SITE PLAN A
PPT180033
MJESTIC FREEMAN BUSINESS CENTER
RIVERSIDE, CA
BUILDING 21-22
SITE PLAN
DATE: 07/31/2020
DRAWN BY: DATE
CHECKED BY: DATE
CDD JOB NO. 6712
SHEET NO. A1.21



LEARNWORK

DESCRIPTION	QUANTITY
ALL	1
CONCRETE	1
ASPHALT	1
PAVING	1
LANDSCAPING	1
UTILITY	1
CONCRETE	1
ASPHALT	1
PAVING	1
LANDSCAPING	1
UTILITY	1
CONCRETE	1
ASPHALT	1
PAVING	1
LANDSCAPING	1
UTILITY	1

OVERALL SITEWORK QUANTITIES

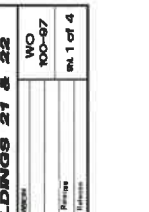
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ASPHALT	1
PAVING	1
LANDSCAPING	1
UTILITY	1
CONCRETE	1
ASPHALT	1
PAVING	1
LANDSCAPING	1
UTILITY	1

OVERALL PUBLIC QUANTITIES

DESCRIPTION	QUANTITY
CONCRETE	1
ASPHALT	1
PAVING	1
LANDSCAPING	1
UTILITY	1
CONCRETE	1
ASPHALT	1
PAVING	1
LANDSCAPING	1
UTILITY	1

PROJECT AREA

NET AREA = 13,947 AC
 DISTURBED AREA = 10.3 AC



SEE SHEET 2

NOTES: 1) TO OUR KNOWLEDGE, THERE ARE NO RECORDS OF RECORDS ON THIS PROPERTY.
 2) THESE ARE NO WARRANTIES OF RECORDS ON THIS PROPERTY.

LEGAL DESCRIPTION BLDG 21
 PARCELS 1, 2 & A PORTION OF PAR. 3
 IN 17283

LEGAL DESCRIPTION BLDG 22
 PARCELS 1, 2 & A PORTION OF PAR. 3
 IN 17283

PREPARED FOR:
 CHANGING CONSTRUCTION CO. LP
 2000 22 ST
 SUITE 100
 WASHINGTON, DC 20004

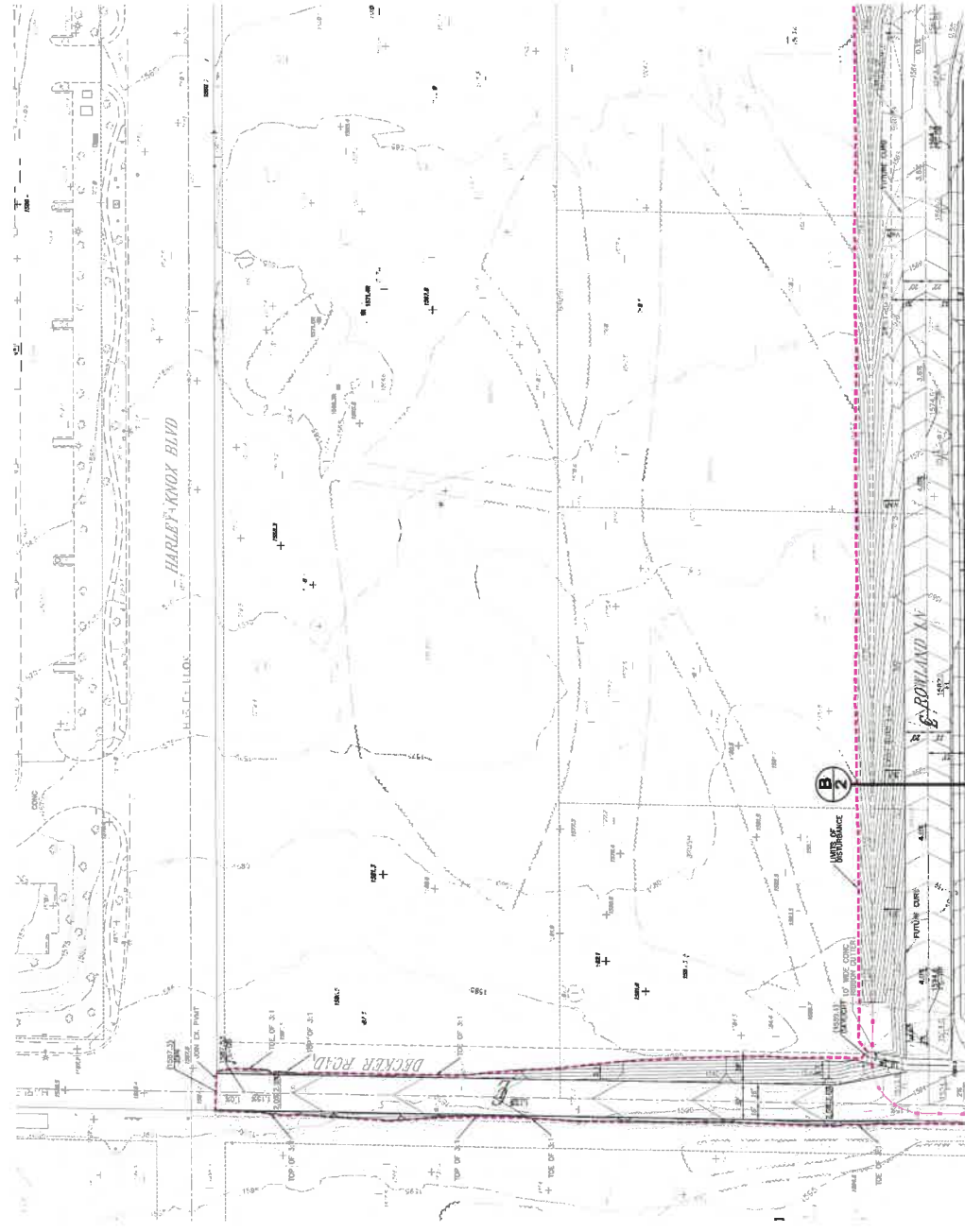
DATE: 7-28-20
 BY: JH, RMB
 CHECKED: JH, RMB
 APPROVED: JH, RMB

PROJECT NO: 2000 22 ST
 SHEET NO: 1 OF 4

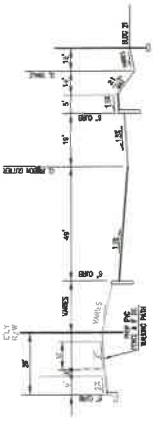
CONCEPT GRADING PLAN
MFCO-BUILDINGS 21 & 22

DATE: 7-28-20
 BY: JH, RMB
 CHECKED: JH, RMB
 APPROVED: JH, RMB

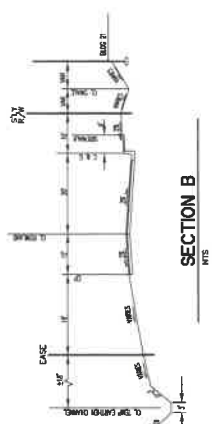
PROJECT NO: 2000 22 ST
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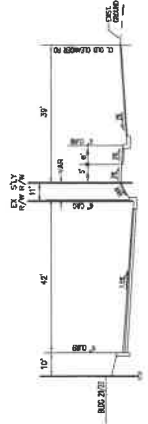
SEE SHEET 1



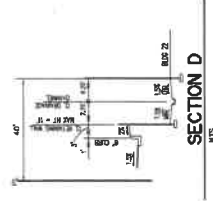
SECTION A
NTS



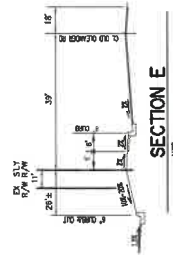
SECTION B
NTS



SECTION C
NTS



SECTION D
NTS



SECTION E
NTS



SECTION F
NTS

NOTE: ALL DIMENSIONS ARE AS SHOWN UNLESS NOTED OTHERWISE.

LEGAL DESCRIPTION BLDG 21

LEGAL DESCRIPTION BLDG 22

LEGAL DESCRIPTION BLDG 23

LEGAL DESCRIPTION BLDG 24

LEGAL DESCRIPTION BLDG 25

LEGAL DESCRIPTION BLDG 26

LEGAL DESCRIPTION BLDG 27

PREPARED FOR:

PREPARED BY:

DATE:

SCALE:

PROJECT NO.:

DATE:

SCALE:

GRAPHIC SCALE

1" = 10' 0"

1" = 10' 0"

1" = 10' 0"

1" = 10' 0"

1" = 10' 0"

1" = 10' 0"

W/O

100-57

5th Release

5-17-20

201

4th Release

RM 2 01 4

CONCEPT GRADING PLAN
MFBC-BUILDINGS 21 & 22

REVISIONS	BY	DATE

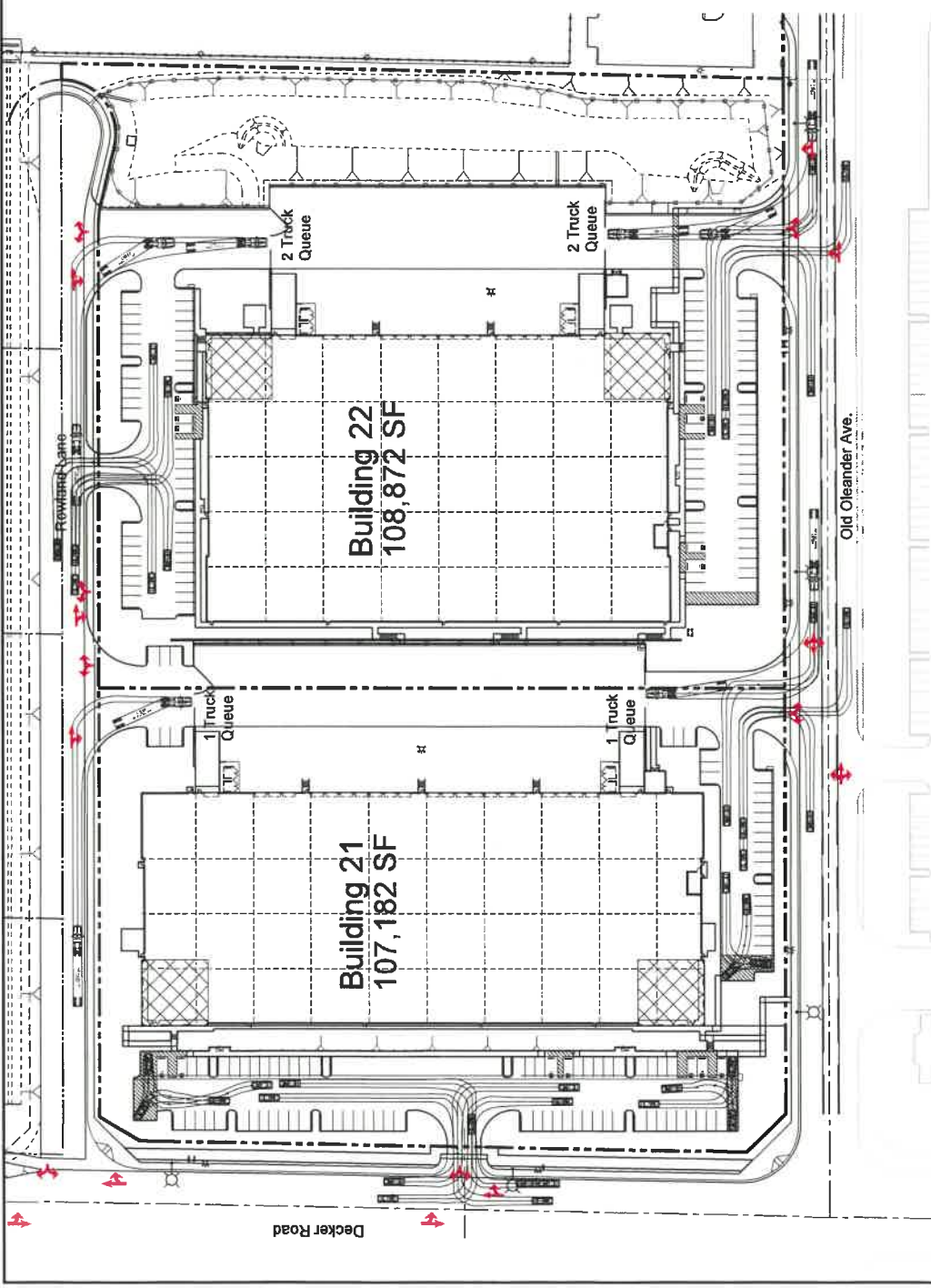
REVISIONS	BY	DATE

COMMERCE CONSTRUCTION CO., LP
 15151 Chondoyade Parkway North
 Suite 1000
 Redwood City, California 94063
 License No. 723502

SITE PLAN
 BUILDING 21-22
 MAJESTIC FREEMWAY BUSINESS CENTER
 RIVERSIDE, CA

PROJECT NO.
 PERMIT DATE
 OCC. NO. NO.
 6712
 SHEET NO.
A1.21A

PPT180033
 SUBMITTAL 04 (2020 07 31)
 SITE PLAN A



Note:
 See Urban Crossroads Exhibit
 For Truck Turning

REVISIONS	DATE	BY

REVISIONS	DATE	BY

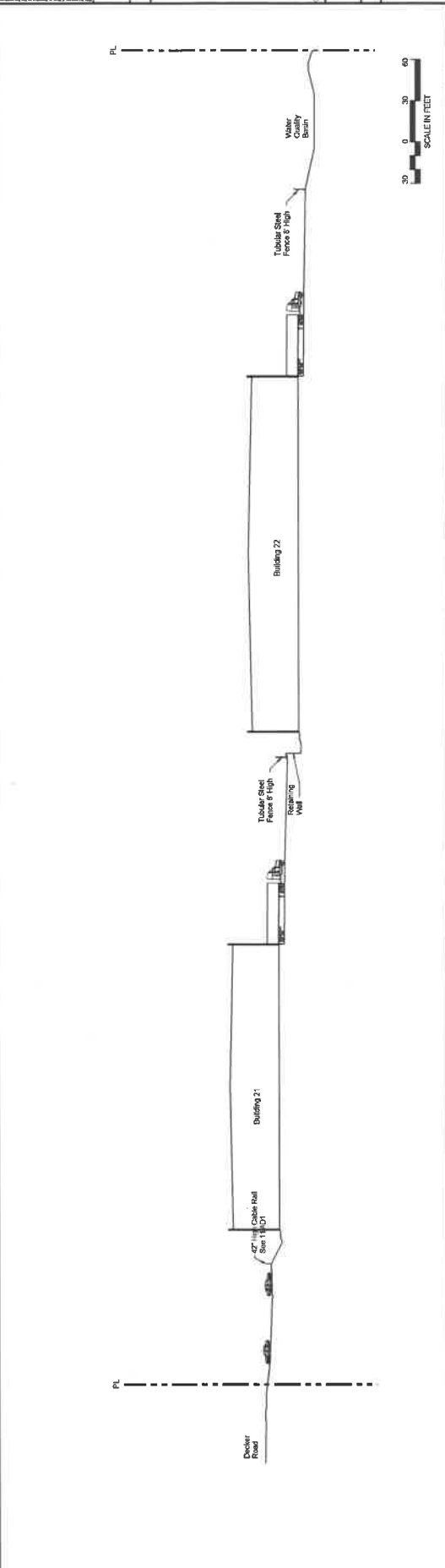
REVISIONS	DATE	BY

COMMERCIAL CONSTRUCTION CO., L.P.
 13811 Chardwick Parkway North
 Suite 1000
 Irvine, California 92618-4453
 Telephone: (949) 659-0453
 License No. 72302

SECTIONS
BUILDING 21-22
MAJESTIC FREEWAY BUSINESS CENTER
 RIVERSIDE, CA

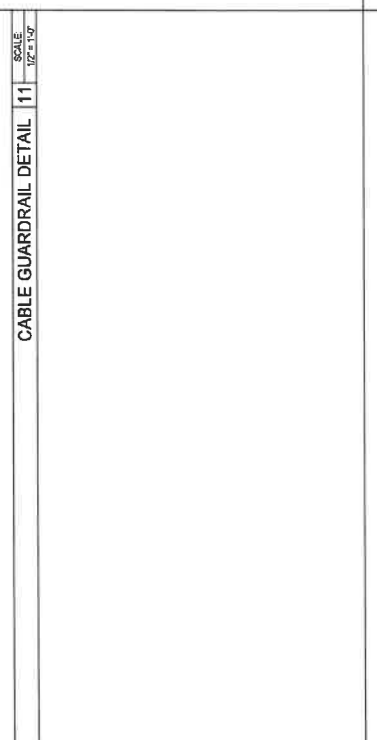
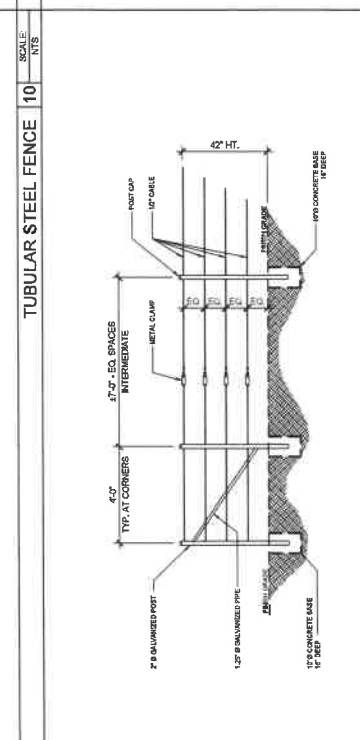
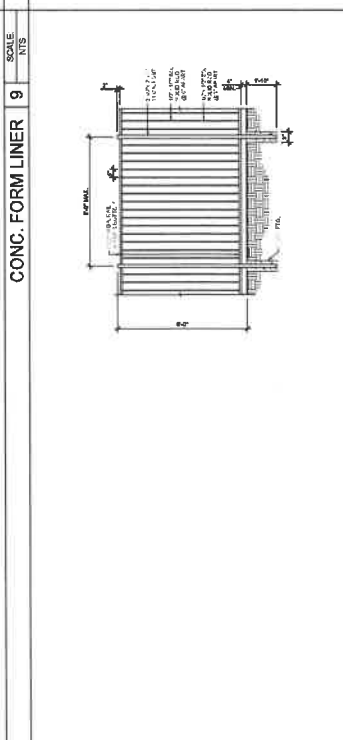
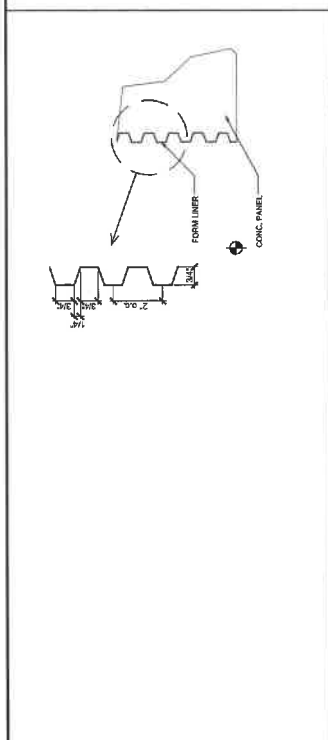
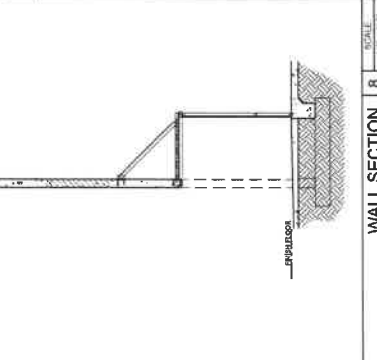
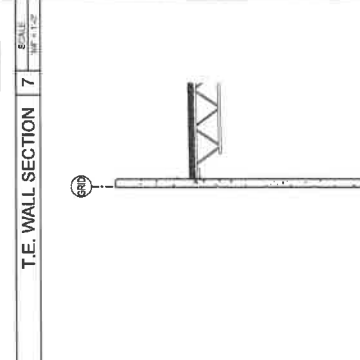
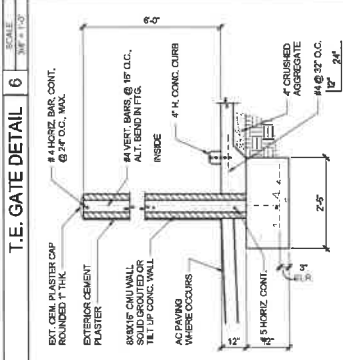
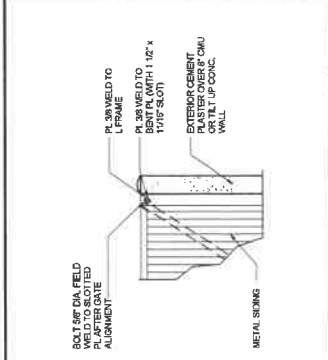
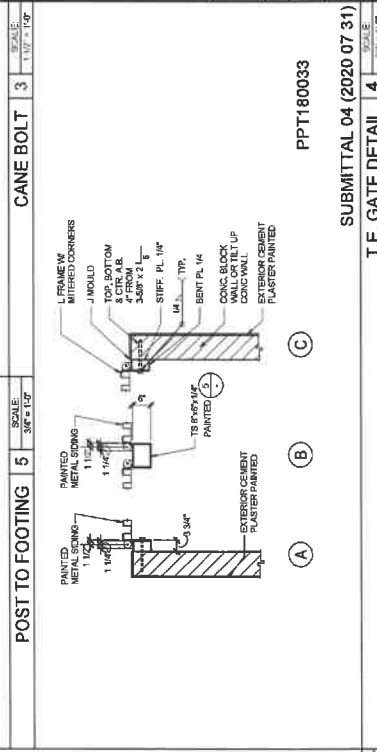
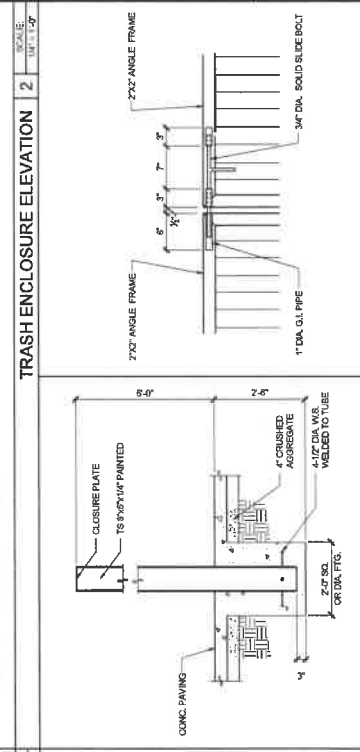
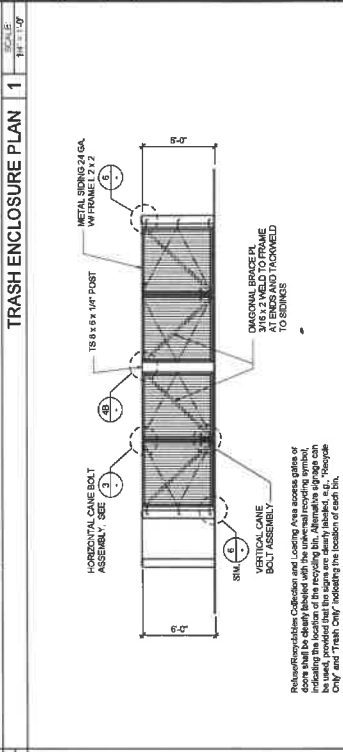
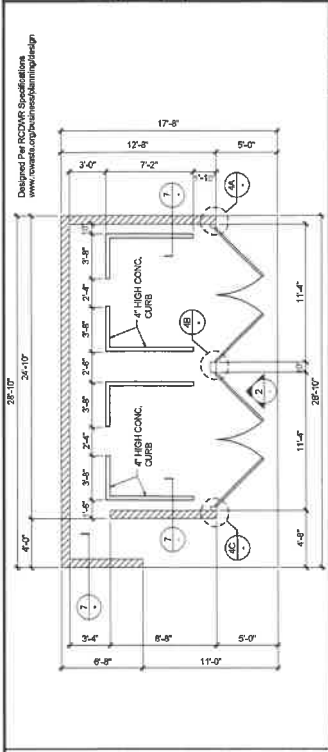
PROJECT NO.
 6712
 SHEET NO.
 A5

PPT180033
 SUBMITTAL 04 (2020 07 31)



SECTION A
 SCALE: 1" = 11.40'

REVISIONS	BY	DATE



CASE: PPT180033
 EXHIBIT: ELEV B
 DATE: 06/27/20
 PLOT: 3 R. BERRY
 LEGEND

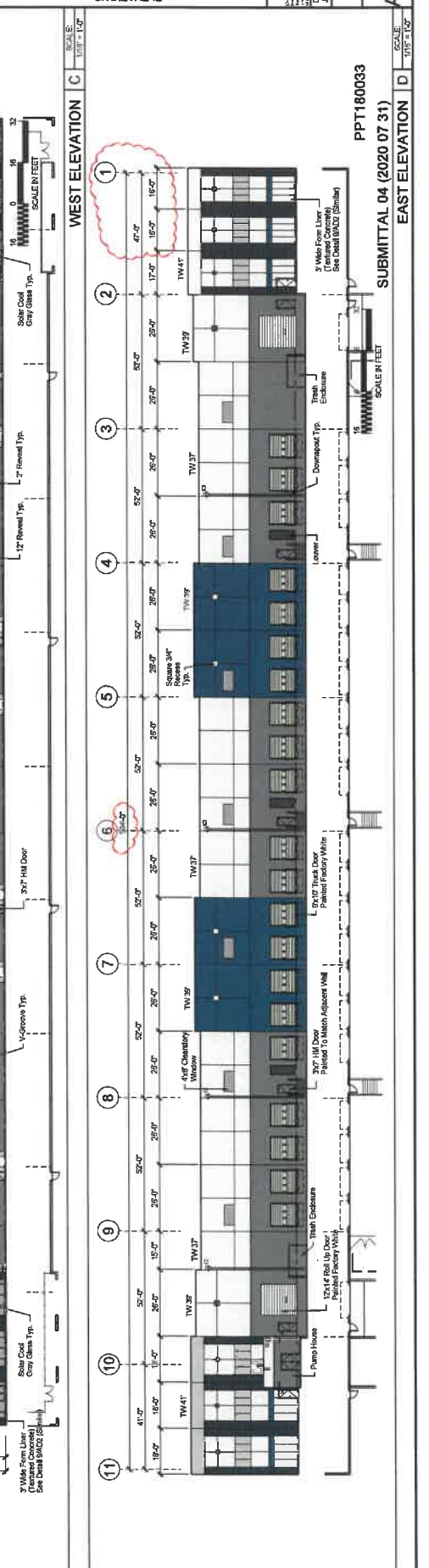
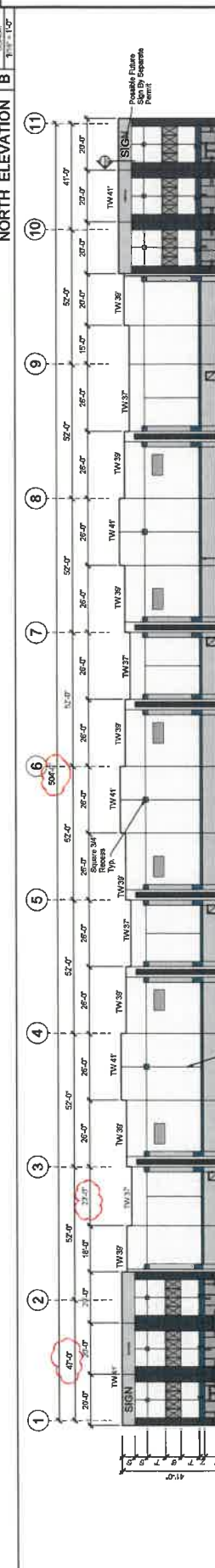
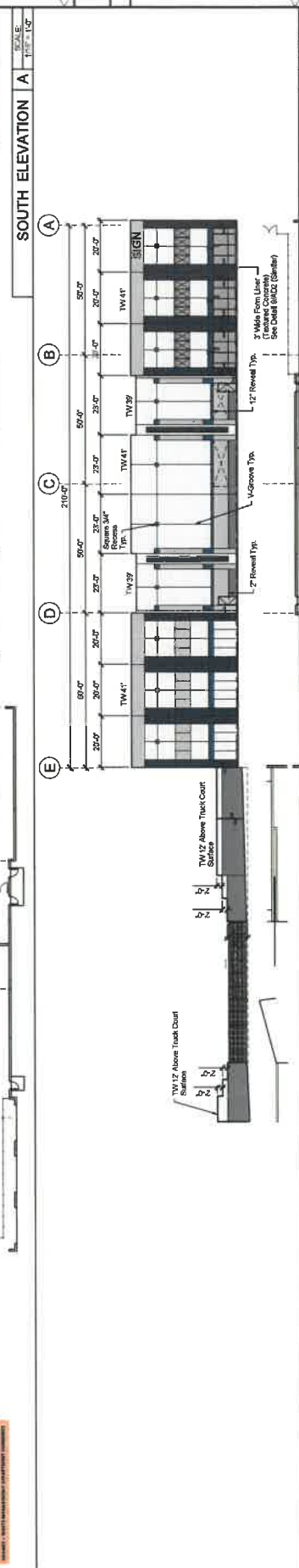
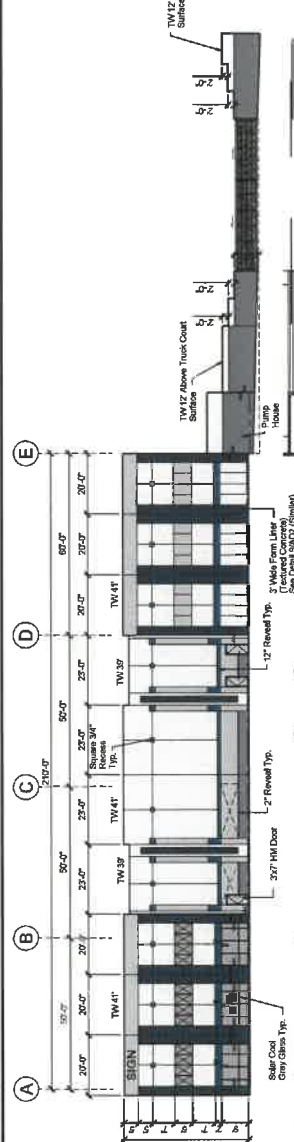
- PROJECT: MAJESTIC FREEWAY BUSINESS CENTER
- OWNER: COMMERCIAL TRUST
- ARCHITECT: PERKINS+WILL
- ENGINEER: PERKINS+WILL
- DATE: 06/27/20
- BY: [Signature]

COLOR LEGEND

- SHERMAN WILLIAMS PAVE WHITE
- SHERMAN WILLIAMS SANDALWOOD SILVER
- SHERMAN WILLIAMS WALL OF RESET
- SHERMAN WILLIAMS SHWADY CHERRY BLUE
- GLAZING SOLAR COOL GRAY

Building is Tilt Up Concrete Panels

Provide Roof Top Screening of All A.C. Units Per County of Riverside Specimen.



REVISIONS

NO.	DATE	REVISIONS

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

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

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

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

COMMERCE CONSTRUCTION CO., LP
 5801 CHINA BLOSSOM DRIVE
 RIVERSIDE, CA 92506
 PHONE: (951) 514-4877

PERKINS+WILL
 330 N. LAKE ST.
 CHICAGO, IL 60601
 PHONE: (312) 843-8800

PERKINS+WILL
 330 N. LAKE ST.
 CHICAGO, IL 60601
 PHONE: (312) 843-8800

SUBMITTAL 04 (2020 07 31)

PPT180033

NO.	DATE	BY	REVISIONS

NO.	DATE	BY	REVISIONS

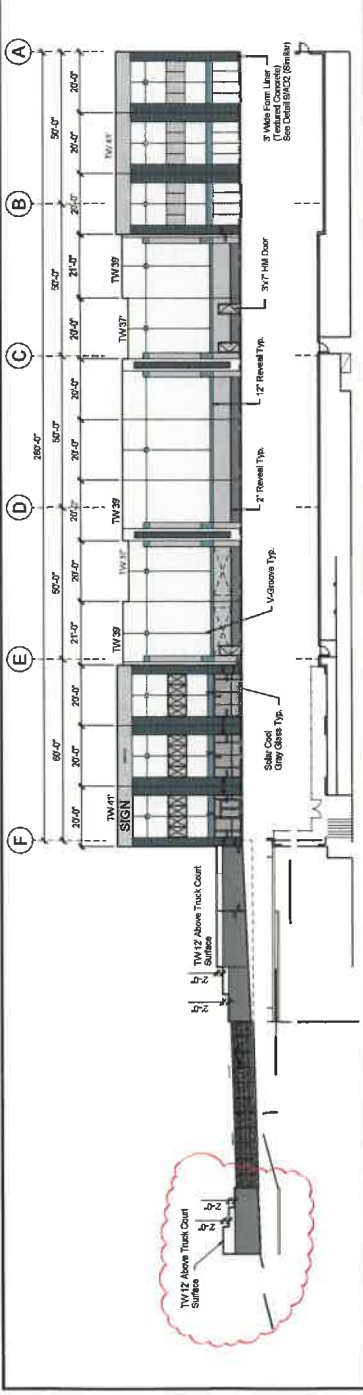
COLOR LEGEND

	SHERMAN WILLIAMS RW7205 PURE WHITE
	SHERMAN WILLIAMS RW7263 MONSIEUR BEIGE
	SHERMAN WILLIAMS RW7295 WALL STREET
	SHERMAN WILLIAMS RW7615 LEONORE BLUE
	GLAZING
	SOLAR COOL GRAY

Building 1's T&E Concrete Panels

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

Provides Roof Top Schematic of All A.C. Units Per County of Riverside Standards.



NO.	DATE	BY	REVISIONS

NO.	DATE	BY	REVISIONS

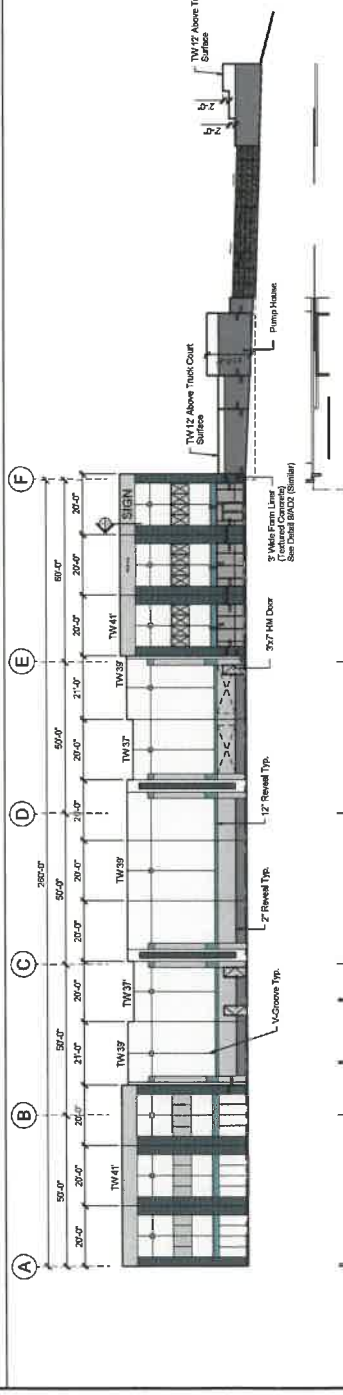
COLOR LEGEND

	SHERMAN WILLIAMS RW7205 PURE WHITE
	SHERMAN WILLIAMS RW7263 MONSIEUR BEIGE
	SHERMAN WILLIAMS RW7295 WALL STREET
	SHERMAN WILLIAMS RW7615 LEONORE BLUE
	GLAZING
	SOLAR COOL GRAY

Building 1's T&E Concrete Panels

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

Provides Roof Top Schematic of All A.C. Units Per County of Riverside Standards.



NO.	DATE	BY	REVISIONS

NO.	DATE	BY	REVISIONS

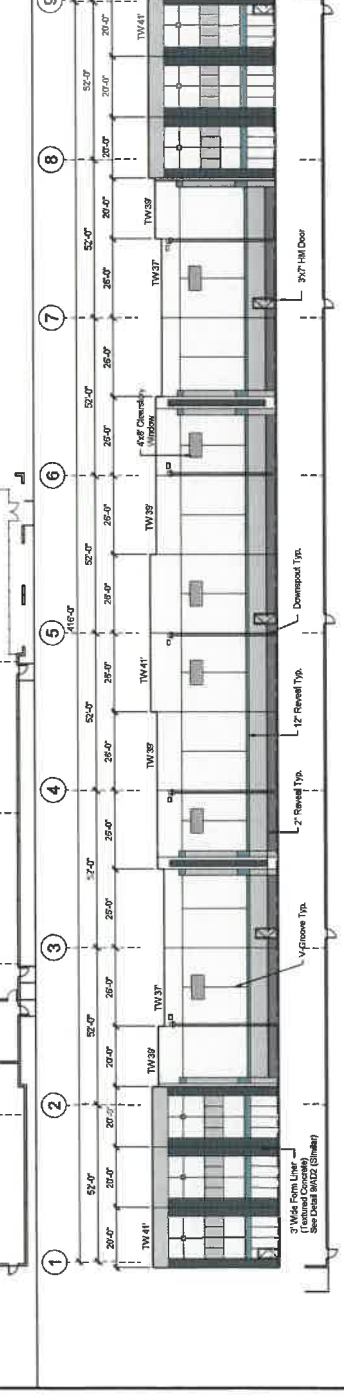
COLOR LEGEND

	SHERMAN WILLIAMS RW7205 PURE WHITE
	SHERMAN WILLIAMS RW7263 MONSIEUR BEIGE
	SHERMAN WILLIAMS RW7295 WALL STREET
	SHERMAN WILLIAMS RW7615 LEONORE BLUE
	GLAZING
	SOLAR COOL GRAY

Building 1's T&E Concrete Panels

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

Provides Roof Top Schematic of All A.C. Units Per County of Riverside Standards.



NO.	DATE	BY	REVISIONS

NO.	DATE	BY	REVISIONS

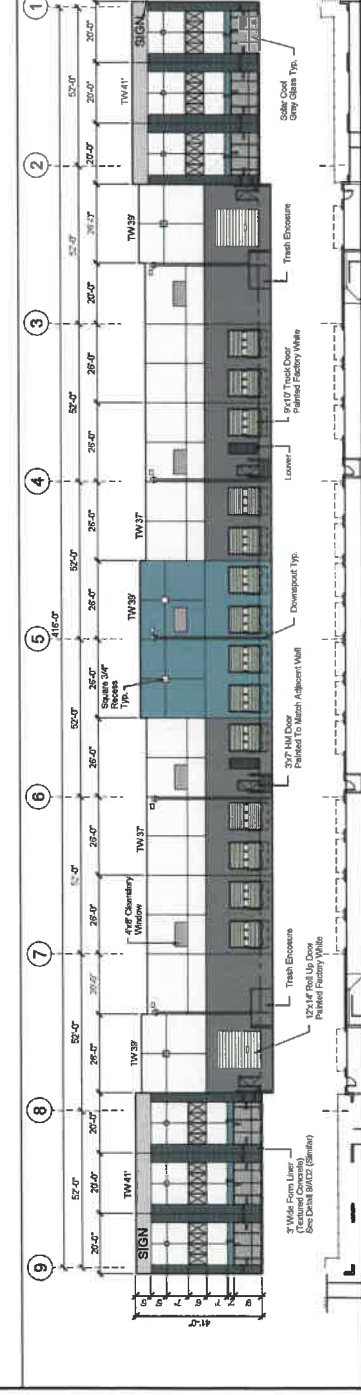
COLOR LEGEND

	SHERMAN WILLIAMS RW7205 PURE WHITE
	SHERMAN WILLIAMS RW7263 MONSIEUR BEIGE
	SHERMAN WILLIAMS RW7295 WALL STREET
	SHERMAN WILLIAMS RW7615 LEONORE BLUE
	GLAZING
	SOLAR COOL GRAY

Building 1's T&E Concrete Panels

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

Provides Roof Top Schematic of All A.C. Units Per County of Riverside Standards.



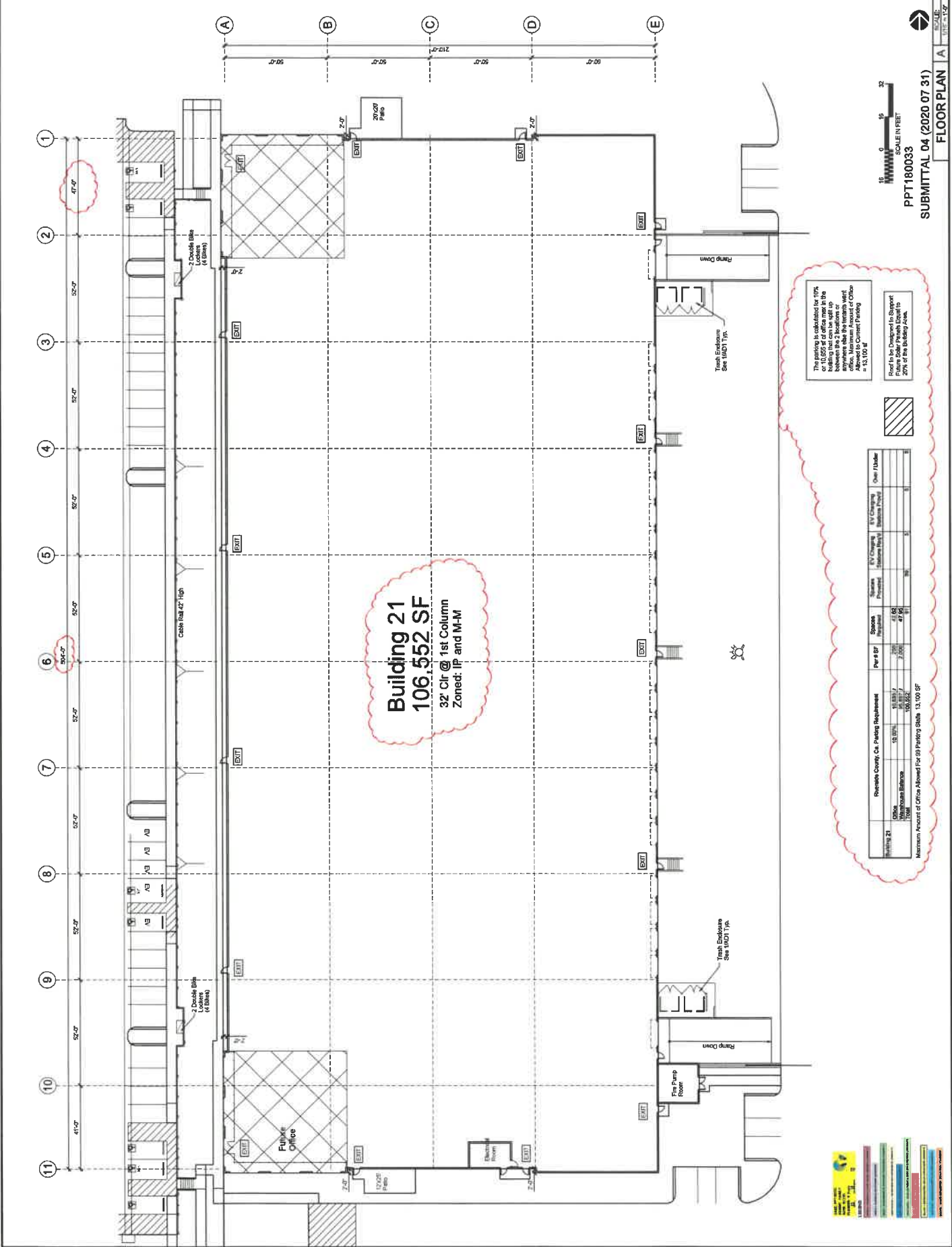


A2.21
 SHEET NO.
6712
 CCC JOB NO.
PPT180033
 SUBMITTAL 04 (2020 07 31)
 FLOOR PLAN A

MAJESTIC FREEMAN BUSINESS CENTER
BUILDING 21
 FLOOR PLAN
 RIVERSIDE, CA

COMMERCIAL CONSTRUCTION CO., L.P.
 13191 CHATELAIN BLVD., SUITE 100
 RIVERSIDE, CA 92504
 TELEPHONE: (951) 509-0433
 FAX: (951) 509-0434
 LICENSE NO. 723302

NO.	DATE	BY	REVISIONS



The parking is calculated for 1174 or 10,052 sq ft of office area in the building. The parking is located between the 2 locations or anywhere else the tenants want. The parking is located in the Office Allowed to Current Parking = 13,100 sq ft.

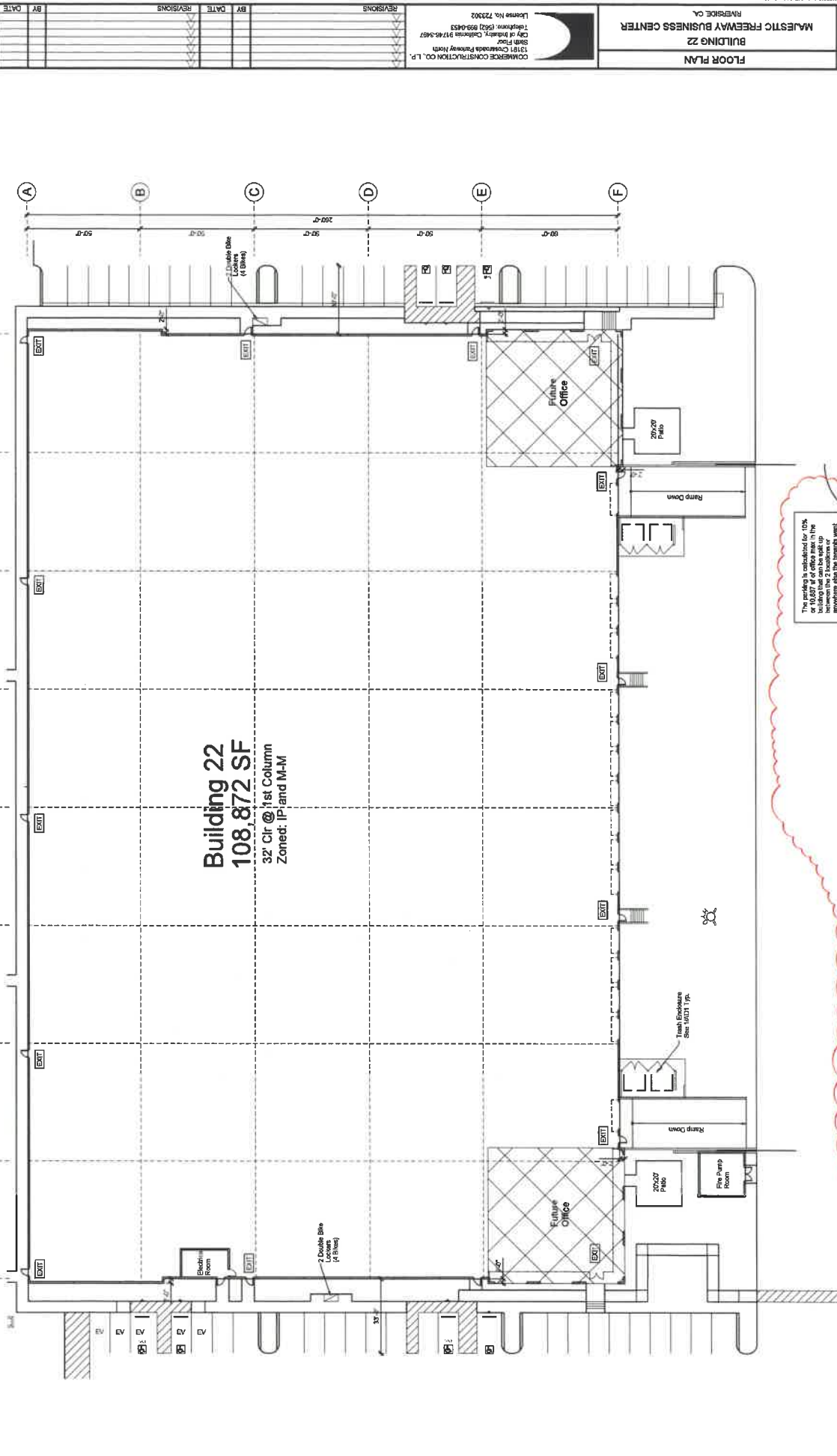
Roof to be Designed for Support Frame Siller Panels Equal to 20% of the Building Area.

Revisions County, Ca. Parking Requirement	Per 817	Station	EV Charging	EV Charging	Other Number
		Present	Station	Station	
			Permitted	Minimum	Maximum
Building 21	10,052	10,052	10,052	10,052	10,052
Office	10,052	10,052	10,052	10,052	10,052
Warehouse/Storage	0	0	0	0	0
Total	10,052	10,052	10,052	10,052	10,052

Maximum Amount of Office Allowed For 99 Parking Stalls: 13,100 SF

SCALE IN FEET
 1" = 16'-0"

1 32'-0"
 2 32'-0"
 3 32'-0"
 4 32'-0"
 5 41'-0"
 6 32'-0"
 7 32'-0"
 8 32'-0"
 9 32'-0"



Building 22
108,872 SF
 32' Clr @ 1st Column
 Zoned: IP and M-M

MAJESTIC FREEMWAY BUSINESS CENTER
 BUILDING 22
 RIVERSIDE, CA
 COMMERCIAL CONSTRUCTION CO., L.P.
 5181 CHANDLER FREEWAY NORTH
 STATION, CALIFORNIA 91766-4677
 Telephone: (951) 959-0453

LICENSE NO. 72002
 EXPIRES 07/31/2020

DRAWN BY DATE
 6712
 SHEET NO.

A2.22
 FLOOR PLAN A

SCALE IN FEET
 1" = 12'-0"

SUBMITTAL 04 (2020 07 31)

The parking is calculated for 10% or 10,887 sq ft of office area in the building that is to be built up anywhere else in the vicinity of Office Allowed to Current Zoning = 12,750 sq ft



Roof to be Designed to Support Future Solar Panels Equals to 50% of Building Area

Row	Permitted	Spaces Provided	EV Charging Stations	EV Charging Stations	Over Under
1	43,950	43,950	0	0	0
2	48,900	48,900	0	0	0
3	108,872	108,872	0	0	0

Minimum Amount of Office Allowed For 80 Parking Stalls: 12,750 SF

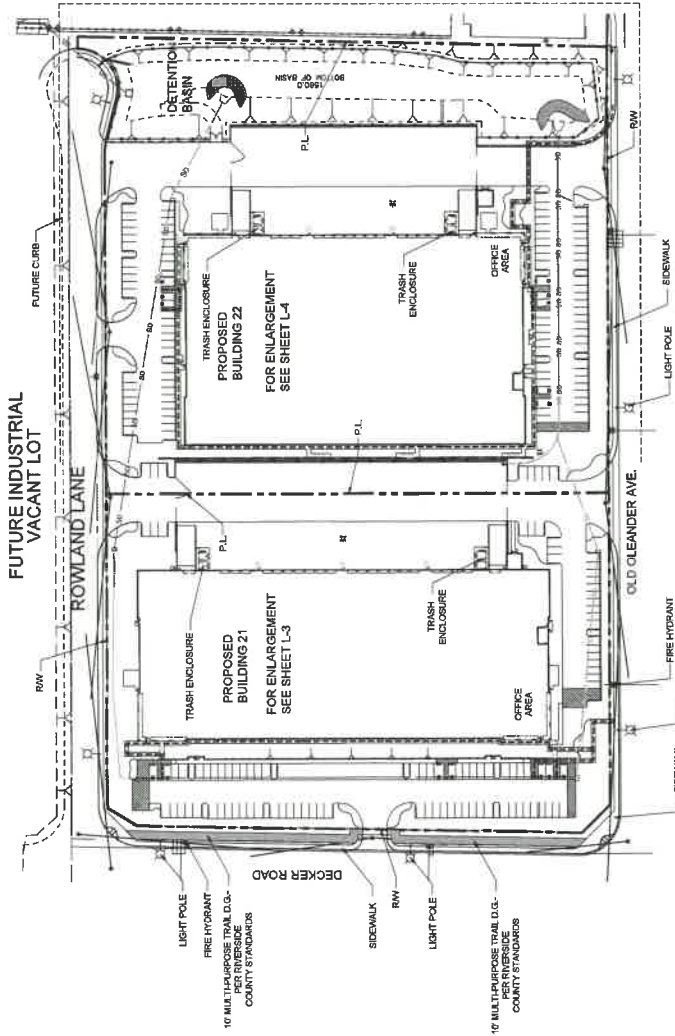
BUILDINGS 21 & 22

MAJESTIC FREEWAY BUSINESS CENTER

RIVERSIDE, CA

LANDSCAPE PLANS

COUNTY OF RIVERSIDE



KEY MAP
NOT TO SCALE

IRRIGATION CONCEPT STATEMENT
 THE IRRIGATION SYSTEM IS DESIGNED TO PROVIDE SUFFICIENT WATER TO ALL PLANTS AND TREES. THE SYSTEM IS DESIGNED TO BE MAINTAINED AND OPERATED BY THE LANDSCAPE ARCHITECT. THE SYSTEM IS DESIGNED TO BE MAINTAINED AND OPERATED BY THE LANDSCAPE ARCHITECT. THE SYSTEM IS DESIGNED TO BE MAINTAINED AND OPERATED BY THE LANDSCAPE ARCHITECT.

LANDSCAPE AREA TOTALS:
 BUILDING 21: 18,779 S.F.
 BUILDING 22: 18,779 S.F.
 LANDSCAPE AREA PROVIDED: 48,208 S.F.
 LANDSCAPE AREA REQUIRED: 85,871 S.F. = 17%
 LANDSCAPE AREA PROVIDED = 105,489 S.F. = 31.67%

STREET TREE SPACING

STREET	TREE TYPE	SPACING
ROWLAND LANE	CERCOCARPUS	40' O.C.
DECKER ROAD	PERSEA GIBBERNA	40' O.C.
OLD OLEANDER AVE	MOBILIA BRUNATA	40' O.C.

GENERAL NOTES

- 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 STAGES FROM ALL ESPALERS AND VINES AND ATTACH TO WALLS, POSTS, ETC.

SHEET INDEX

- COVER SHEET L-1
- PRELIMINARY LANDSCAPE PLANS L-2 - L-4
- SHADE PLAN AND SHADE CALCULATIONS L-5
- HYDROZONE MAP L-6
- SITE PHOTO PLAN L-7



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

NOTE: PRIOR TO PROJECT CONSTRUCTION I AGREE TO SUBMIT A COMPLETE LANDSCAPE CONSTRUCTION DOCUMENT PACKAGE THAT COMPLES WITH THE REQUIREMENTS OF THE CITY OF RIVERSIDE. THE PACKAGE SHALL INCLUDE: IRRIGATION PLAN, SHADING PLAN, AND ALL NECESSARY PERMITS AND APPROVALS. THE PACKAGE SHALL BE SUBMITTED TO THE CITY OF RIVERSIDE FOR REVIEW AND APPROVAL. THE PACKAGE SHALL BE SUBMITTED TO THE CITY OF RIVERSIDE FOR REVIEW AND APPROVAL. THE PACKAGE SHALL BE SUBMITTED TO THE CITY OF RIVERSIDE FOR REVIEW AND APPROVAL.

DATE: 3-25-2020

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



COMMERCE CONSTRUCTION CO., L.P.
1818 COMMERCE FREEWAY, SUITE 100
RIVERSIDE, CALIFORNIA 92504-4877
Tel: 951-514-1100
Fax: 951-514-1101
www.commerceconstruction.com

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Tel: 951-514-1100
Fax: 951-514-1101
www.commerceconstruction.com

COMMERCE CONSTRUCTION CO., L.P.
 5010 West Loop West, Suite 1000
 Dallas, Texas 75244
 (972) 944-4000
 COMMERCIAL LANDSCAPE ARCHITECTS
 1122819
 COM00077

PLANT SCHEDULE

PLANT	SIZE	QUANTITY	NOTES
Acacia salicifolia / Desert Willow	24" DB	6	Low
Calliandra speciosa / Chinese Flame Tree	24" DB	27	Low
Calliandra speciosa / Chinese Flame Tree	24" DB	14	Mid
Calliandra speciosa / Chinese Flame Tree	24" DB	6	Mid
Calliandra speciosa / Chinese Flame Tree	24" DB	6	Low
Calliandra speciosa / Chinese Flame Tree	24" DB	42	Low
Calliandra speciosa / Chinese Flame Tree	24" DB	17	Low
Calliandra speciosa / Chinese Flame Tree	24" DB	15	Low
Calliandra speciosa / Chinese Flame Tree	24" DB	22	Low
Calliandra speciosa / Chinese Flame Tree	24" DB	20	Mid

CONCEPT PLANT SCHEDULE

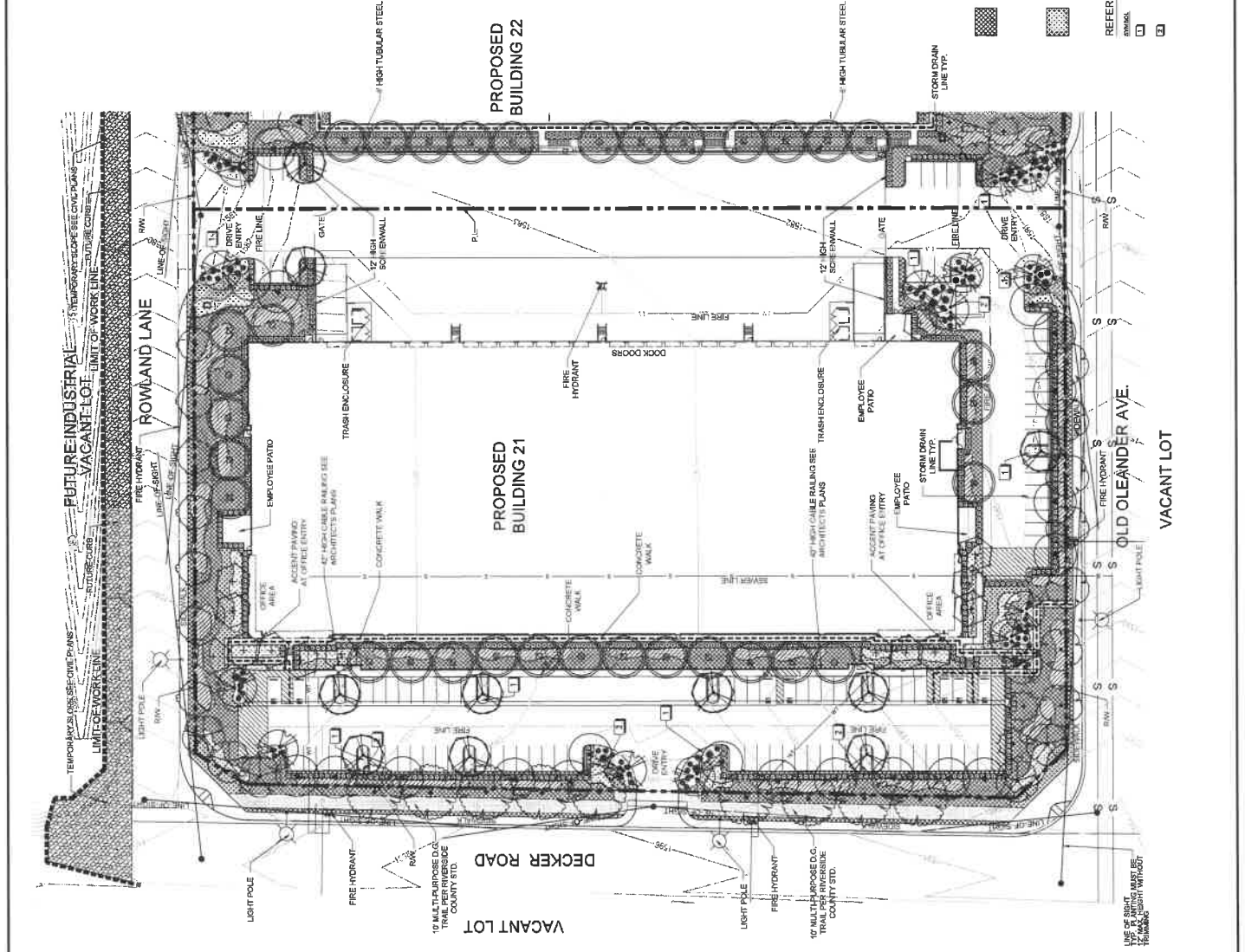
SMALLER SCALE PLANTING: 24" DB CALLIANDRA SPECIOSA - 27 PLANTS, 14 PLANTS, 6 PLANTS, 6 PLANTS, 6 PLANTS, 42 PLANTS, 17 PLANTS, 15 PLANTS, 22 PLANTS, 20 PLANTS.

SMALLER SCALE PLANTING: 24" DB CALLIANDRA SPECIOSA - 27 PLANTS, 14 PLANTS, 6 PLANTS, 6 PLANTS, 6 PLANTS, 42 PLANTS, 17 PLANTS, 15 PLANTS, 22 PLANTS, 20 PLANTS.

SMALLER SCALE PLANTING: 24" DB CALLIANDRA SPECIOSA - 27 PLANTS, 14 PLANTS, 6 PLANTS, 6 PLANTS, 6 PLANTS, 42 PLANTS, 17 PLANTS, 15 PLANTS, 22 PLANTS, 20 PLANTS.

SMALLER SCALE PLANTING: 24" DB CALLIANDRA SPECIOSA - 27 PLANTS, 14 PLANTS, 6 PLANTS, 6 PLANTS, 6 PLANTS, 42 PLANTS, 17 PLANTS, 15 PLANTS, 22 PLANTS, 20 PLANTS.

SMALLER SCALE PLANTING: 24" DB CALLIANDRA SPECIOSA - 27 PLANTS, 14 PLANTS, 6 PLANTS, 6 PLANTS, 6 PLANTS, 42 PLANTS, 17 PLANTS, 15 PLANTS, 22 PLANTS, 20 PLANTS.



LINE OF SIGHT MUST BE MAINTAINED WITHOUT OBSTRUCTION

10' MULTIPURPOSE D.G. TRAIL USE RIVERBANK COUNTY STD.

10' MULTIPURPOSE D.G. TRAIL USE RIVERBANK COUNTY STD.

10' MULTIPURPOSE D.G. TRAIL USE RIVERBANK COUNTY STD.

10' MULTIPURPOSE D.G. TRAIL USE RIVERBANK COUNTY STD.

10' MULTIPURPOSE D.G. TRAIL USE RIVERBANK COUNTY STD.

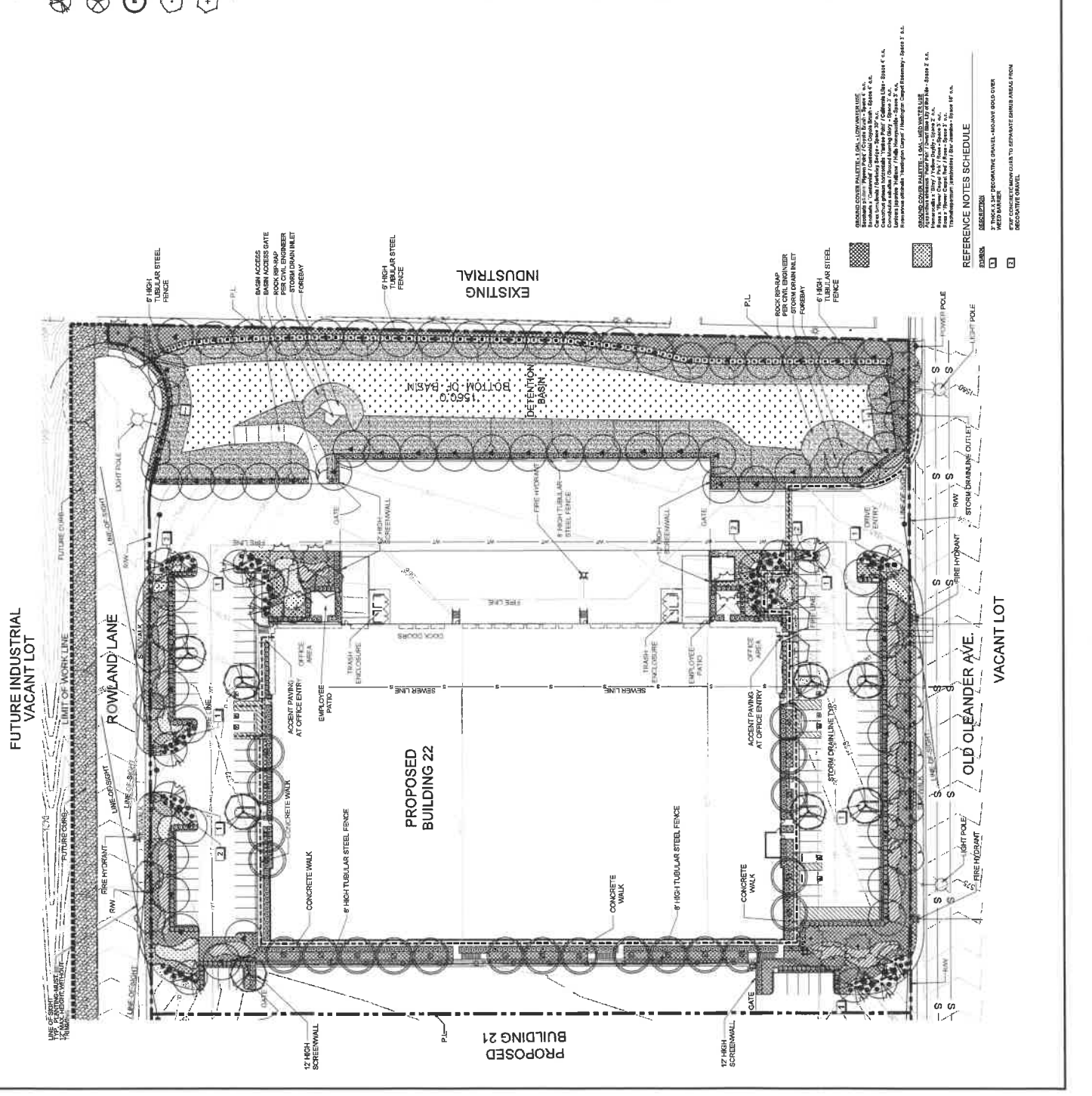
PLANT SCHEDULE	SYMBOL	PLANT NAME	SIZE	DEPTH
1	(Symbol)	Arundo donax / Clipping Grass	24" x 24"	Low
2	(Symbol)	Cordyline Alluaudi / Cordyline Palm Tree	24" x 24"	Low
3	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
4	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
5	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
6	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
7	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
8	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
9	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
10	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
11	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
12	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
13	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
14	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
15	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
16	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
17	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
18	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
19	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med
20	(Symbol)	Redwood / Redwood Tree	24" x 24"	Med

CONCEPT PLANT SCHEDULE

FOUNDATION MATERIALS (NEED SCREENING):
 1. Screened Gravel - 1/2" to 3/4" - 10%
 2. Screened Sand - 1/2" to 3/4" - 10%
 3. Screened Gravel - 3/4" to 1 1/2" - 10%
 4. Screened Sand - 3/4" to 1 1/2" - 10%
 5. Screened Gravel - 1 1/2" to 2 1/2" - 10%
 6. Screened Sand - 1 1/2" to 2 1/2" - 10%
 7. Screened Gravel - 2 1/2" to 4 1/2" - 10%
 8. Screened Sand - 2 1/2" to 4 1/2" - 10%
 9. Screened Gravel - 4 1/2" to 7 1/2" - 10%
 10. Screened Sand - 4 1/2" to 7 1/2" - 10%

SCREENING MATERIALS (NEED SCREENING):
 1. Screened Gravel - 1/2" to 3/4" - 10%
 2. Screened Sand - 1/2" to 3/4" - 10%
 3. Screened Gravel - 3/4" to 1 1/2" - 10%
 4. Screened Sand - 3/4" to 1 1/2" - 10%
 5. Screened Gravel - 1 1/2" to 2 1/2" - 10%
 6. Screened Sand - 1 1/2" to 2 1/2" - 10%
 7. Screened Gravel - 2 1/2" to 4 1/2" - 10%
 8. Screened Sand - 2 1/2" to 4 1/2" - 10%
 9. Screened Gravel - 4 1/2" to 7 1/2" - 10%
 10. Screened Sand - 4 1/2" to 7 1/2" - 10%

SCREENING MATERIALS (NEED SCREENING):
 1. Screened Gravel - 1/2" to 3/4" - 10%
 2. Screened Sand - 1/2" to 3/4" - 10%
 3. Screened Gravel - 3/4" to 1 1/2" - 10%
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 5. Screened Gravel - 1 1/2" to 2 1/2" - 10%
 6. Screened Sand - 1 1/2" to 2 1/2" - 10%
 7. Screened Gravel - 2 1/2" to 4 1/2" - 10%
 8. Screened Sand - 2 1/2" to 4 1/2" - 10%
 9. Screened Gravel - 4 1/2" to 7 1/2" - 10%
 10. Screened Sand - 4 1/2" to 7 1/2" - 10%



REFERENCE NOTES SCHEDULE

1. SEE SCHEDULE FOR PLANTING DETAILS - MANY ARE GOLD OVER

2. SEE SCHEDULE FOR PLANTING DETAILS - MANY ARE GOLD OVER

3. SEE SCHEDULE FOR PLANTING DETAILS - MANY ARE GOLD OVER

4. SEE SCHEDULE FOR PLANTING DETAILS - MANY ARE GOLD OVER

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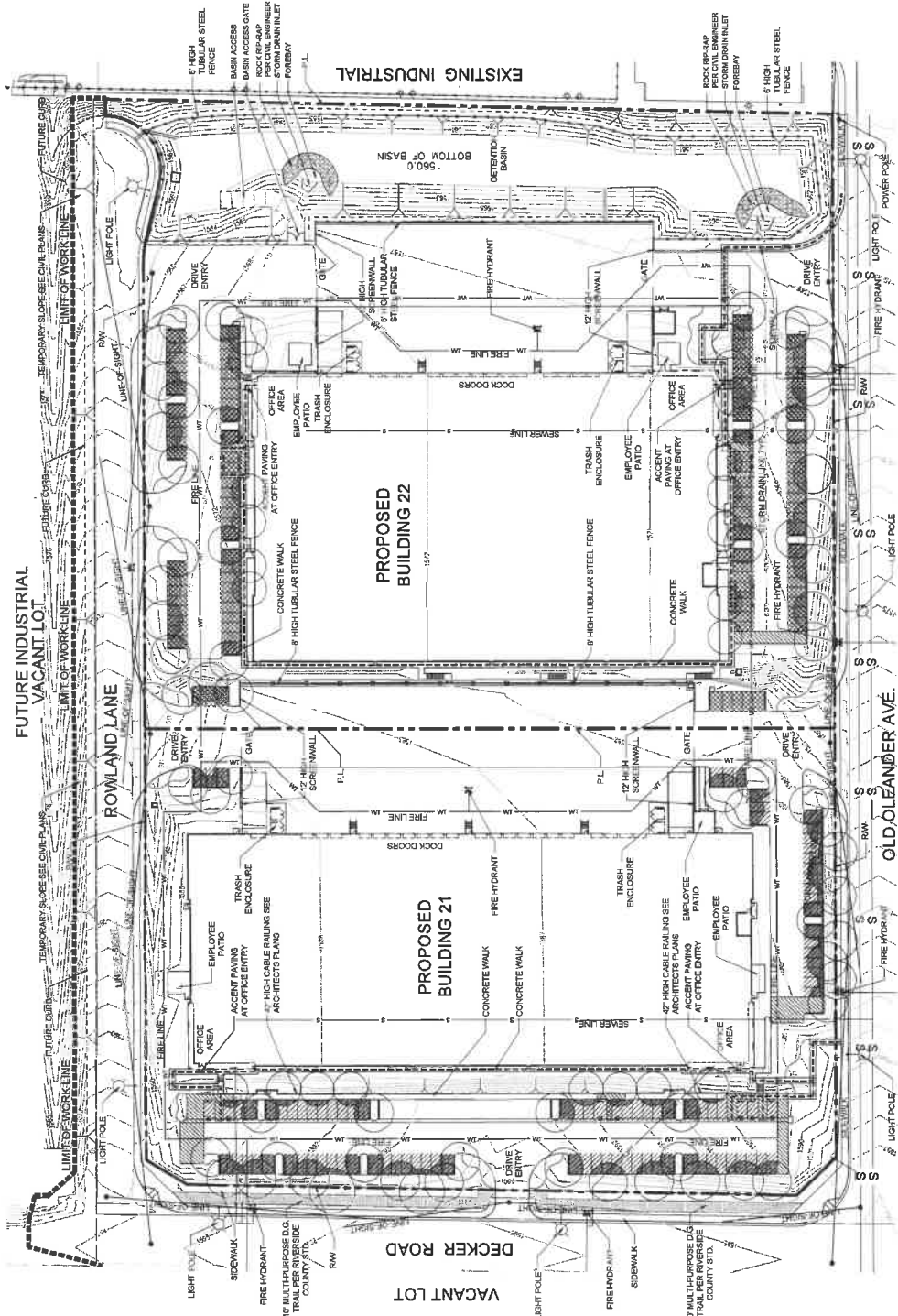
10. SEE SCHEDULE FOR PLANTING DETAILS - MANY ARE GOLD OVER

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	SIZE
[Pattern]	BUILDING 21 - PARKING AREA	1:3000 #
[Pattern]	BUILDING 22 - TREE SHADE AREA	1:3000 #
[Pattern]	BUILDING 22 - PARKING AREA	1:3000 #
[Pattern]	BUILDING 22 - TREE SHADE AREA	1:3000 #

BUILDING 21 - SHADE TABULATION
 Parking area = 17,207 s.f.
 Shade provided = 9,370 s.f.
 Percentage of parking area shaded by trees = 54%

BUILDING 22 - SHADE TABULATION
 Parking area = 18,583 s.f.
 Shade provided = 10,123 s.f.
 Percentage of parking area shaded by trees = 54%



PROJECT: MAJESTIC FREEMWAY BUSINESS CENTER
 BUILDINGS 21 & 22
 PROJECT INDUSTRIAL BUILDING FOR
 RIVERSIDE, CA
 DATE: 1/17/2018
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/8" = 1'-0"

COMMERCE CONSTRUCTION CO., L.P.
 1818 Commerce Parkway West
 Suite 1000
 San Diego, California 92161-4877
 Telephone: (619) 584-1200
 Fax: (619) 584-1201



REVISIONS

NO.	DATE	DESCRIPTION
1		
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BUILDING 21- HYDROZONE LEGEND

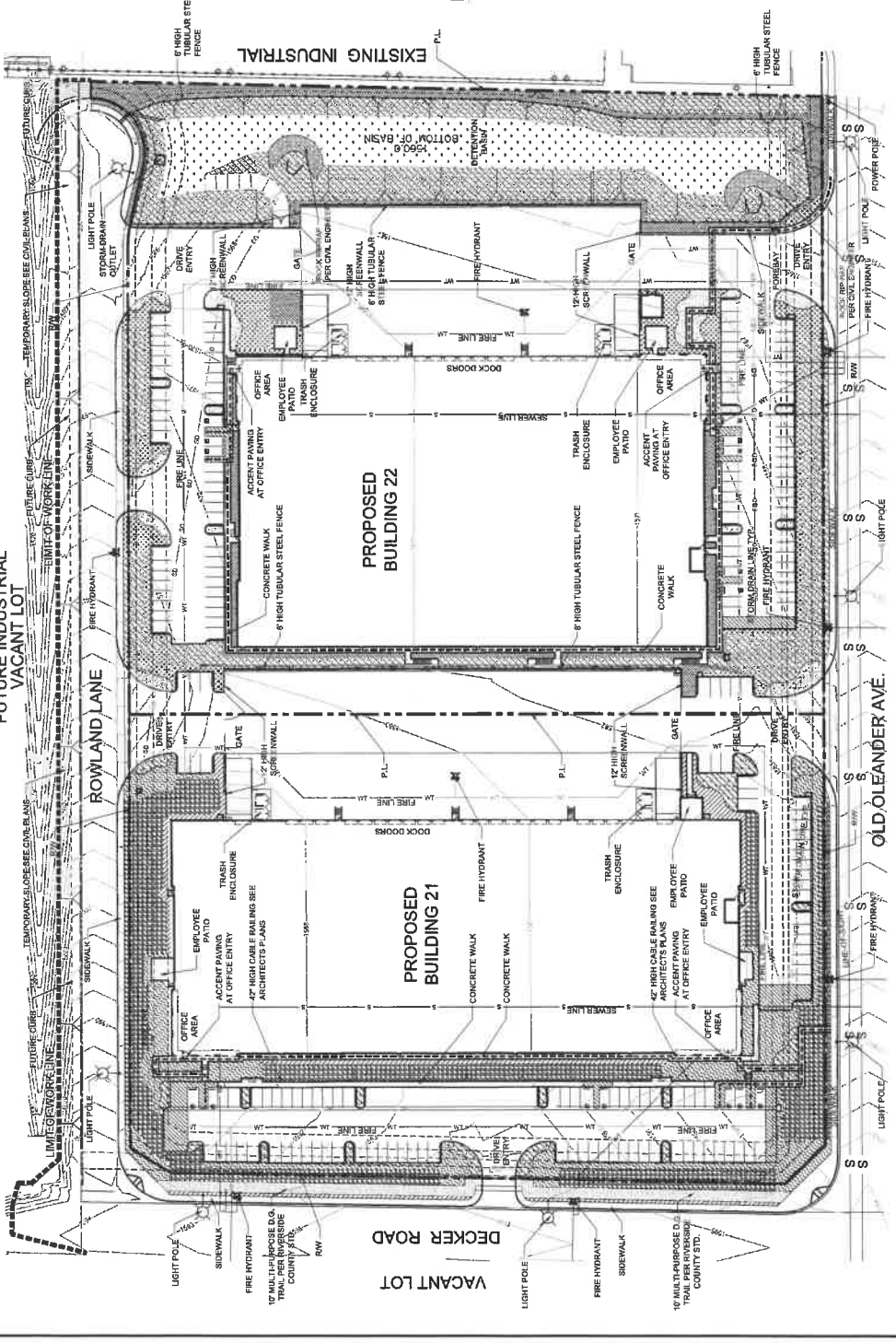
SYMBOL	DESCRIPTION	QCC
[Pattern]	HYDROZONE 1 - BUILDING 21 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
[Pattern]	HYDROZONE 2 - BUILDING 21 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
[Pattern]	HYDROZONE 3 - BUILDING 21 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
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[Pattern]	HYDROZONE 5 - BUILDING 21 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
[Pattern]	HYDROZONE 6 - BUILDING 21 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #

BUILDING 22- HYDROZONE LEGEND

SYMBOL	DESCRIPTION	QCC
[Pattern]	HYDROZONE 1 - BUILDING 22 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
[Pattern]	HYDROZONE 2 - BUILDING 22 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
[Pattern]	HYDROZONE 3 - BUILDING 22 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
[Pattern]	HYDROZONE 4 - BUILDING 22 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
[Pattern]	HYDROZONE 5 - BUILDING 22 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
[Pattern]	HYDROZONE 6 - BUILDING 22 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #

BUILDING 22- HYDROZONE LEGEND

SYMBOL	DESCRIPTION	QCC
[Pattern]	HYDROZONE 1 - BUILDING 22 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
[Pattern]	HYDROZONE 2 - BUILDING 22 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
[Pattern]	HYDROZONE 3 - BUILDING 22 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
[Pattern]	HYDROZONE 4 - BUILDING 22 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
[Pattern]	HYDROZONE 5 - BUILDING 22 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #
[Pattern]	HYDROZONE 6 - BUILDING 22 - TRIP IRRIGATION - PRESS, SAND, & GRADED COVER - LOFT WATER USE	18.000 #



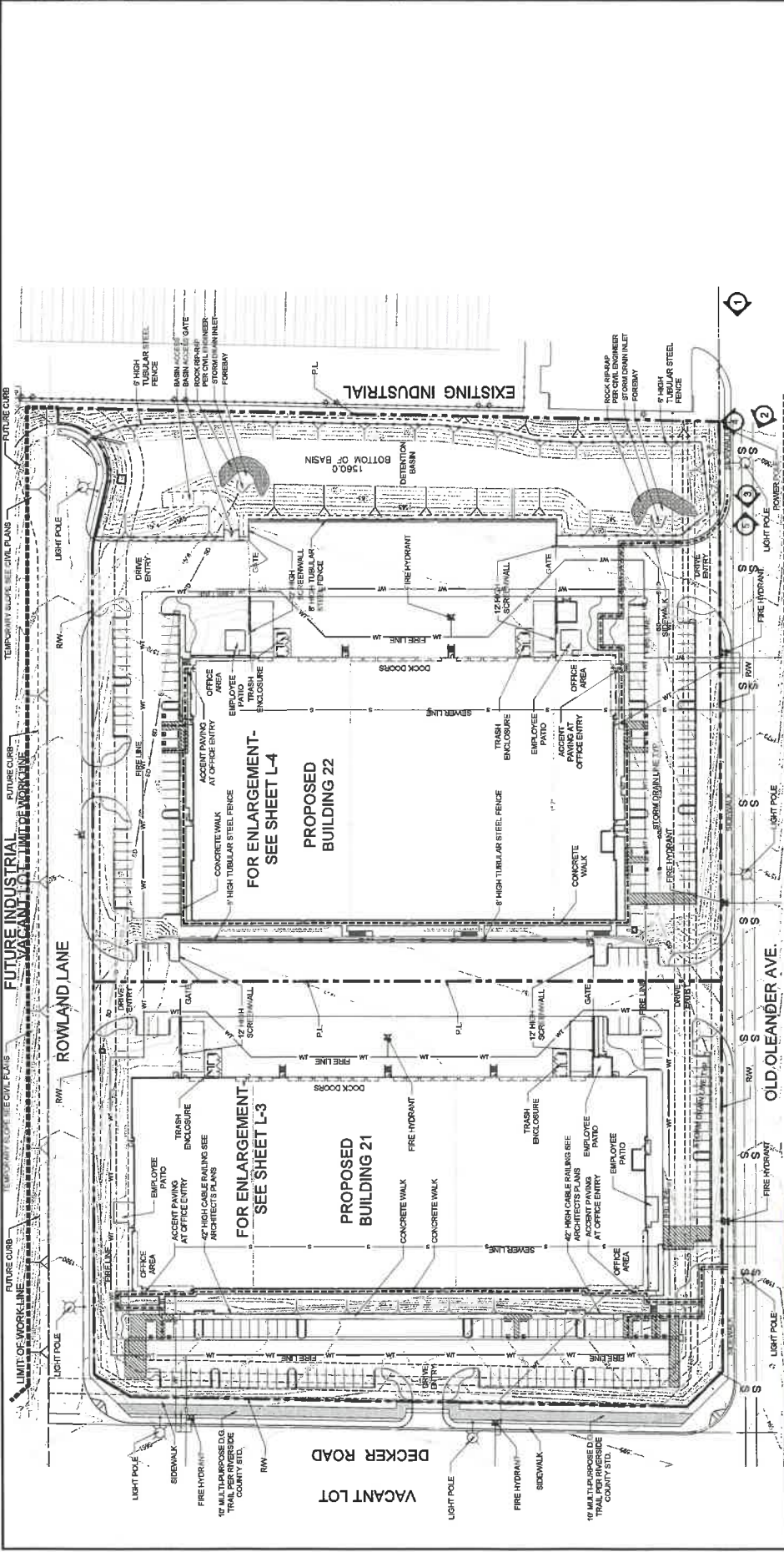
NOTE: NO OVERHEAD IRRIGATION WITHIN 24" OF NON-PERMEABLE SURFACES.

ROWLAND LANE
 DECKER ROAD
 OLD OLEANDER AVE.
 FUTURE INDUSTRIAL VACANT LOT
 VACANT LOT

PROPOSED BUILDING 21
 PROPOSED BUILDING 22
 EXISTING INDUSTRIAL
 FUTURE INDUSTRIAL VACANT LOT



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SITE PHOTO VIEW 4

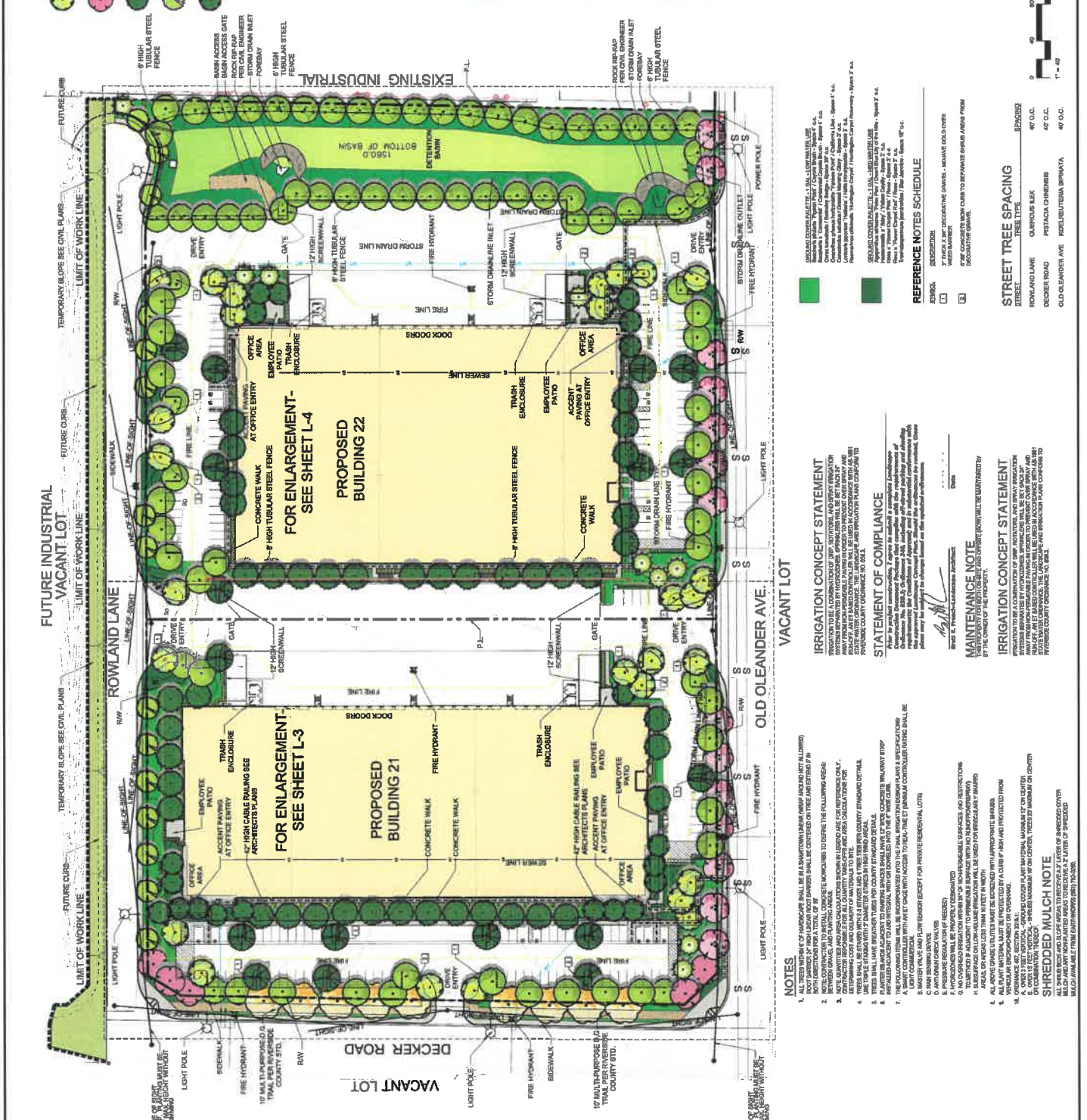
SITE PHOTO VIEW 3

SITE PHOTO VIEW 2

SITE PHOTO VIEW 1

SITE PHOTO VIEW 5

PLANT SCHEDULE	SYMBOL	PLANT NAME	HEIGHT	SPACING	NOTES
1	(Symbol)	Small Tree (e.g., 'Small Tree')	6'-8'	10' x 10'	See Schedule 1 for details.
2	(Symbol)	Medium Tree (e.g., 'Medium Tree')	10'-12'	15' x 15'	See Schedule 2 for details.
3	(Symbol)	Large Tree (e.g., 'Large Tree')	15'-20'	20' x 20'	See Schedule 3 for details.
4	(Symbol)	Shrub (e.g., 'Shrub')	4'-6'	6' x 6'	See Schedule 4 for details.
5	(Symbol)	Flowering Shrub (e.g., 'Flowering Shrub')	4'-6'	6' x 6'	See Schedule 5 for details.
6	(Symbol)	Groundcover (e.g., 'Groundcover')	0'-2'	12' x 12'	See Schedule 6 for details.
7	(Symbol)	Grass (e.g., 'Grass')	0'-2'	12' x 12'	See Schedule 7 for details.
8	(Symbol)	Water Feature (e.g., 'Water Feature')	0'-2'	12' x 12'	See Schedule 8 for details.
9	(Symbol)	Light Pole (e.g., 'Light Pole')	15'-20'	30' x 30'	See Schedule 9 for details.
10	(Symbol)	Fire Hydrant (e.g., 'Fire Hydrant')	4'-6'	6' x 6'	See Schedule 10 for details.
11	(Symbol)	Trash Enclosure (e.g., 'Trash Enclosure')	4'-6'	6' x 6'	See Schedule 11 for details.
12	(Symbol)	Employee Patio (e.g., 'Employee Patio')	4'-6'	6' x 6'	See Schedule 12 for details.
13	(Symbol)	Office Entry (e.g., 'Office Entry')	4'-6'	6' x 6'	See Schedule 13 for details.
14	(Symbol)	Concrete Walk (e.g., 'Concrete Walk')	0'-2'	12' x 12'	See Schedule 14 for details.
15	(Symbol)	High Tubular Steel Fence (e.g., 'High Tubular Steel Fence')	6'-8'	6' x 6'	See Schedule 15 for details.
16	(Symbol)	High Tubular Steel Fence (e.g., 'High Tubular Steel Fence')	6'-8'	6' x 6'	See Schedule 16 for details.
17	(Symbol)	High Tubular Steel Fence (e.g., 'High Tubular Steel Fence')	6'-8'	6' x 6'	See Schedule 17 for details.
18	(Symbol)	High Tubular Steel Fence (e.g., 'High Tubular Steel Fence')	6'-8'	6' x 6'	See Schedule 18 for details.
19	(Symbol)	High Tubular Steel Fence (e.g., 'High Tubular Steel Fence')	6'-8'	6' x 6'	See Schedule 19 for details.
20	(Symbol)	High Tubular Steel Fence (e.g., 'High Tubular Steel Fence')	6'-8'	6' x 6'	See Schedule 20 for details.



NOTES
 1. ALL TREES WITHIN OF PROPOSED LOT SHALL BE SET AS SHOWN UNLESS OTHERWISE NOTED.
 2. ALL TREES WITHIN OF PROPOSED LOT SHALL BE SET AS SHOWN UNLESS OTHERWISE NOTED.
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 20. ALL TREES WITHIN OF PROPOSED LOT SHALL BE SET AS SHOWN UNLESS OTHERWISE NOTED.

MAJESTIC FREEWAY BUSINESS CENTER

PLOT PLAN No. 180033 (BUILDINGS 21 & 22)

ADDENDUM TO ENVIRONMENTAL IMPACT REPORT No. 466

CEQA CASE No. CEQ180118

LEAD AGENCY:

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

PROJECT APPLICANT:

MAJESTIC FREEWAY BUSINESS CENTER, LLC
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

November 4, 2020

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B	Biological Technical Report
C1	Cultural Resources Assessment
C2	Phase II Archaeological Testing Report
D1	Geotechnical Study – Building 21
D2	Geotechnical Study – Building 22
E	Climate Action Plan Screening Tables
F	Phase I Environmental Site Assessment
G1	Hydrology Study
G2	Water Quality Management Plan
H	Noise Study
I	Traffic Impact Analysis
J	Specific Plan Consistency Analysis

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
$\mu\text{g}/\text{m}^3$	microgram per cubic meter
A-1-1	Light Agriculture, 1-acre minimum lot size (Zoning Designation)
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
AB 197	Assembly Bill 197
AB 1493	Assembly Bill 1493
AB 2185	Assembly Bill 2185
AB 3030	Assembly Bill 3030
ADT	Average Daily Traffic
AF/yr	Acre Feet per Year
AIA	Airport Influence Area
AICUZ	Air Installation Compatible Use Zone
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ALUP	Airport Land Use Plan
amsl	above mean sea level
APN	Assessor's Parcel Number
APZs	Accident Potential Zones
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
CalEPA	California Environmental Protection Agency
CALGreen	California Building Standards Code Title 24 energy efficiency requirements
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

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
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
CFD-88-8	Oakwood Business Park
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 Plan
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
e.g.	exempli gratia meaning "for example"
E+P	Existing plus Project (Traffic Analysis Scenario)
EA	Environmental Assessment
EA	Existing plus Ambient (Traffic Analysis Scenario)

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
EAC	Existing plus Ambient plus Cumulative (Traffic Analysis Scenario)
EI	Expansion Index
EIR	Environmental Impact Report
EMFAC	Emission FACTor Model
EMWD	Eastern Municipal Water District
EO	Executive Order
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
GIS	Geographic Information System
g/idle-hr	grams per idle-hour
GLA	Glenn Lukos Associates (Project Biologist)
g/L	grams per liter
GMA	Groundwater Management Area
GMP	Groundwater Management Plan
GMZ	Groundwater Management Zone
g/mi	grams per mile
gpd	gallons per day
HCM	Highway Capacity Manual
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
Hz	Hertz
i.e.	id est meaning "in other words"
I	Interstate

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
I-215	Interstate 215
I-P	Industrial Park (Zoning Designation)
IEPR	Integrated Energy Policy Report
in/sec	inches per second
IS	Initial Study
IS/NOP	Initial Study/Notice of Preparation
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
IWMA	Integrated Waste Management Act
kWh/year	Kilowatt Hours per Year
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
MEIW	Maximally Exposed Individual Worker
MFBCSP	Majestic Freeway Business Center Specific Plan
mgd	million gallons per day
MM	Mitigation Measure
MMP	Mitigation Monitoring Program
MND	Mitigated Negative Declaration
mpg	miles per gallon
MPOs	Metropolitan Planning Organization
MRZ	Mineral Resources Zone
M-M	Manufacturing – Medium Zone
M-SC	Manufacturing – Service Commercial
MRZ-1	Mineral Resources Zone 1
MRZ-2	Mineral Resources Zone 2
MRZ-3	Mineral Resources Zone 3
MSHCP	Multiple Species Habitat Conservation Plan
MT	Metric Tons
MVAP	Mead Valley Area Plan
MWD	Metropolitan Water District
N ₂ O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
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
OHWM	Ordinary High-Water Mark
P-C	Production Consumption Region
PCE	Passenger Car Equivalent
PM _{2.5}	Particulate Matter (2.5 micrometers or less diameter)
PM ₁₀	Particulate Matter (10 micrometers or less diameter)
PPT	Plot Plan
PPV	Peak Particle Velocity
PRIMP	Paleontological Resource Impact Mitigation Program
PVRWRF	Perris Valley Water Reclamation Facility
RCA	Riverside Conservation Authority
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCIT	Riverside County Information Technology
RECs	Recognized Environmental Conditions
REL	Reference Exposure Level
RMS	Route Mean Square
ROW	Right of Way
ROWD	Report of Waste Discharge
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB 32	Senate Bill 32
SB 50	Senate Bill 50
SB 1078	Senate Bill 1078
SB 1389	Senate Bill 1389
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
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
SR-74	State Route 74
SRA	State Responsibility Area
SWIS	Solid Waste Information System
SWPPP	Storm Water Pollution Prevention Plan
TACs	Toxic Air Contaminants
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
tpd	tons per day
tpy	tons per year
TRU	Transport Refrigeration Units
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
WDR	Waste Discharge Requirements
WQMP	Water Quality Management Plan
WRP	Waste Recycling Plan
WSA	Water Supply Assessment

1.0 Introduction

1.1 DOCUMENT PURPOSE

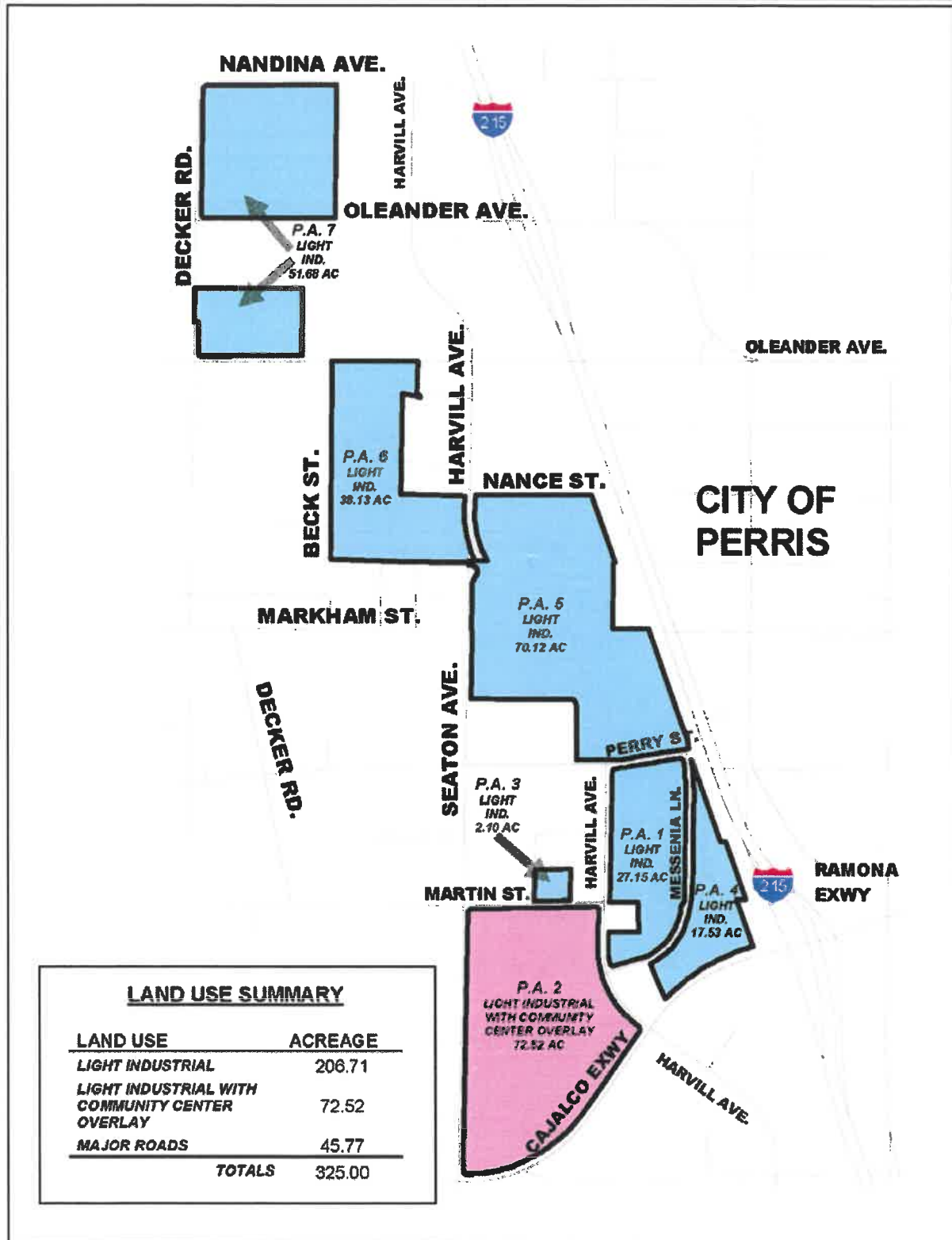
This introduction is included to provide the reader with general information regarding: 1) the history of the Project site; 2) standards of adequacy for an Environmental Impact Report (EIR) Addendum under the California Environmental Quality Act (CEQA); 3) a summary of the Initial Study findings supporting the Lead Agency's (Riverside County) decision to prepare an EIR Addendum for the proposed Project; 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 several 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 two detention basins. Implementation of Plot Plan No. 21552 would result in the full buildout of MFBCSP Planning Areas 1 and 4. As of March 2019, one of the buildings (Building 10) approved pursuant to Plot Plan No. 21552 has been constructed and the others are pending construction. As part of its approval of Plot Plan No. 21552, the County determined that Plot Plan No. 21552 required no further CEQA review beyond that provided by EIR No. 466.
- Plot Plan No. 25252 was approved by Riverside County in February 2013 allowing for the development of a 399,150 s.f. light industrial building within the northern portion of MFBCSP Planning Area 5. This building was constructed in 2013 at the northeast corner of Markham Street and Harvill Avenue. As part of its approval of Plot Plan No. 25252, the County relied on



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

Figure 1-1



Not to Scale

Plot Plan No. 180033 (Buildings 21 & 22)

Addendum No. 1 to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 25252 were within the scope of analysis of EIR No. 466

- Plot Plan No. 25954 was approved by the Riverside County Planning Commission on July 20, 2016 allowing for the development of a 767,410 s.f. industrial building with a 10,000 s.f. mezzanine within the northern portion of MFBCSP Planning Area 7. This building was constructed in 2017 at the northwest corner of Harley Knox Boulevard and Blanding Way. As part of its approval of Plot Plan No. 25954, the County relied on Addendum No. 2 to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 25954 were within the scope of analysis of EIR No. 466.
- Plot Plan No. 180028 was approved by the Riverside County Planning Commission on August 7, 2019, and the Board of Supervisors denied an appeal of the Planning Commission's approval on September 10, 2019. Plot Plan No. 180028, which encompasses MFBCSP Planning Area 2, allows for the development of three proposed light industrial buildings, including a 1,138,800 s.f. high-cube fulfillment center warehouse building, a 31,408 s.f. warehouse building, and a 15,192 s.f. warehouse building. As part of its approval of Plot Plan No. 180028, the County relied on Addendum No. 3 to EIR No. 466, which demonstrated that impacts associated with implementation of Plot Plan No. 180028 were within the scope of analysis of EIR No. 466.
- Plot Plan No. 180034 was approved by the Riverside County Planning Commission on June 3, 2020. Plot Plan No. 180034, which encompasses a portion of MFBCSP Planning Area 5, allows for the development of a 373,368 s.f. high-cube transload short-term warehouse building and two detention basins. As part of its approval of Plot Plan No. 180034, Riverside County relied on Addendum No. 4 to EIR No. 466, which demonstrates that impacts associated with implementation of Plot Plan No. 180034 were within the scope of analysis of EIR No. 466.
- Plot Plan No. 180038 was approved as part of a Riverside County Director's Hearing on May 4, 2020. Plot Plan No. 180038, which encompasses a portion of MFBCSP Planning Area 5, allows for the development of a 147,249 s.f. warehouse building. As part of its approval of Plot Plan No. 180038, the County relied on Addendum No. 5 to EIR No. 466, which demonstrates that impacts associated with implementation of Plot Plan No. 180028 were within the scope of analysis of EIR No. 466.
- Plot Plan No. 190003 was approved as part of a Riverside County Director's Hearing on May 4, 2020. Plot Plan No. 190003, which encompasses a portion of MFBCSP Planning Area 5, allows for the development of an 83,449 s.f. warehouse building. As part of its approval of Plot Plan No. 190003, the County relied on Addendum No. 6 to EIR No. 466, which demonstrates that impacts associated with implementation of Plot Plan No. 190003 were within the scope of analysis of EIR No. 466.
- Plot Plan No. 180029 is currently scheduled for consideration by the Riverside County Planning Commission Hearing on November 18, 2020. Plot Plan No. 180029, which encompasses a portion

of MFBCSP Planning Areas 5 and 6, would allow for the development of a 406,496 s.f. high-cube transload short-term warehouse building and a 2.5-acre detention basin. As part of its approval of Plot Plan No. 180029, the County prepared Addendum No. 7 to EIR No. 466, which demonstrates that impacts associated with implementation of Plot Plan No. 180029 would be 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 proposes a Plot Plan (PPT No. 180033) to allow for the construction of two buildings (herein, "Building 21" and "Building 22") on approximately 13.9 acres within a portion of Planning Area 7 of the MFBCSP. The Project is an implementing action of the MFBCSP and, as demonstrated in the consistency analysis provided in *Technical Appendix J*, the Project is consistent with the MFBCSP, which was approved by Riverside County in 2005. Specifically, Building 21 is proposed at the northeast corner of Decker Road and Old Oleander Avenue and would contain approximately 107,182 s.f. of building area; however, for purposes of analysis, it is assumed Building 21 would comprise up to 112,541 s.f. of building area in order to account for any minor changes to the building area as part of final design. Building 22 is proposed east and adjacent to Building 21, north of Old Oleander Road, and south of Harley Knox Boulevard and would contain approximately 108,872 s.f. of building area; however, for purposes of analysis, it is assumed Building 22 would comprise up to 114,316 s.f. of building area in order to account for any minor changes to the building area as part of final design. Although the tenants of Buildings 21 and 22 are not known, it is expected that both buildings would be occupied by warehouse uses. The Project also would entail construction of a new roadway, Rowland Lane, abutting the northern Project site boundary, and improvements to Decker Road and Old Oleander Avenue along the Project site frontage. The Project also would include half-width improvements to Decker Road between the northern site boundary and Harley Knox Boulevard. Planned off-site improvements would disturb approximately 5.42 acres off site. Please refer to Section Table 2-2 for a comprehensive description of the proposed Project evaluated herein.

1.4 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

1.4.1 CEQA Objectives

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

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

1.4.2 CEQA Requirements for Environmental Impact Report (EIR) Addendums

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

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

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

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

EIR No. 466. As such, the Project meets the criteria of CEQA Guidelines § 15168(c) that allows for tiering from a program EIR as allowed by CEQA Guidelines § 15152.

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

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

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

1.4.3 Format and Content of this EIR Addendum

The following components comprise the EIR Addendum in its totality:

- a. This Introduction (Section 1.0), the Environmental Setting (Section 2.0), and the Project Description (Section Table 2-2).
- 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 J.

Appendix A Health Risk Assessment, prepared by Urban Crossroads, Inc., and dated April 30, 2020.

Appendix B Biological Technical Report, prepared by Glenn Lukos Associates, Inc., and dated June 19, 2020.

Appendix C1 Historical/Archaeological Resources Survey Update, prepared by CRM Tech, and dated June 4, 2019.

Appendix C2 Phase II Archaeological Testing at Site 33-028822 (CA-RIV-12931), prepared by CRM Tech, and dated November 3, 2020.

Appendix D1 Geotechnical Study (Building 21), prepared by Kleinfelder, and dated May 6, 2019.

Appendix D2 Geotechnical Study (Building 22), prepared by Kleinfelder, and dated May 6, 2019.

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

Appendix F Phase I Environmental Site Assessment, prepared by SCS Engineers, and dated October 29, 2018.

Appendix G1 Preliminary Hydrology Study, prepared by PBLA Engineering, Inc., and dated May 2020.

Appendix G2 Preliminary Project Specific Water Quality Management Plan (WQMP), prepared by PBLA Engineering, Inc., and dated May 2020.

Appendix H	Noise Impact Analysis, prepared by Urban Crossroads, Inc., and dated May 4, 2020.
Appendix I	Traffic Impact Analysis, prepared by Urban Crossroads, Inc., and dated May 6, 2020.
Appendix J	Majestic Freeway Business Center Specific Plan Consistency Analysis, dated June 23, 2020.

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

1.4.4 Initial Study Checklist

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

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

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

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

1.4.5 Initial Study Findings

Sections 4.0 and 5.0 contain a copy of the Initial Study/Environmental Assessment that Riverside County prepared for the proposed Project pursuant to CEQA and County of Riverside requirements (CEQA Case No. CEQ180118). 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, or utilities/service systems. 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

Plot Plan No. 180033 (Buildings 21 & 22)

proposed Project consists of a Plot Plan (PPT No. 180033) to implement a portion of Planning Area 7 of the MFBCSP with two warehouse buildings comprising up to 226,857 s.f. of building area and a detention basin on an approximately 13.9-acre site. EIR No. 466 evaluated development of Planning Area 7 with warehouse uses. The uses proposed as part of PPT No. 180033 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 PPT No. 180033 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 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 the 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 five parcels of land that have been previously graded for future development with proximate access to improved roadways. Land uses surrounding the site includes undeveloped lands planned for business park land 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 5-20); 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. 180033, 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 April 30, 2020 concludes that the proposed Project would not result in any new impacts or more severe impacts associated with localized cancer and non-cancer risks than previously disclosed in EIR No. 466;
 - 2. The Biological Technical Report (*Technical Appendix B*) prepared by Glenn Lukos Associates and dated June 19, 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 Update to Historical/Archaeological Resources Survey (*Technical Appendix C1*), prepared by CRM Tech and dated June 4, 2019, and the Phase II Archaeological Testing at Site 33-028822 (*Technical Appendix C2*), prepared by CRM Tech and dated November 3, 2020, demonstrate that the Project would not result in any new impacts or more severe impacts associated with historical or cultural resources than previously disclosed in EIR No. 466.
 - 4. The Geotechnical Report for Building 21 (*Technical Appendix D1*) and the Geotechnical Report for Building 22 (*Technical Appendix D2*), prepared by Kleinfelder and both dated May 6, 2019,

demonstrate that the proposed Project would not result in any new impacts or more severe impacts associated with geology or soils than previously disclosed in EIR No. 466;

5. The Screening Table for Greenhouse Gases (*Technical Appendix E*), 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;
6. The Phase I Environmental Site Assessment (*Technical Appendix F*), prepared by SCS Engineers and dated October 29, 2018, demonstrates 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;
7. The Preliminary Hydrology Study (*Technical Appendix G1*) and Project Specific Water Quality Management Plan (*Technical Appendix G2*), prepared by PBLA Engineering, Inc. and both dated May 2020, 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;
8. The Noise Impact Analysis (*Technical Appendix H*), prepared by Urban Crossroads, Inc. and dated May 4, 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; and
9. The Traffic Impact Analysis (*Technical Appendix I*), prepared by Urban Crossroads, Inc. and dated May 6, 2020, 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.

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 § 15070(b). 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 as part of

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a Riverside County Planning Director's Hearing. At the Director's Hearing, the proposed Project and the adequacy of this EIR Addendum will be considered, at which time public comments will be heard. At the conclusion of the public hearing process, the Planning Director will take action to approve, conditionally approval, or deny approval of the proposed Project.

The decision of the Planning Director is considered final and no action by the Riverside County Planning Commission or 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 Planning Commission would consider the proposed action and the adequacy of this EIR Addendum. In such a case, the Planning Commission would conduct a public hearing to evaluate the proposal and would take final action to uphold the Planning Director'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 13.9-acre Project site is located within the Mead Valley Area Plan (MVAP) of unincorporated Riverside County, approximately 0.5-mile west of the City of Perris and approximately 1.4 miles west of Moreno Valley. Specifically, the Project site is located in the northeast corner of Decker Road and Old Oleander Avenue. The subject property encompasses Assessor's Parcel Numbers (APNs) 295-310-018; and 295-310-041, -042, -043, and -044. The property is located in Section 35, Township 3 South, Range 4 West, San Bernardino Baseline and Meridian.

2.2 EXISTING SITE AND AREA CHARACTERISTICS

2.2.1 Existing Site Conditions

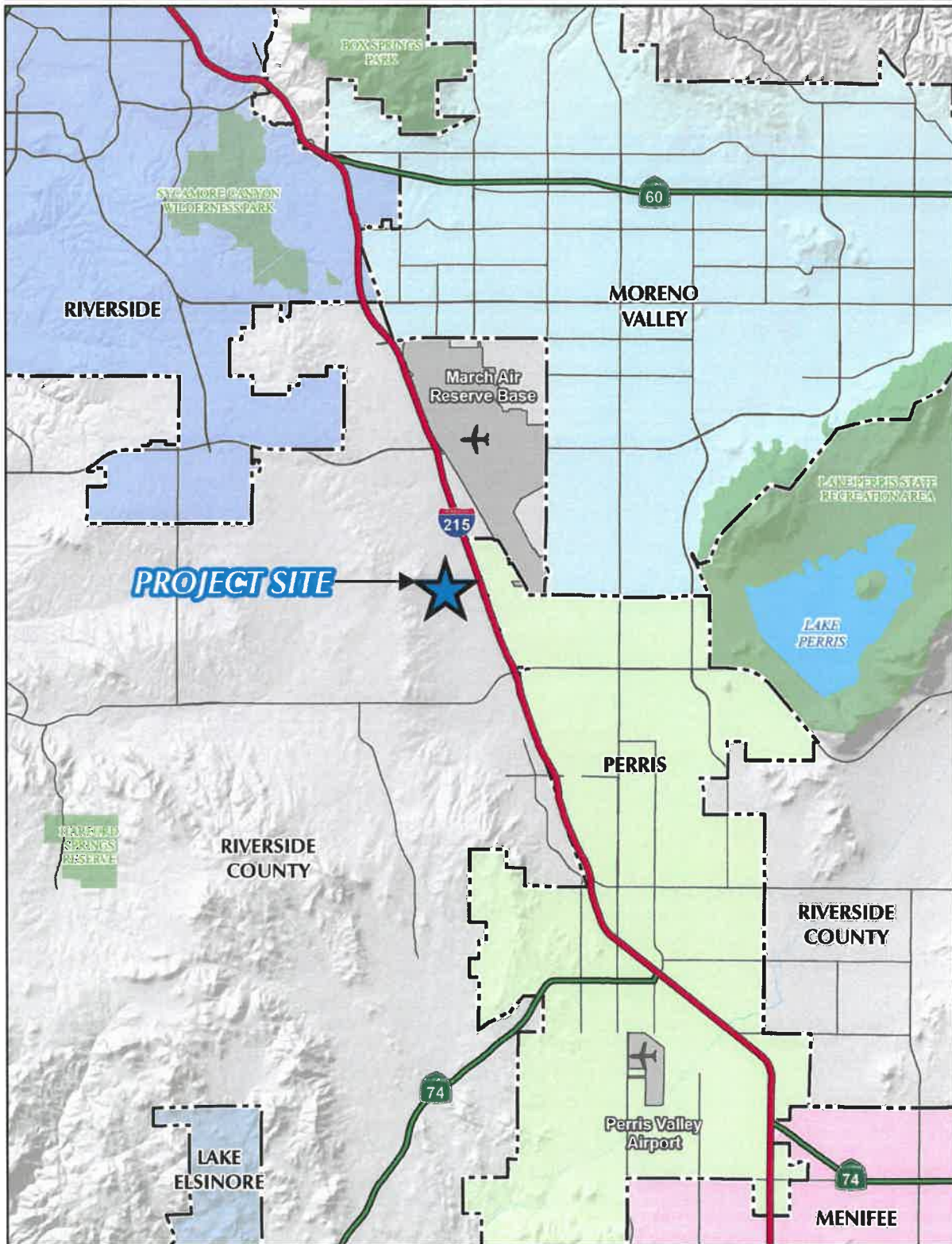
As shown on Figure 2-3, *Aerial Photograph*, under existing conditions the 13.9-acre site is vacant and undeveloped and has been since at least the early 1900s. With the exception of dirt access roads observed along the southeastern corner, southern side, and western portion of the site (including within the future alignments of Old Oleander Avenue and Decker Road), and partially graded areas observed at the southern side of the site, there are no obvious disturbed areas on the site. It should be noted that the property is regularly disced for fire abatement purposes.

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 13.9-acre property is designated by the Riverside County General Plan and MVAP for "Light Industrial (LI)" land uses, which allows for Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses (Riverside County, 2018, p. 11 and Figure 3). In addition, and as previously shown on Figure 1-1, the Project site is located within the MFSP and encompasses portions of Planning Area 7, which is designated for "Light Industrial" land 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)

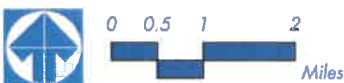
As shown on Figure 2-5, *MVAP Land Use Plan*, the Riverside County Zoning Code (Ordinance No. 348) assigns two separate zoning designations on the property. The western and southern portion of the Building 21 site and the southern portion of the Building 22 site are zoned for "I-P (Industrial Park)" land uses, which allows for planned industrial areas with approval of a plot plan. The remaining portions of the site are zoned for "M-M (Manufacturing – Medium Zone)" which allows for light manufacturing and industrial uses defined under the Standard Industrial Classification Code (SIC) with Plot Plan approval. (Riverside County, 2019b)

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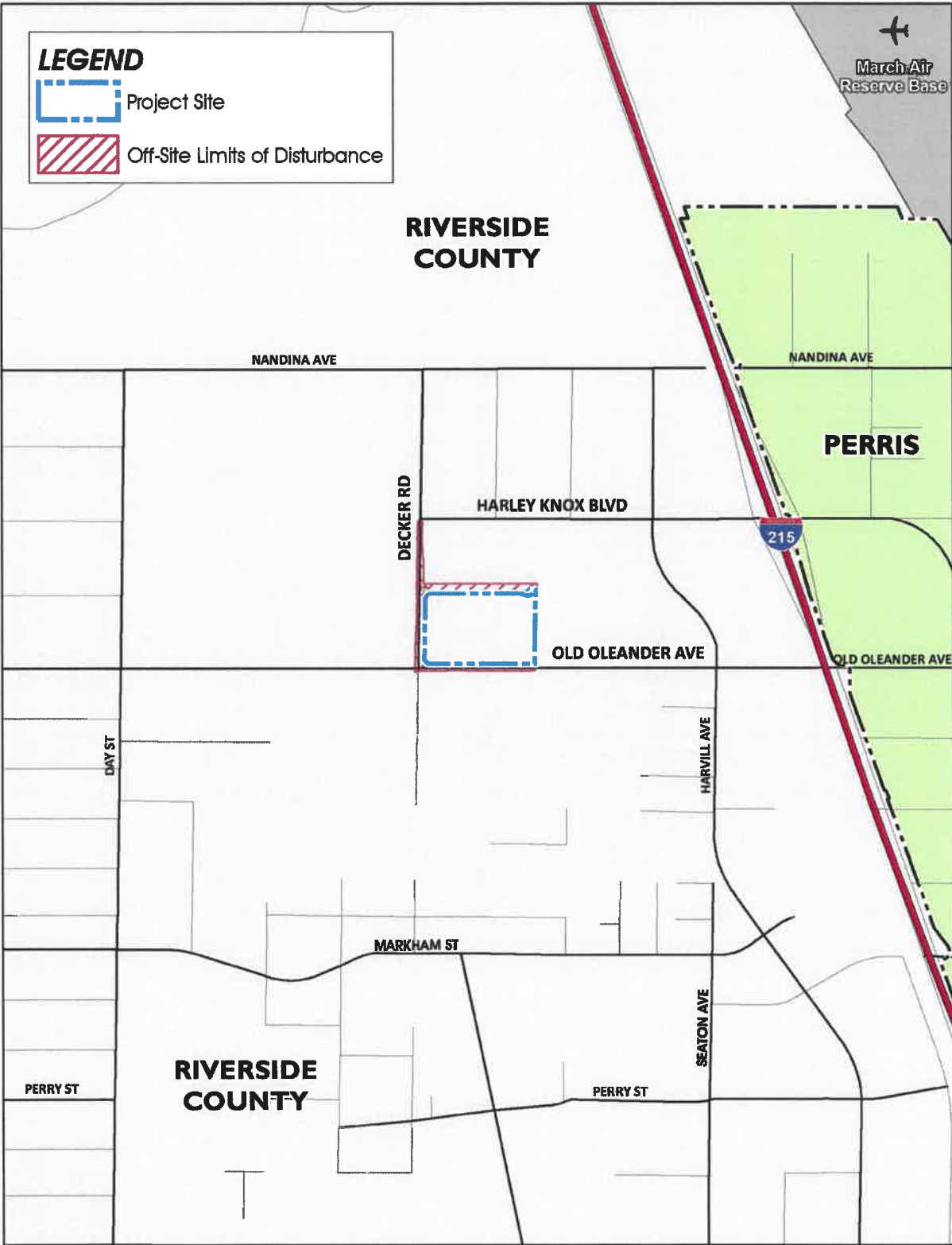


Source(s): ESRI, RCTLMA (2019)

Figure 2-1



Regional Location Map



Source(s): ESRI, RCTLMA (2019)

Figure 2-2



Vicinity Map

Plot Plan No. 180033 (Buildings 21 & 22)

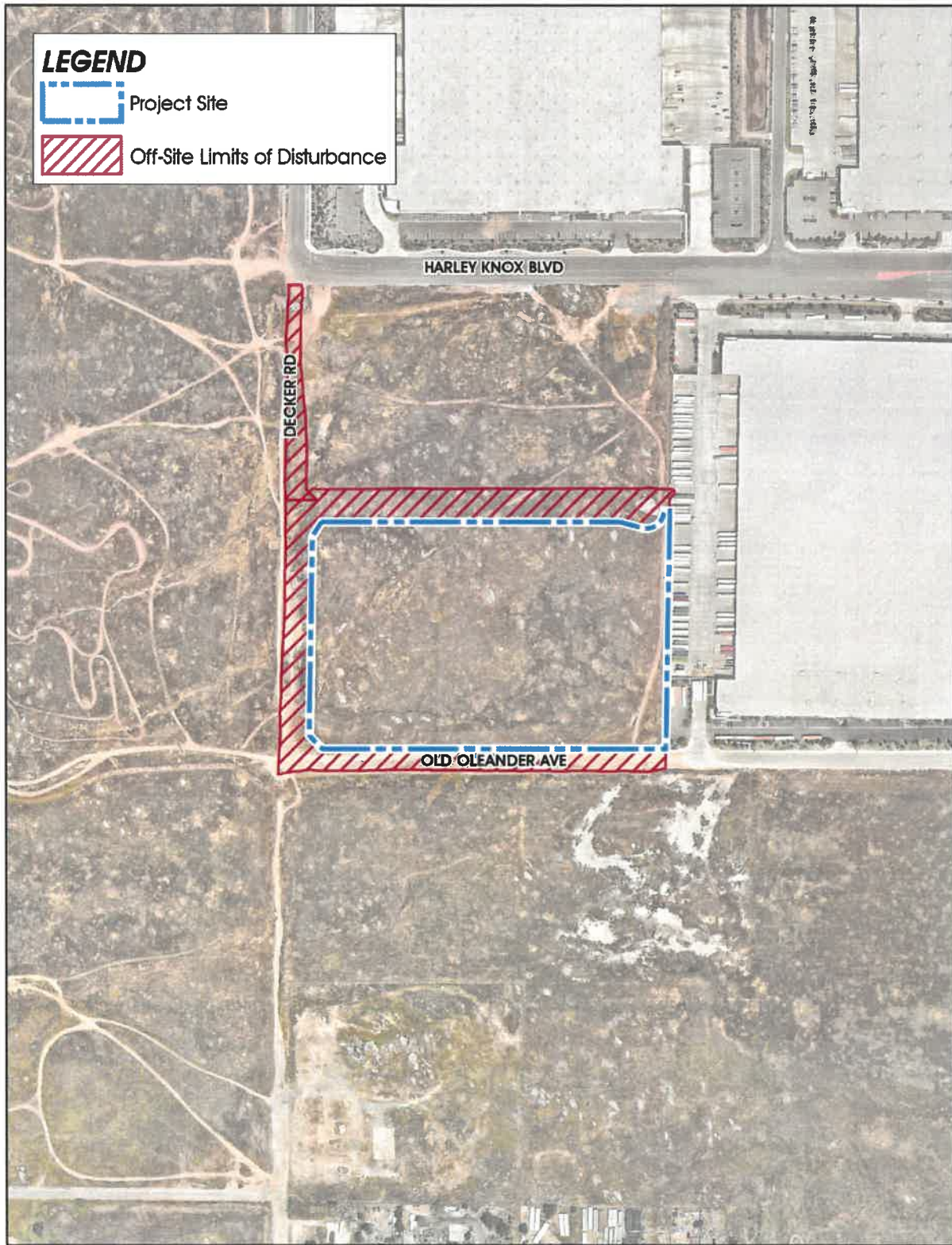
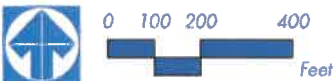


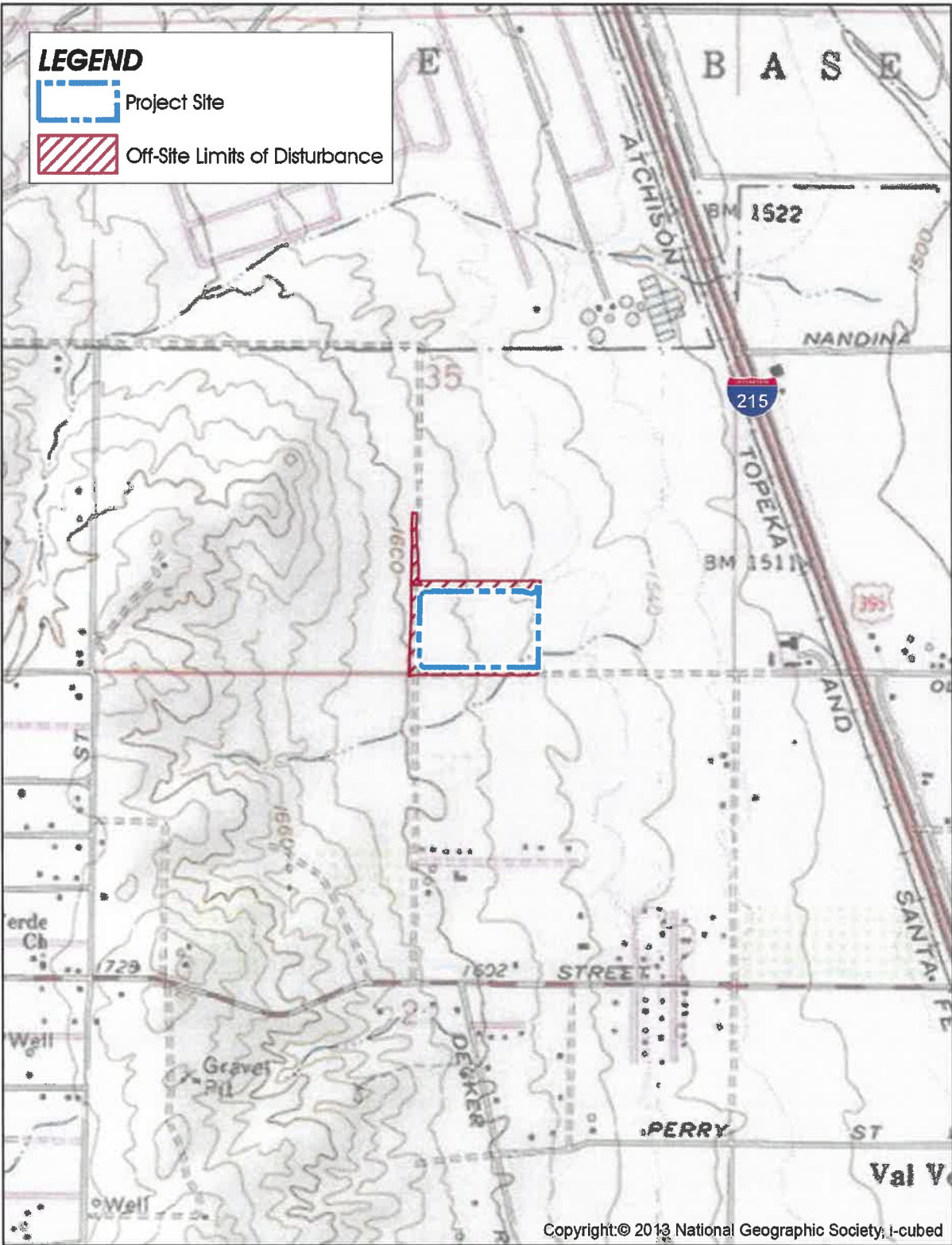
Figure 2-3

Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2019)



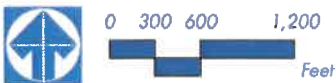
Aerial Photograph

Plot Plan No. 180033 (Buildings 21 & 22)



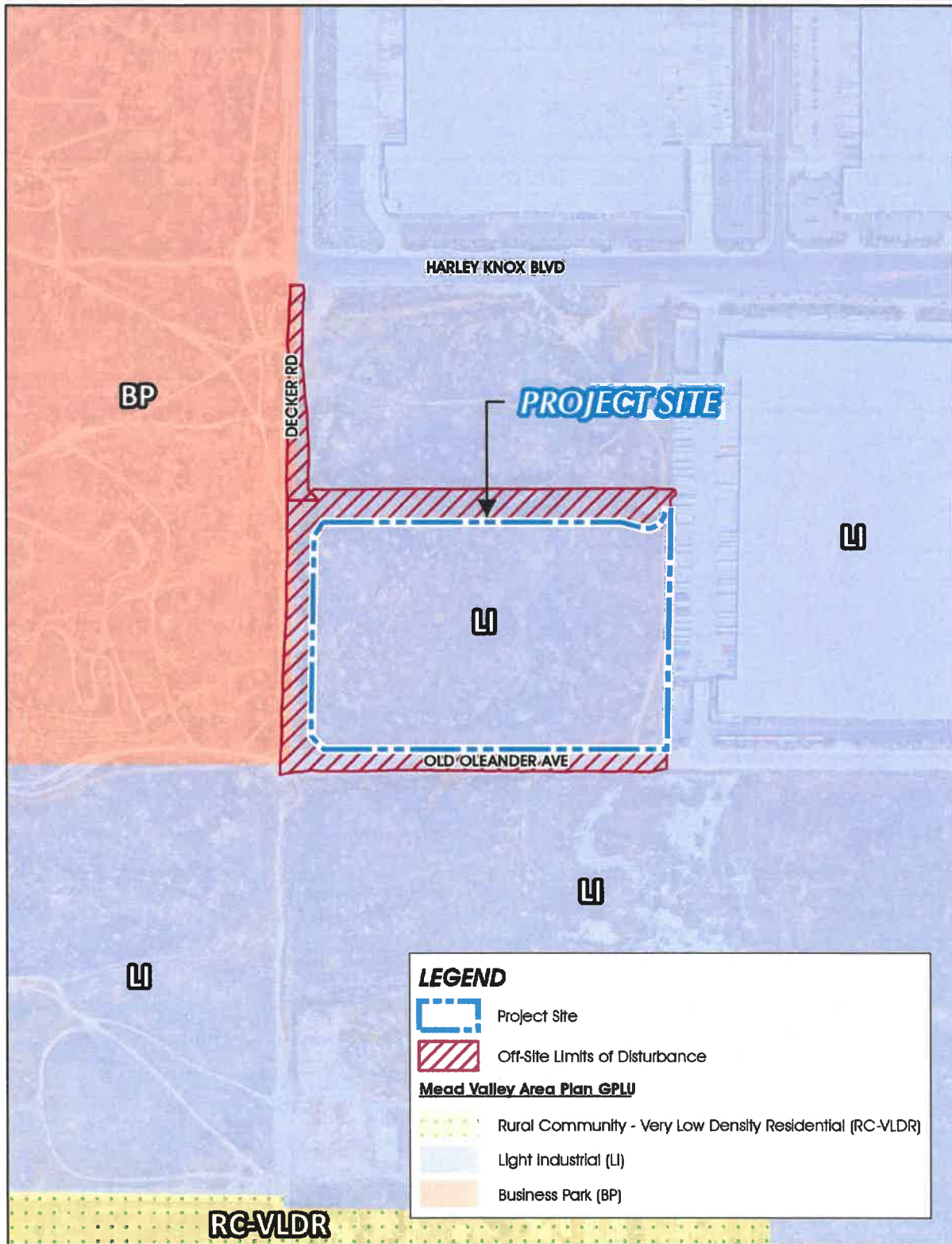
Source(s): USGS (2013)

Figure 2-4



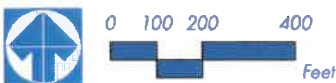
USGS Topographical Map

Plot Plan No. 180033 (Buildings 21 & 22)



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2019)

Figure 2-5



MVAP Land Use Plan

2.2.3 Surrounding Land Uses and Development

Figure 2-6, *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 located east of and adjacent to a light industrial warehouse building (DSC Logistics). Land uses immediately to the north, west, and south consist of vacant, undeveloped parcels. Approximately 0.2-mile north of the Project site (beyond Harley Knox Boulevard) is the northern portion of MFBCSP Planning Area 7 (Plot Plan No. 25954), which has been recently developed with an industrial warehouse.

2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

2.3.1 Topography

The topography of the Project site is relatively flat with elevations on-site ranging from approximately 1,556 feet above mean sea level (amsl) at the southeast corner of the site to 1,597 feet amsl at the western Project boundary.

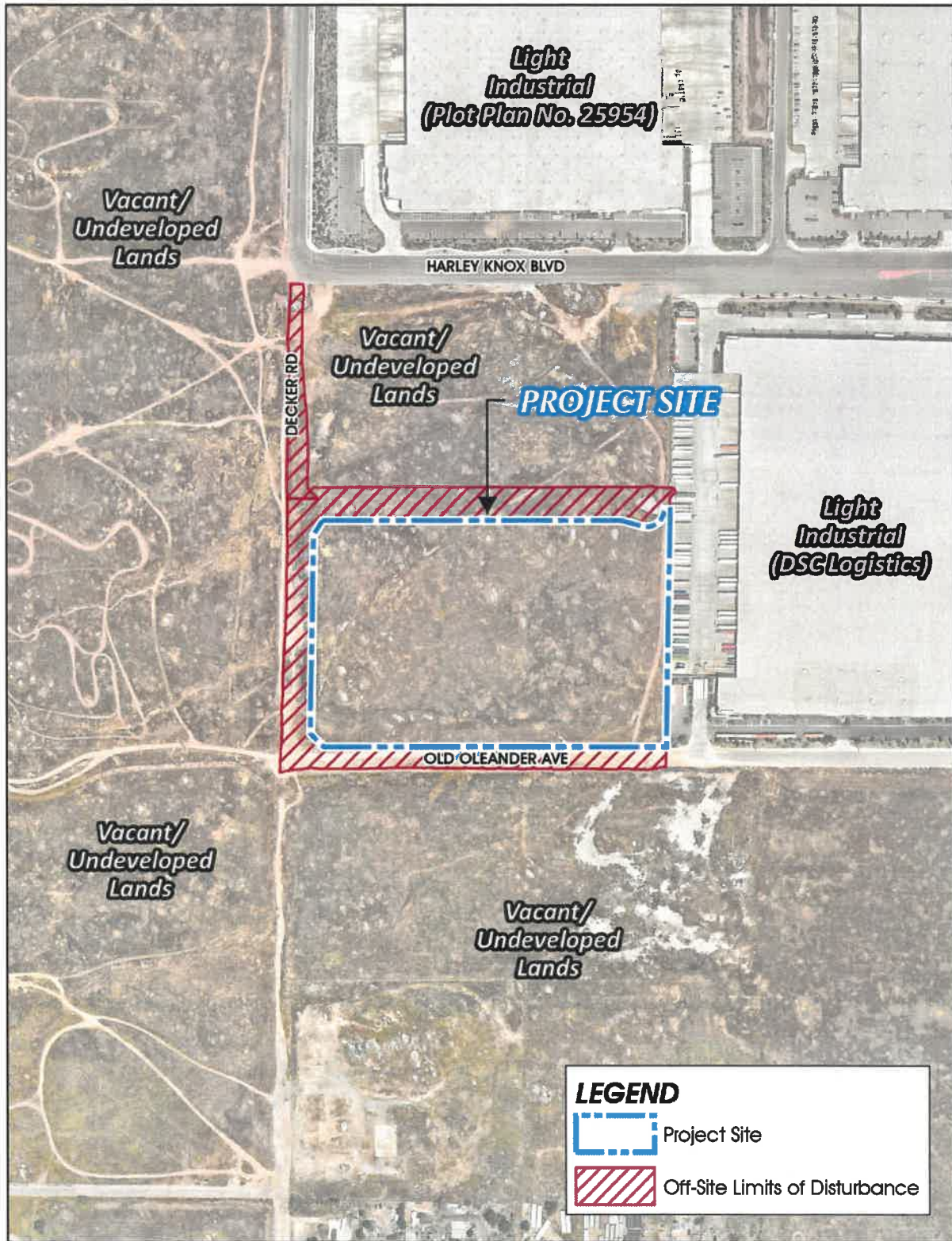
2.3.2 Geology

No active or inactive fault traces are known to traverse the site and no evidence of on-site faulting was observed during the investigation conducted for the Project site. The site is not located within a designated Alquist-Priolo Fault Zone or County of Riverside Fault Zone. The closest zoned fault to the site is the San Jacinto fault zone located approximately 9.5 miles northeast of the site. (Kleinfelder, 2019b, p. 9; Kleinfelder, 2019a, p. 8) 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 Building 21 site subsurface materials consist of older alluvium ranging in thickness from approximately 0 to 6 feet below ground surface (bgs), with bedrock occurring at a depth of between 4 to 6 feet bgs. (Kleinfelder, 2019a, pp. 5-6). Building 22 site subsurface materials consist of older alluvium ranging in thickness from approximately 0 to 7 feet bgs, with bedrock occurring at a depth of between 2.5 to 7 feet bgs (Kleinfelder, 2019b, p. 5).

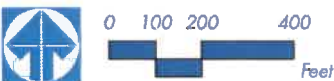
2.3.3 Hydrology

Figure 2-7, *Existing Conditions Hydrology*, depicts the site's existing hydrology. As shown, runoff from off-site areas tributary to the Project site enters the Project site near the southwest corner of the site. These flows along with runoff generated on the Project site are conveyed northeasterly to an existing on-site drainage basin that runs parallel to the eastern Project boundary. Flows within this basin are conveyed southerly of the Project's eastern boundary, and are then discharged into an existing storm drain system located 350 feet east beneath Old Oleander Avenue. Existing flow rates on the Project site during 24-hour, 100-year storm events are estimated at 8.9 cubic feet per second (cfs). (PBLA, 2020a, pp. 3-4)



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2019)

Figure 2-6



Surrounding Land Uses and Development

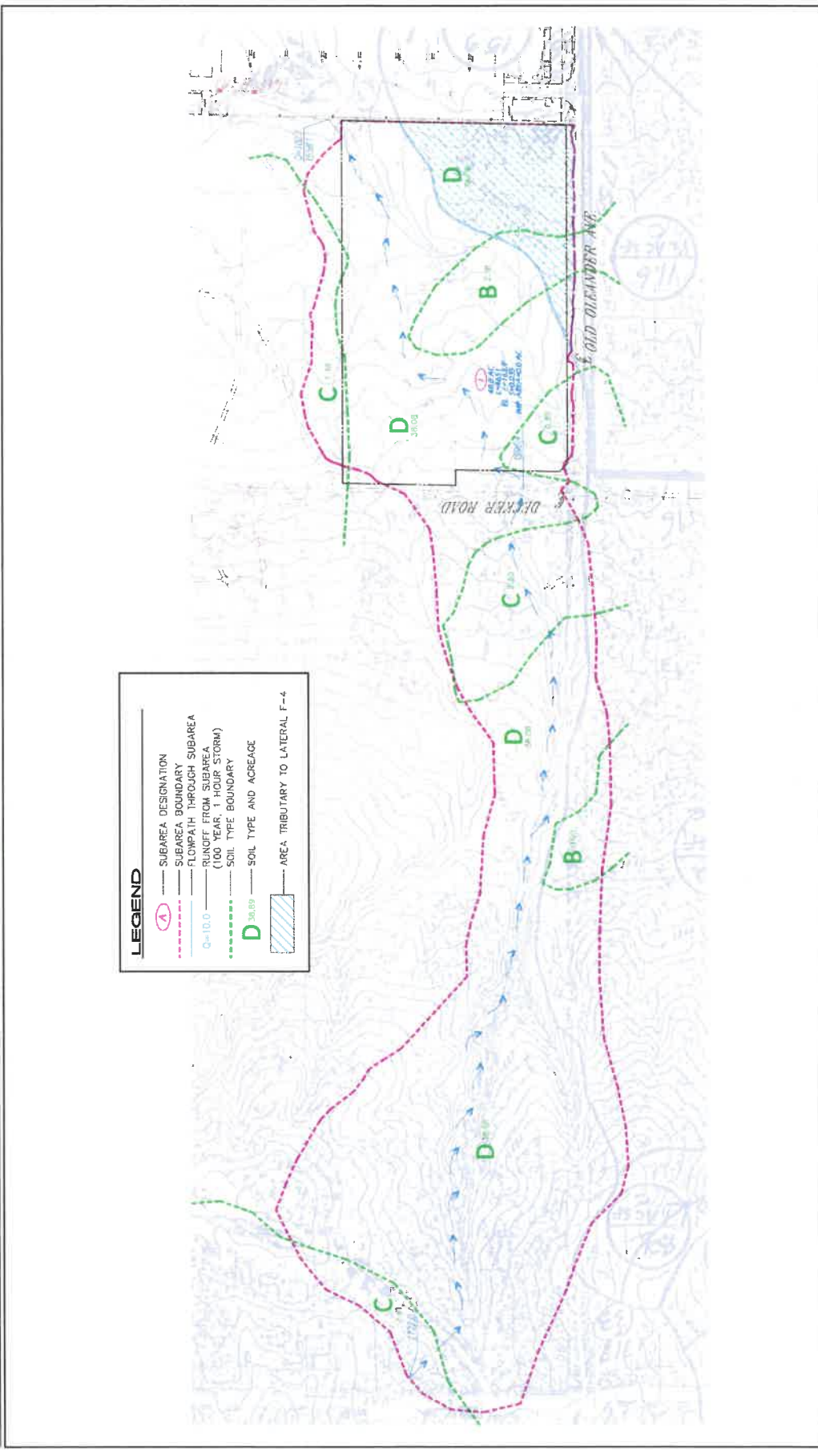


Figure 2-7

Source(s): PBLA Engineering, Inc. (05-17-2020)



2.3.4 Groundwater

The Project site is located within the Perris North Groundwater Management Zone of the West San Jacinto Groundwater Management Area (GMA) (EMWD, 2019, Figure 7-2). Groundwater was not encountered on-site; however, groundwater was encountered during investigation for Buildings 19 and 20, located southeast of Building 22, at depths between 21 and 29 bgs. There are no groundwater wells located on the Project site under existing conditions. (Kleinfelder, 2019a, pp. ES-2; Kleinfelder, 2019b, pp. ES-2)

2.3.5 Soils

Table 2-1, *Summary of Project Site Soils*, provides a summary of the soil types present on the Project site. As shown, approximately 8.3% of the site has a slow rate of runoff and slight susceptibility to erosion. 15.9% of the Project site contains soils with a slow to medium rate of runoff and a slight to moderate susceptibility to erosion hazards. The remaining 75.9% of the Project site has a medium rate of runoff and moderate erosion susceptibility. 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 Site Soils

Map Unit Symbol	Map Unit Name	Rate of Runoff	Erosion Susceptibility	Acres in AOI	Percent of AOI
CkD2	Cieneba rocky sandy loam, 8 to 15 percent slopes, eroded	Slow	Slight	0.4	2.8%
FcD2	Fallbrook rocky sandy loam, shallow, 8 to 15 percent slopes, eroded	Medium	Moderate	10.6	75.9%
FfC2	Fallbrook fine sandy loam, 2 to 8 percent slopes, eroded	Slow	Slight	0.8	5.5%
VsC	Vista coarse sandy loam, 2 to 8 percent slopes	Slow to Medium	Slight to Moderate	2.2	15.9%
Totals for Area of Interest:				13.9	100.0%

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

Note: Totals reflect rounding

(NRCS, 2020; USDA, 1971, pp. 14, 33, 38-40, and 46-47)

2.3.6 Vegetation

As shown in Table 2-2, *Summary of Vegetation/Land Use Types*, and as depicted on Figure 2-8, *Existing Vegetation*, under existing conditions the 13.9-acre Project site and the 5.42-acre off-site impact area ("Study Area") contain three distinct vegetation types as mapped by the Project biologist (Glenn Lukos Associates), including developed, disturbed, and disturbed/non-native grassland. Vegetation types within the project site were mapped according to Holland (1986) and Sawyer et al. (2009) to the extent possible. Deviations in nomenclature were made when existing habitat descriptions did not accurately characterize the vegetation communities present. Vegetation types mapped on site and within the off-site improvement areas are described below. (GLA, 2020, pp. 23-24)



Source(s): Glenn Latta Associates (08-17-2020)



T&B Planning, Inc.

Figure 2-8

Existing Vegetation

Table 2-2 Summary of Vegetation/Land Use Types

Vegetation Type	Onsite Improvement Area	Offsite Improvement Area	Totals (Acres)
Developed	0	0.03	0.03
Disturbed	1.73	3.68	5.41
Disturbed/Non-Native Grassland	12.17	1.71	13.88
Total	13.90	5.42	19.32

(GLA, 2020, Table 4-1)

- Developed.** As shown on Figure 2-8, the off-site impact area along Decker Road before it connects to Harley Knox Boulevard supports a total of 0.03 acre of developed land in the form of large rock boulders placed across the road. (GLA, 2020, p. 24)
- Disturbed.** As shown on Figure 2-8, the Project site supports a total of 1.73 acres of disturbed land that predominantly consist of unpaved access roads that traverse through the Project site. The off-site impact areas area contains approximately 3.68 acres of unpaved roads. (GLA, 2020, p. 24)
- Disturbed/Non-Native Grassland.** As shown on Figure 2-8, the Project site supports 12.17 acres of disturbed/non-native grassland. The entire Project site has been disturbed in the past from ground disturbance activities including mowing or discing for decades and the entire site appears to have been cleared of vegetation in 1967, based on a review of online historical aerials. Currently disked areas that recently supported this habitat are included in the acreage. Dominant plant species observed include bare barley (*Hordeum murinum*), ripgut grass (*Bromus diandrus*), red brome (*Bromus madritensis ssp. rubens*), redstem filaree (*Erodium cicutarium*), wire lettuce (*Stephanomeria pauciflora*), prickly lettuce (*Lactuca serriola*). Other species detected include London rocket (*Sisymbrium irio*), short-pod mustard (*Hirschfeldia incana*), stinknet (*Oncosiphon piluliferum*), common fiddleneck (*Amsinkia intermedia*), and Russian thistle (*Salsola tragus*). Within this area includes a small cluster of rock outcrops near the western Project site boundary and scattered boulders and rocks throughout the western half of the Project site. The off-site Impact areas contains 1.71 acres of disturbed/nonnative grassland. (GLA, 2020, p. 24)

2.3.7 Special-Status Plants

Table 4-2 of the Project's Biological Technical Report ("BTR"; *Technical Appendix B*) provides a list of special-status plant species evaluated for the Study Area through general biological surveys and habitat assessments. Species were evaluated based on the following factors: 1) species identified by the California Natural Diversity Database (CNDDDB) and California Native Plant Society (CNPS) as occurring (either currently or historically) on or near the vicinity of the Project Site, and 2) any other special-status plants that are known to occur within the vicinity of the Project Site, or for which potentially suitable habitat occurs within the site. One special-status plant species, paniculate tarplant (*Deinandra paniculata*), was detected on site during surveys conducted in 2020 as part of the focused burrowing owl surveys. Paniculate tarplant is not covered by the Western Riverside County Multiple Species Habitat Conservation

Plan (MSHCP) and is a CNPS Rank 4.2 species, indicating that this species is of limited distribution and is fairly endangered in California (20-80% of occurrences threatened). No additional special-status plants are expected to occur on-site or within the off-site improvement areas (refer to Table 4-2 of the Project's BTR). (GLA, 2020, p. 25)

2.3.8 Wildlife

Two special-status wildlife species, the burrowing owl (*Athene cunicularia*) and the San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), were detected in the Study Area. The San Diego black-tailed jackrabbit is a covered species under the MSHCP, while the burrowing owl is a covered MSHCP species subject to special survey and conservation requirements. Both the San Diego black-tailed jackrabbit and burrowing owl are State-designated Species of Special Concern. All other special-status reptile, bird, and mammal species were found to have a low potential to occur. Table 4-3 of the Project's BTR (*Technical Appendix B*) provides a list of special-status wildlife species evaluated for the Study Area through a literature search, general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors, including: 1) species identified by the CNDDDB as occurring (either currently or historically) on or in the vicinity of the Study Area, and 2) any other special-status animals that are known to occur within the vicinity of the Study Area, for which potentially suitable habitat occurs on the site. (GLA, 2020, p. 31)

2.3.9 Jurisdictional Waters

The Study Area does not contain any jurisdictional waters, including those features that would fall under the jurisdiction of the U.S. Army Corps of Engineers, California Department of Fish and Wildlife (CDFW), or the Santa Ana Regional Water Quality Control Board (RWQCB). The Study Area also does not contain any MSHCP riparian/riverine areas or vernal pools. (GLA, 2020, p. 45)

3.0 Project Description

The proposed Project consists of an application for a Plot Plan (PPT No. 180033), 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 applications.

3.1 PROPOSED DISCRETIONARY APPROVALS

3.1.1 Plot Plan No. 180033

A plot plan is required prior to development of any permitted use pursuant to the requirements of the site's underlying zoning designations of I-P and M-M (refer to subsection 2.2.2). Accordingly, Plot Plan No. 180033 (PPT No. 180033) is proposed to allow for development of the site with two warehouse buildings (Buildings 21 & 22) comprising up to 226,857 s.f. of building area.

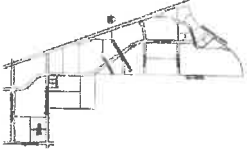
A. *Site Planning and Building Configuration*

Figure 3-1, *Plot Plan No. 180033 Site Plan*, depicts the overall site plan proposed by the Project. As shown, the Project entails the development of the 13.9 gross-acre site with two warehouse buildings (herein, "Building 21" and "Building 22") and a detention/biofiltration basin. Building 21 would contain approximately 106,552 s.f. of building area; however, for purposes of analysis herein, it is assumed Building 21 would comprise up to 112,541 s.f. of building area in order to account for any minor changes to the building area as part of final design. Building 22 would contain approximately 108,872 s.f. of building area; however, for purposes of analysis herein, it is assumed Building 22 would comprise up to 114,316 s.f. of building area in order to account for any minor changes to the building area as part of final design. Thus, up to 226,857 s.f. of warehouse building space is proposed as part of the Project.

Building 21 is proposed in the western portion of the site. Pedestrian entrance to the building is proposed at the southwest and northwest corners of the building, which also would accommodate supporting office uses. A total of 21 dock doors are proposed along the eastern side of the building. Access to the dock doors would be secured by gates. A total of 99 parking spaces for passenger vehicles also are accommodated, with parking spaces proposed to the south and west sides of the building. A total of five electric vehicle (EV) spaces would be provided. A minimum 30-foot fire access lane also is provided along the east side of the Building 21 truck court and would accommodate emergency access through the site. Access to Building 21 would occur from a proposed driveway along Decker Road (passenger cars only), a proposed driveway from Rowland Lane (passenger cars and trucks) and a proposed driveway from Old Oleander Avenue (passenger cars and trucks).

Plot Plan No. 180033 (Buildings 21 & 22)

Item	Quantity	Unit	Value	Notes
Building 21	1	sq ft	106,552	
Building 22	1	sq ft	108,872	
Total	2	sq ft	215,424	



Vicinity Map
Sheet 1110

**THE PROPERTY IS BEING
DEVELOPED IN ACCORDANCE
WITH THE CITY OF INDUSTRIAL
ZONING MAP (ZM) AND THE
ZONING ORDINANCE.**

**THE PROPOSED DEVELOPMENT
IS IN FULL COMPLIANCE WITH
THE CITY OF INDUSTRIAL
ZONING MAP (ZM) AND THE
ZONING ORDINANCE.**

**THERE ARE NO COMMENTS
ON RECORD ON THIS PROPERTY.**

ZONING & LAND USE INFORMATION:
COUNTY OF MERCED GENERAL PLAN:
EXISTING ZONING IS "M1", "I1",
AND "I2".
ALSO THE MERCED COUNTY
GENERAL PLAN (MGP) IS IN EFFECT.

Parking Stalls:
All Parking Stalls Are 8'x12' Minimum Size With 8'x12' Minimum Clear Height. A Six Inch High curb with a 1/2" Radius is Required. All Parking Stalls Shall Be Located On The East Side of the Building. All Accessible Stalls Shall Be Located On The East Side of the Building.

Assessor Parcel Maps:
7043 10A04
7043 10A05
7043 10A06

Legal Description:
Block 71
Parcel 4, 5 & 6, Portion of Parcel 3 PM 1735A, A Portion of Parcel 4 PM 1735B
Block 72
Parcel 4 & 5, A Portion of Parcel 3 PM 1735A, A Portion of Parcel 5
Parcel 3

Thomas Brothers:
1000 CALIFORNIA BLVD
SUITE 100
CITY OF INDUSTRIAL, CA 95163-3407
(916) 481-8000
thomasbrothers.com

CONSTRUCTION:
SOUTHERN CALIFORNIA ELECTRIC
CITY OF INDUSTRIAL, CA 95163-3407
(916) 481-8000
scenergy.com

GENERAL CONTRACTOR:
SOUTHERN CALIFORNIA ELECTRIC
CITY OF INDUSTRIAL, CA 95163-3407
(916) 481-8000
scenergy.com

GENERAL CONTRACTOR:
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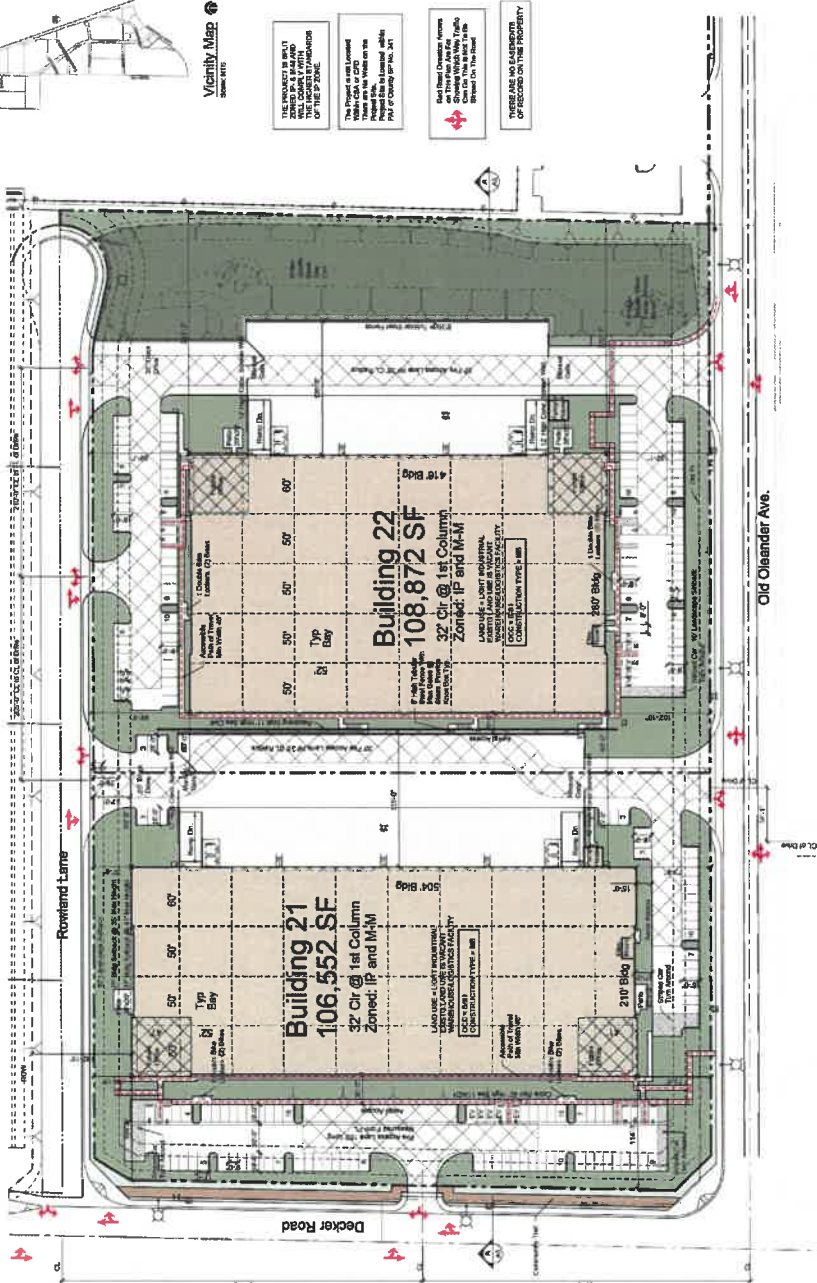


Figure 3-1

Plot Plan No. 180033 (Buildings 21 & 22)

Building 22 is proposed in the eastern portion of the Project site. Pedestrian entrance to the building is proposed at the southeast and northeast corners of the building, which also would accommodate supporting office uses. A total of 14 dock doors are proposed along the eastern side of the building. Access to the dock doors would be secured by gates. A total of 96 parking spaces for passenger vehicles also are accommodated, with parking spaces proposed to the north and south sides of the building. A total of five EV spaces would be provided. A minimum 30-foot fire access lane also is provided along the east side of the building and would accommodate emergency access through the site. Access to Building 22 would occur from two proposed driveways from Rowland Lane, with the western driveway accommodating passenger cars only and the eastern most driveway accommodating passenger cars and trucks, and one proposed driveway from Old Oleander Avenue that would accommodate both passenger cars and trucks.

In addition, an approximately 0.9-acre detention/biofiltration basin is proposed to the east of Building 22. The detention basin would be constructed at depths ranging from 1,560 feet amsl to 1,567 feet amsl, for an overall depth of approximately seven feet at its deepest point. Flows from the detention/biofiltration basin would be conveyed northeasterly to an existing storm drain lateral (Lateral B-8A), with flows being conveyed to existing drainage facilities within Harley Knox Boulevard.

B. Grading and Site Work

Figure 3-2 and Figure 3-3, *Conceptual Grading Plan*, depict 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 69,396 cubic yards (cy) of cut and 113,714 cy of fill, requiring an import of 44,318 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 construction 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 3:1 (horizontal:vertical) (refer to Figure 3-2). The detention basin proposed in the eastern site boundary would capture runoff from the developed portions of the site. Slopes along the detention basin are proposed at gradients ranging from 3:1 to 4:1. Elevations within the detention basin would range from approximately 1,556 feet amsl to 1,567 feet amsl. The detention basin is designed to convey runoff northeasterly to an existing storm drain lateral (Lateral B-8A), which would convey flows towards existing drainage facilities within Harley Knox Boulevard. A retaining wall up to 11 feet tall also is proposed along the west side of Building 22.

As shown on Figure 3-2 and Figure 3-3, off-site improvements also are proposed, including frontage improvements to Old Oleander Avenue, Decker Road, and Rowland Lane, and off-site improvements to Decker Road between Rowland Land and Harley Knox Boulevard to provide for secondary emergency access to the site.

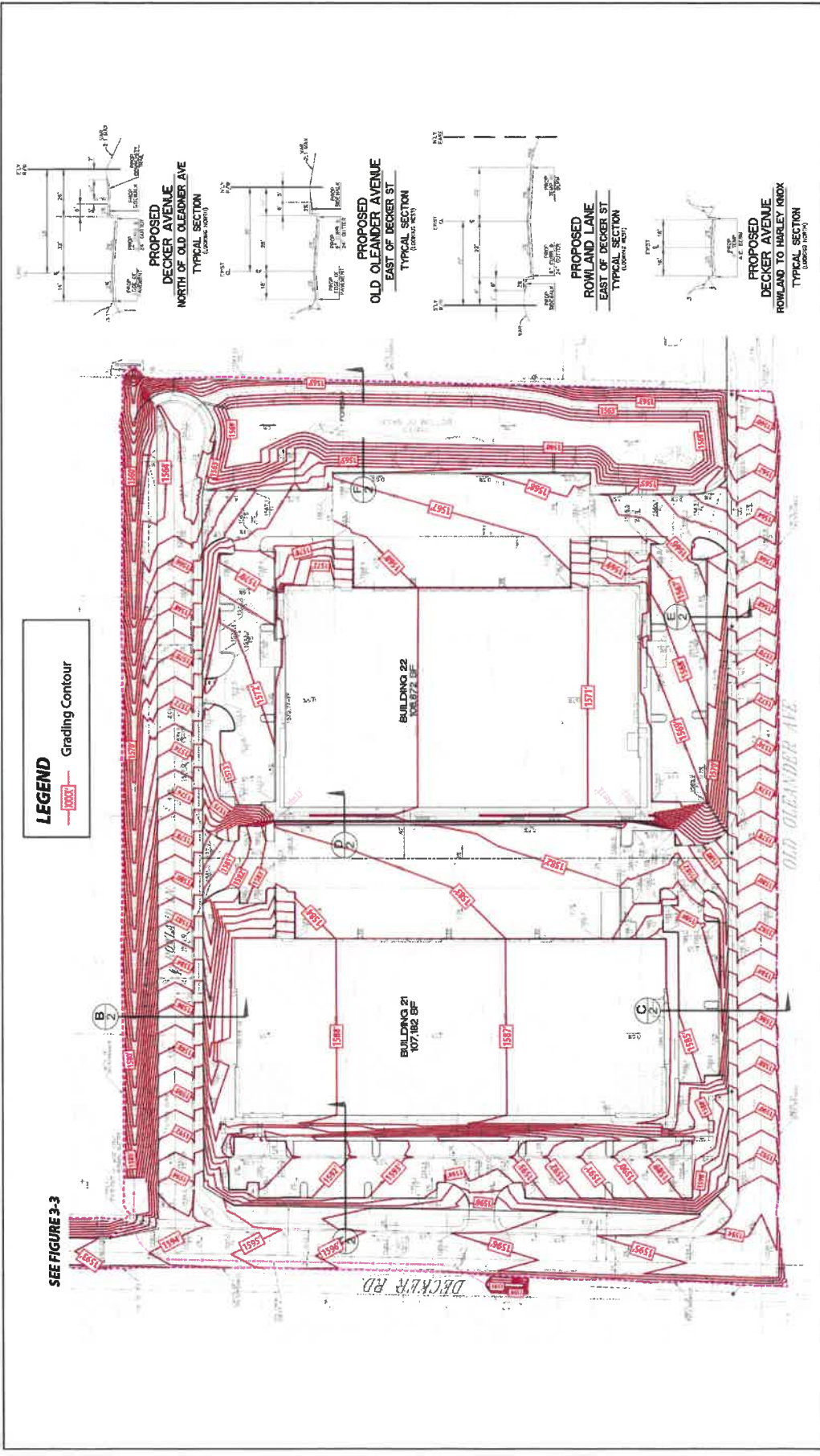


Figure 3-2

Conceptual Grading Plan (1 of 2)



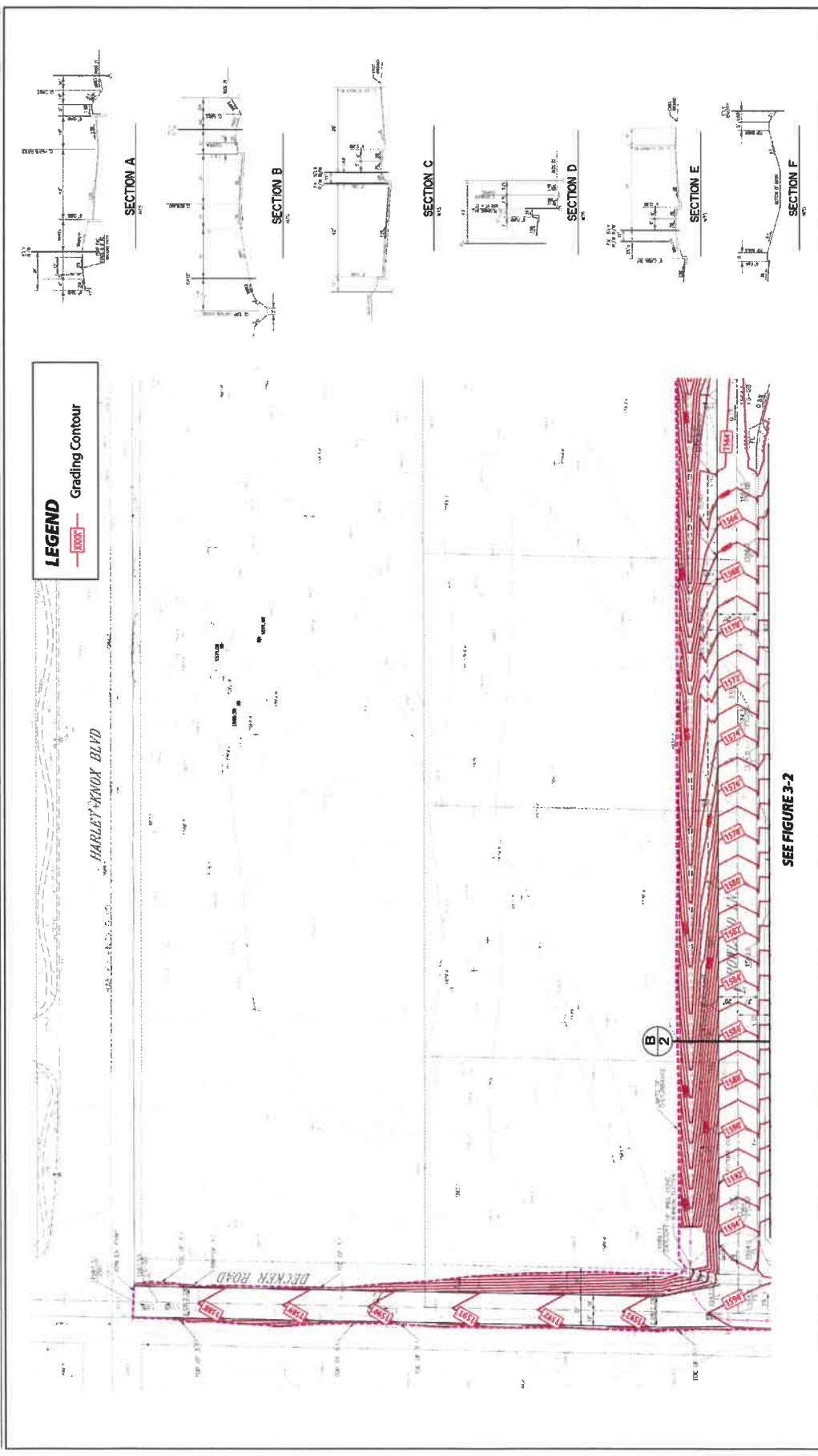


Figure 3-3

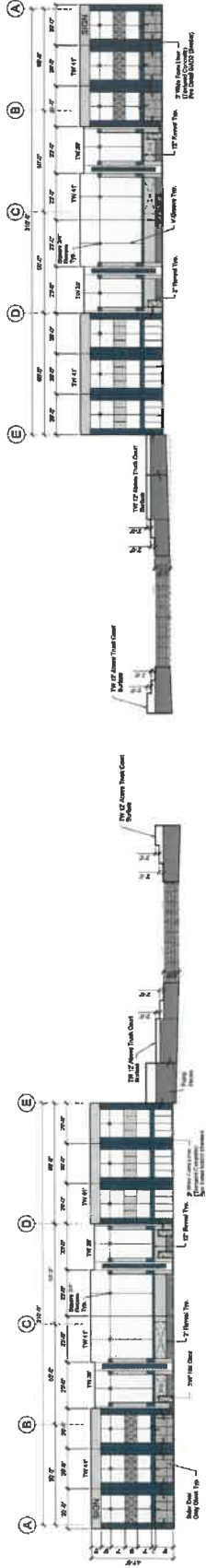
C. Circulation and Parking

Access to the Project site would occur via Decker Road, Rowland Lane, and Old Oleander Avenue. Access for passenger vehicles to the Project site would be accommodated via a proposed driveway along Decker Road, three driveways along Rowland Lane, and two driveways along Old Oleander Avenue. Truck access would be restricted to the two driveways along Old Oleander Avenue and the western and eastern driveways along Rowland Lane. Additionally, a 30-foot wide emergency access would be provided along the west, east, and southeast side of Building 21 and along the north, east, and south sides of Building 22. Knox boxes (i.e., a small, wall-mounted safe that holds building keys for fire departments, emergency medical services, and sometimes police) 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, the Project Applicant would construct off-site improvements to Rowland Lane with an ultimate width of 60 feet, which would be located along the northern Project site boundary. Improvements to Rowland Lane would include 40 feet of travel lanes, with curb and gutter and a six-foot wide curb-adjacent sidewalk along the Project's frontage. As part of the Project, Decker Road would be improved off-site along the site's frontage to provide 46 feet of travel lanes, with curb and gutter, a six-foot curb-adjacent sidewalk, and a 10-foot community trail easement along the site's frontage with this roadway. Off-site improvements are proposed to Old Oleander Avenue along the site's frontage, which would include 46 feet of travel lanes, with curb and gutter and a six-foot wide curb-adjacent sidewalk along the Project's frontage. Additionally, the Project would construct a paved roadway connection along Decker Road off-site between the northern site boundary and Harley Knox Boulevard in order to provide for emergency access to the site.

D. Architectural Design

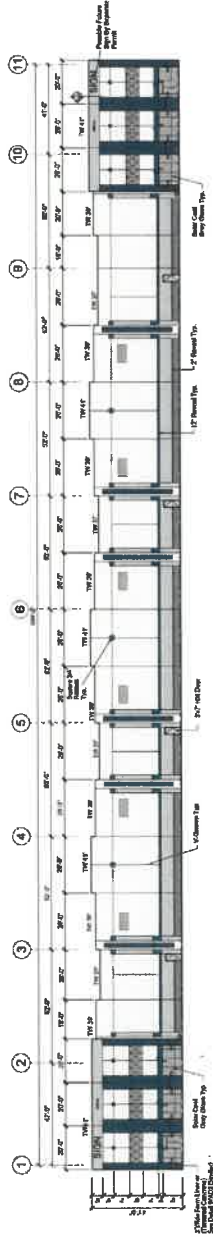
Proposed building elevations for Building 21 are depicted on Figure 3-4, *Building 21 Elevations*. As shown, Building 21 would have a variable roof line that measures between 37 feet in height to as tall as 41 feet in height near all four corners of the building, as measured from proposed finished floor. The elevation of the finished floor for Building 21 would range from 1,588.60 feet amsl at the northern portion of the building to 1,586.07 feet amsl at the southern portion of the building. The northwest and southwest corners of the building would feature the main pedestrian entrances into the building, and would be treated with glazing (glass) elements with signage proposed above the entrances. The eastern façade of the building accommodates a total of 21 dock doors. The dock doors would measure nine-foot by ten-foot in size and would be painted white. A roll up door is proposed near the northeast and southeast corners of the building within the docking area. The building would be painted with a mixture of white, light grey, and dark gray colors, with blue accent paint used as accents along the façade, particularly near the building entrances.

The proposed building elevations for Building 22 are depicted on Figure 3-5, *Building 22 Elevations*. As shown, Building 22 also would have a variable roof line that measures between 37 feet in height to as tall as 41 feet in height, as measured from proposed grade. The finished floor elevation for Building 22 would range from 1,572.77 feet amsl at the northern portion of the building to 1,570.70 feet amsl at the southern portion of the building. The northeast and southeast corners of the building would feature the main

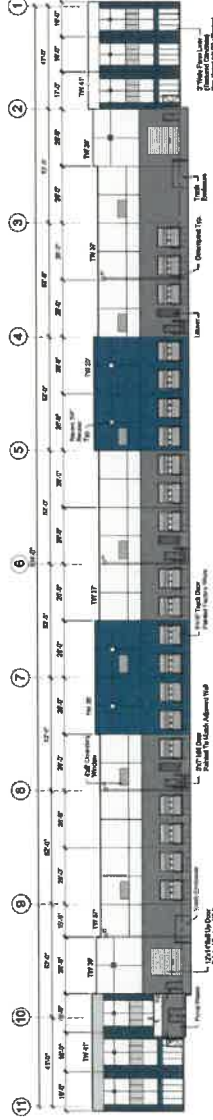


SOUTH ELEVATION

NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION

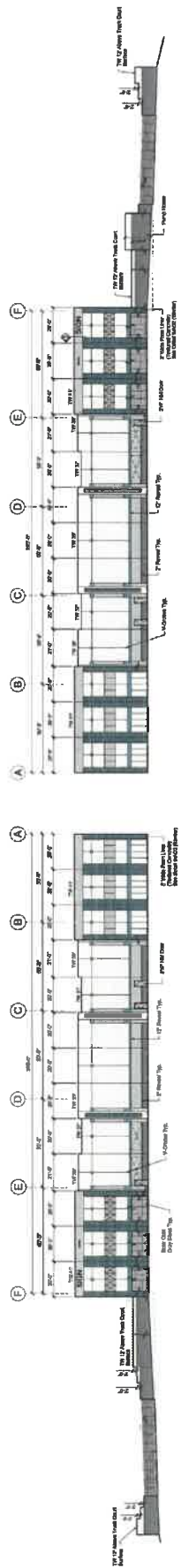
COLOR LEGEND

	SHERWIN WILLIAMS SW 7005 PURE WHITE
	SHERWIN WILLIAMS SW 7693 MONORAIL SILVER
	SHERWIN WILLIAMS SW 7695 WALL STREET
	SHERWIN WILLIAMS SW 6804 DIGNITY BLUE
	GLAZING SOLAR COOL GRAY

Building is Tilt-Up Concrete Panels

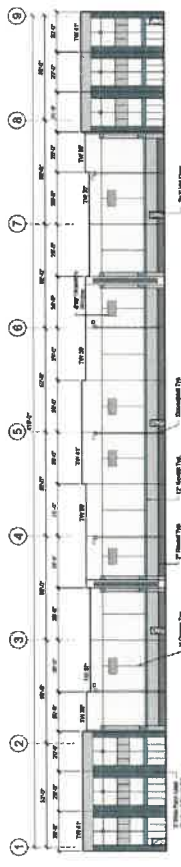
Provide Riser Top Scaffolding of All A.C. Units Per County of Riverside Standards.



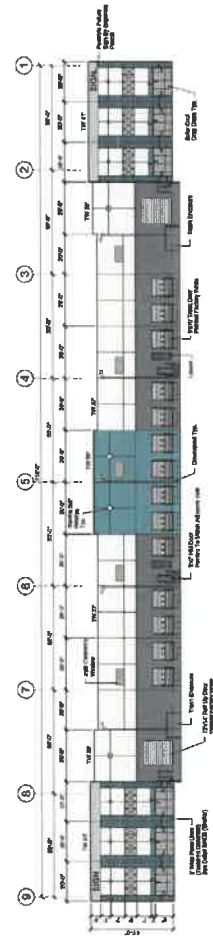


SOUTH ELEVATION

NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION

COLOR LEGEND

	SHERWIN WILLIAMS SW 7005 PURE WHITE
	SHERWIN WILLIAMS SW 7693 MONORIAL SILVER
	SHERWIN WILLIAMS SW 7665 WALL STREET
	SHERWIN WILLIAMS SW 6516 LEISURE BLUE
	GLAZING SOLAR COOL GRAY

Building is 100% Concrete Panels

Provide Plot Tag Scheduling of All A.C. Units Per County of Riverside Standards.

Figure 3-5

Building 22 Elevations
Page 3-8



pedestrian entrances into the building, and would be treated with glazing (glass) elements with signage proposed above the entrances. A total of 14 truck docking doors are proposed along the eastern façade of the building, which would be painted white. A roll up door is proposed near the northeast and southeast corners of the building within the docking area. The building would be painted with a mixture of white, light grey, and dark gray colors, with dusty blue accent paint used particularly near the building entrances.

E. Landscaping

Figure 3-6, *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 Rowland Lane would be landscaped with a combination of 24-inch box shoestring acacia trees (*Acacia stenophylla*), 36-inch box thornless Palo Verde trees (*Cercidium x 'Desert Museum'*), 24-inch box Chinese flame trees (*Koelreuteria bipinnata*), 24-inch box holly oak trees (*Quercus ilex*), and 24-inch box African sumac trees (*Rhus lancea*), while the site's frontages with Decker Road would be landscaped with 24-inch box Chinese flame trees, 24-inch box African sumac trees, and 24-inch box Chinese pistache trees (*Pistacia chinensis*). The site's frontage with Old Oleander Avenue would be landscaped with 24-inch box Chinese flame trees, 24-inch box African sumac trees, and 36-inch box thornless Palo Verde trees. A variety of accent shrubs and groundcover also are proposed. Shoestring acacia accent trees also are proposed around the detention basin. Groundcover for detention basins slopes and bottom includes hydroseed (grasses), with hedges and shrubs surrounding the basin at the top of slope.

Passenger vehicle parking areas and areas surrounding Building 21 would be landscaped with a combination of 36-inch box thornless Palo Verde, 24-inch box fern pines (*Podocarpus gracillior*), 24-inch box Chilean mesquite (*Prosopis chilensis*), 24-inch box Chinese pistache trees, African sumac, and 24-inch box Chinese flame trees. Passenger vehicle parking areas and areas surrounding Building 22 would be landscaped with a combination of African sumac, 36-inch box thornless Palo Verde, 24-inch box fern pines, and 24-inch box Chilean mesquite. Groundcover and shrubs also are proposed in the landscaped areas within the parking lots and landscape areas abutting the proposed buildings.

F. Walls and Fencing

As shown on Figure 3-1, the Project Applicant proposes concrete screen walls and fencing. A 12-foot high concrete screen wall is proposed and would extend along the northern and southern boundaries of both of the truck docking areas to screen views of the docking areas from Rowland Lane and Old Oleander Avenue. Manual gates are proposed at the northern and southern entrances to the truck docking areas for both Building 21 and Building 22. Additionally, Figure 3-2 shows that the Project Applicant proposes a retaining wall adjacent to the west side of Building 22 that would measure up to 11 feet in height. An 8-foot tubular steel fence with gates would be constructed on top of the retaining wall. Additionally, tubular steel fencing measuring from 5 to 8 feet in height are proposed around the detention basin.

G. Water, Sewer, and Drainage

Figure 3-7, *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). Reclaimed water service currently is not available in the area. As shown on Figure 3-7, domestic water service for Building 21 would be provided from direct connections between the northwest and southwest corners of the building to an existing 12-inch water main beneath Decker Road. Domestic water service for Building 22 would be provided from direct connections between the northeast and southeast corners of the building to an existing 12-inch water main beneath Old Oleander Avenue. Fire water mains would be constructed on site surrounding both Building 21 and Building 22 to provide adequate water for fire protection purposes. Additionally, seven fire hydrants are proposed to the north, west, and south of the proposed buildings, all of which would connect to the above-described existing water mains located within Decker Road and Old Oleander Avenue.

Sewer Service

Sewer service to the Project site also would be provided by the EMWD. As shown on Figure 3-7, the Project Applicant proposes to construct sewer lines extending from the northwest portion of Building 21 and the northeast portion of Building 22, which would connect to the existing 8-inch sewer main located beneath Old Oleander Avenue.

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 beneath Old Oleander Avenue. With implementation of the Project, runoff tributary to the site from off-site areas would be collected by a proposed storm drain inlet structure, which would route these flows northerly via a proposed 42-inch storm drain within Decker Road and would discharge into a temporary earthen channel proposed along the northern edge of Rowland Lane. The temporary earthen channel would be constructed as part of the Project, while ultimate improvements to this channel would occur in conjunction with future development of the property located along the northern side of Rowland Lane. Flows within the temporary earthen channel would discharge into an existing storm drain lateral (Lateral B-8A). A portion of flows originating within Decker Road also would be routed to the temporary earthen channel within Rowland Lane. Remaining flows within Decker Road, along with flows originating within Old Oleander Avenue and areas on site, would be collected via subdrains and catch basins, and would be routed to the on-site detention basin. Following detention and water quality treatment, these flows would discharge into Lateral B-8A near the northeast corner of the Project site. Runoff within Lateral B-8A would be conveyed towards existing storm drain facilities within Harley Knox Boulevard.

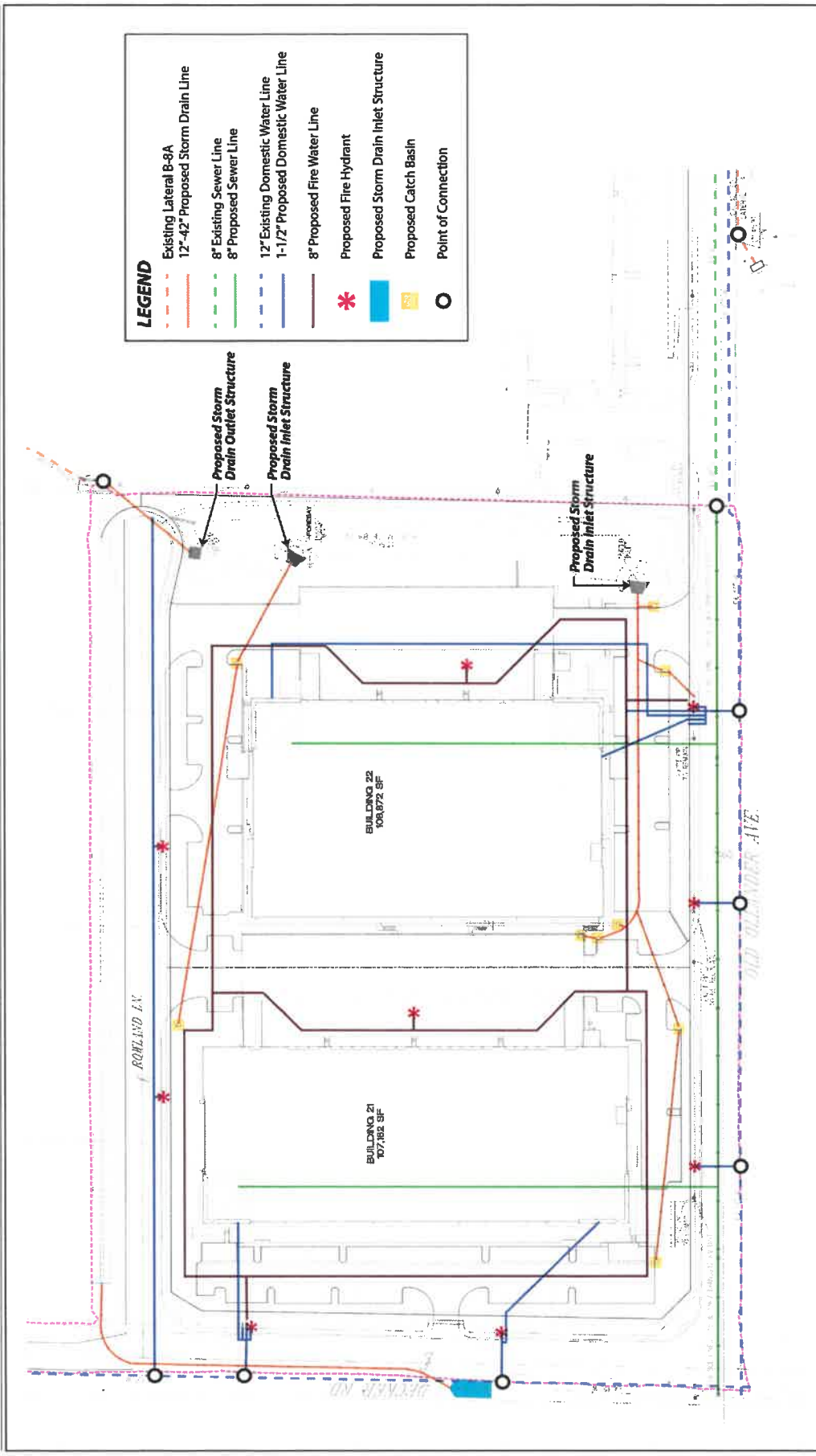


Figure 3-7

3.2 SCOPE OF ENVIRONMENTAL ANALYSIS

3.2.1 Construction Characteristics

A. Proposed Physical Disturbance

Implementation of the proposed Project would result in full disturbance of the 13.9-acre property. The Project also would result in construction of a new roadway, Rowland Lane, abutting the northern Project site boundary, and improvements to Decker Road and Old Oleander Avenue along the Project site frontage. A 10-foot wide community trail would be constructed along the site's frontage with Decker Road. A temporary earthen channel is proposed along the northern edge of Rowland Lane, along with proposed drainage facilities within Decker Road and Old Oleander Avenue. Runoff tributary to and generated on the Project site would be conveyed to an existing storm drain lateral (Lateral B-8A) located off-site near the northeast corner of the Project site. Additionally, as part of the Project, Decker Road between Rowland Lane and Harley Knox Boulevard would be improved to provide two travel lanes (one in each direction). A total of 5.42 acres of areas off-site would be disturbed as part of the Project in association with proposed roadway and infrastructure improvements (refer to subsections 3.1.1.C and 3.1.1.G for a description of the proposed off-site improvements). Figure 3-8, *Proposed Physical Disturbance*, depicts the Project's limits of on- and off-site physical disturbance.

3.2.2 Operational Characteristics

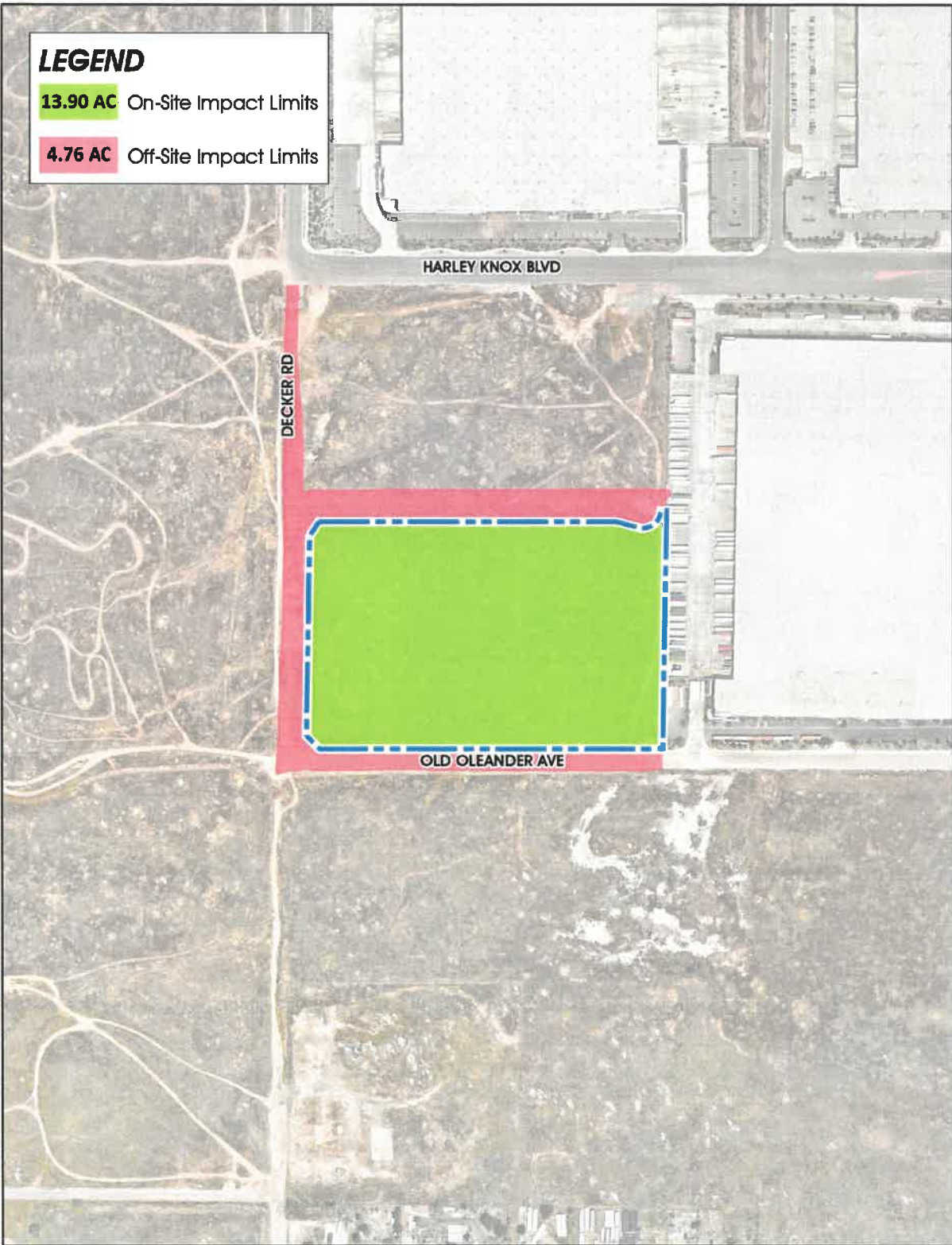
A. Overview of Operational Characteristics

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, and the proposed loading bays and trailer parking stalls would not serve refrigerated trucks.

B. Future Employment

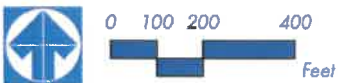
Because users of the Project's buildings are not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of analysis, employment estimates have been calculated using data and average employment density factors utilized in the County of Riverside 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 220 new, recurring jobs ($226,857 \text{ s.f.} \div 1,030 = 220$). (Riverside County, 2015, Appendix E, Table ES-5)

Plot Plan No. 180033 (Buildings 21 & 22)



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2019)

Figure 3-8



Proposed Physical Disturbance

C. Future Traffic

As indicated in Table 3-3, *Project Trip Generation Summary*, buildout of the proposed Project (Buildings 21 and 22) is anticipated to result in a net total of 402 actual vehicle trip-ends per day (including 112 truck trips), with 36 AM peak hour trips and 40 PM peak hour trips. As detailed in Table 3-3, Building 21 would generate 200 actual vehicle trip-ends per day (including 56 truck trips), with 18 AM peak hour trips and 20 PM peak hour trips, while Building 22 would generate 202 actual vehicle trip-ends per day (including 56 truck trips), with 18 AM peak hour trips and 20 PM peak hour trips. In comparison, the proposed Project is anticipated to generate a net total of 564 Passenger Car Equivalent (PCE) trip-ends per day (including 274 truck trips), with 46 PCE AM peak hour trips and 52 PCE PM peak hour trips. Building 21 would generate 280 PCE trip-ends per day (including 136 truck trips), with 23 AM PCE peak hour trips and 26 PM PCE peak hour trips. Building 22 would generate 284 PCE trip-ends per day (including 138 truck trips), with 23 AM PCE peak hour trips and 26 PM PCE peak hour trips. (Urban Crossroads, 2020c, 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 Director (or his/her designee) will consider the Project's requested Plot Plan application as part of a publicly-noticed Director's 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 Report of Waste Discharge (ROWD) and National Pollutant Discharge Elimination (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 3-4, *Matrix of Project Approvals/Permits*, provides a summary of the agencies responsible for subsequent ministerial approvals associated with the Project. This EIR Addendum covers all federal, State, and local government approvals which may be needed to construct or implement the proposed Project, whether or not explicitly noted in Table 3-4.

Table 3-3 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 (Building 21)	112.541	TSF							
Passenger Cars:			13	4	17	5	13	18	144
Truck Trips:									
2-axle:			0	0	0	0	0	0	10
3-axle:			0	0	0	0	0	0	12
4+-axle:			1	0	1	1	1	2	34
- Net Truck Trips			1	0	1	1	1	2	56
BUILDING 21 TOTAL NET TRIPS (Actual Vehicles)²			14	4	18	6	14	20	200
Warehousing (Building 22)	114.316	TSF							
Passenger Cars:			13	4	17	5	13	18	146
Truck Trips:									
2-axle:			0	0	0	0	0	0	10
3-axle:			0	0	0	0	0	0	12
4+-axle:			1	0	1	1	1	2	34
- Net Truck Trips			1	0	1	1	1	2	56
BUILDING 22 TOTAL NET TRIPS (Actual Vehicles)²			14	4	18	6	14	20	202
TOTAL NET TRIPS (Actual Vehicles)²			28	8	36	12	28	40	402
Passenger Car Equivalent (PCE)									
Warehousing (Building 21)	112.541	TSF							
Passenger Cars:			13	4	17	5	13	18	144
Truck Trips:									
2-axle:			0	0	0	0	1	1	14
3-axle:			1	0	1	0	1	1	22
4+-axle:			4	1	5	2	4	6	100
- Net Truck Trips			5	1	6	2	6	8	136
BUILDING 21 TOTAL NET TRIPS (PCE)²			18	5	23	7	19	26	280
Warehousing (Building 22)	114.316	TSF							
Passenger Cars:			13	4	17	5	13	18	146
Truck Trips:									
2-axle:			0	0	0	0	1	1	14
3-axle:			1	0	1	0	1	1	22
4+-axle:			4	1	5	2	4	6	102
- Net Truck Trips			5	1	6	2	6	8	138
BUILDING 22 TOTAL NET TRIPS (PCE)²			18	5	23	7	19	26	284
TOTAL NET TRIPS (PCE)²			36	10	46	14	38	52	564

¹ TSF = thousand square feet

² TOTAL NET TRIPS = Passenger Cars + Net Truck Trips.

(Urban Crossroads, 2020c, Table 4-3)

Table 3-4 Matrix of Project Approvals/Permits

PUBLIC AGENCY	APPROVALS AND DECISIONS
RIVERSIDE COUNTY	
PROPOSED PROJECT – RIVERSIDE COUNTY DISCRETIONARY APPROVALS	
Riverside County Planning Director’s Hearing	<ul style="list-style-type: none"> • Approve, conditionally approve, or deny proposed Plot Plan No. 180033.
Subsequent Riverside County Discretionary and Ministerial Approvals	
Riverside County Building and Safety Department	<ul style="list-style-type: none"> • Issue Grading Permits. • Issue Building Permits. • Approve Roadway Frontage Improvements. • Issue Encroachment Permits. • Issue Conditional Use Permits, if required.
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board (RWQCB)	<ul style="list-style-type: none"> • Report of Waste Discharge Requirements (WDR) • 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 storm drain facilities

4.0 Environmental Checklist

Environmental Assessment (EA)/CEQA Case Number: Case No. CEQ180118

Project Case Type(s) and Number(s): Plot Plan No. 180033

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 Freeway Business Center, LLC

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. 180033) to allow for the construction of two warehouse buildings (herein, "Building 21" and "Building 22") and a detention basin on a 13.9-acre site. Building 21 would contain approximately 106,552 s.f. of building area; however, for purposes of analysis herein, it is assumed Building 21 would comprise up to 112,541 s.f. of building area in order to account for any minor changes to the building area as part of final design. Building 22 would contain approximately 108,872 s.f. of building area; however, for purposes of analysis herein, it is assumed Building 22 would comprise up to 114,316 s.f. of building area in order to account for any minor changes to the building area as part of final design. Additionally, an approximately 0.9-acre detention basin is proposed along the eastern Project site boundary. 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: 13.9 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: 13.9 acres	Lots: N/A	Sq. Ft. of Bldg. Area: 226,857 s.f.	Est. No. of Employees: 220
Other: 0	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A

D. Assessor's Parcel No(s): 295-310-018 and 295-310-(041, 042, 043, and 044)

E. Street References: Northeast corner of Decker Road and Old Oleander Avenue

F. Section, Township & Range Description or reference/attach a Legal Description: Section 35, Township 3 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 13.9-acre site is undeveloped and has been fully disturbed as part of vegetation clearing that occurred in approximately 1967, subsequent grading activities that occurred in the early 1990s as part of "Oakwood Business Park" (CFD 88-8), and on-going mowing and discing for weed- and fuel-abatement purposes. The majority of the property consists of disturbed vegetation that is routinely disced for fire abatement purposes.

The Project site abuts two existing dirt roadways, including Decker Road to the west and Old Oleander Avenue to the south. Land uses immediately to the north, west, and south consist of vacant, undeveloped parcels that are planned for development with business park and light industrial uses. Approximately 0.2-mile north of the Project site (beyond Harley Knox Boulevard) is the northern portion of MFBCSP Planning Area 7 (Plot Plan No. 25954), which has been recently constructed with an industrial warehouse. Adjacent to the east is an existing light industrial warehouse building (DSC Logistics).

4.2 APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The Project site is located within the Mead Valley Area Plan (MVAP) of the County of Riverside's General Plan, and is within the Majestic Freeway Business Center Specific Plan (MFBCSP, Specific Plan No. 341). The General Plan and MVAP designate the site for "Light Industrial (LI)" land uses, which allows for Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses (Riverside County, 2018, p. 11 and Figure 3). The MFBCSP also designates the property for development with "Light Industrial." The Light Industrial designation of the MFSP 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 Applicant proposes a 10-foot wide community trail along the site's frontage with Decker Road. 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. In accordance with Riverside County Fire Department (RCFD) requirements, a 30-foot wide emergency

access would be provided along the west, east, and southeast side of Building 21 and along the north, east, and south sides of Building 22. Fire water mains would be constructed on site surrounding both Building 21 and Building 22 to provide adequate water for fire protection purposes. Additionally, seven fire hydrants are proposed to the north, west, and south of the proposed buildings. The proposed Project meets with all other applicable Safety Element policies.

5. **Noise:** The proposed Project meets with all applicable Noise Element policies. Consistent with the findings of EIR No. 466, the proposed Project would not exceed Riverside County noise standards.
6. **Housing:** No housing is proposed as part of the Project, the Project site is not planned for residential housing, and the Project would not displace any existing housing. There are no impacts to housing as a direct result of this Project.
7. **Air Quality:** EIR No. 466 determined that air quality impacts during construction would exceed the SCAQMD's construction significance thresholds for volatile organic compounds (VOCs) and nitrogen oxides (NO_x) and would therefore result in significant unavoidable impacts. EIR No. 466 also disclosed that operations associated with buildout of the MFBCSP would result in significant and unavoidable impacts due to emissions of VOCs, NO_x, carbon monoxide (CO), and 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 localized air quality impacts affecting nearby sensitive receptors (i.e., residential uses). The Project accommodates sidewalk connections and installation of a community trail along Decker Road, in conformance with the MVAP, which would encourage walking and physical activity. Bicycle use would be encouraged with the provision of bicycle parking spaces, with four bicycle lockers proposed along the west site of Building 21, and four bicycle lockers proposed for Building 22 (with two bicycle lockers on the north side of Building 22 and two bicycle lockers on the south side of Building 22). The Project site is not considered environmentally sensitive or subject to significant natural hazards. The Project also would provide for local jobs, which would assist the County in reducing the substantial out-of-count

job commutes. The proposed Project is consistent with or otherwise would not conflict with all applicable policies of the Healthy Communities Element.

- B. General Plan Area Plan(s):** Mead Valley Area Plan (MVAP)
- C. Foundation Component(s):** Community Development
- D. Land Use Designation(s):** General Plan and MVAP: Light Industrial; MFBCSP: Light Industrial
- E. Overlay(s), if any:** None
- F. Policy Area(s), if any:** Mt. Palomar Night Time Lighting Policy Area.
- G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any:** Areas surrounding the Project site occur within the MVAP and are within the “Community Development” Foundation Component. Areas to the east and north are designated for “Light Industrial” development. Areas to the west is designated for “Business Park” development. Areas to the south are designated for “Business Park” and “Light Industrial” 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 7 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 7 beyond standard compliance with the development standards and design guidelines set forth by SP 341.
- I. Existing Zoning:** “I-P (Industrial Park)” and “M-M (Manufacturing – Medium Zone)”
- J. Proposed Zoning, if any:** There are no changes proposed to the site’s zoning designation.
- K. Adjacent and Surrounding Zoning:** North: I-P and M-M; East: I-P; South: I-P; and West: I-P.

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 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

November 4, 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"/>

- 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 26.4 miles southeast of the Project site. The nearest State-eligible scenic highway is State Route 74 (SR-74), located approximately 5.5 miles southeast of the Project site, while Interstate 215 (I-215), located 0.4 mile east of the Project site, is designated as a County-eligible scenic highway. (Caltrans, 2017; Riverside County, 2018, Figure 10) Due to distance and intervening topography and development, buildings proposed by the Project 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, 2020). Although the buildings proposed by the Project Applicant would be visible from nearby segments of I-215, the I-215 is not officially designated as a scenic highway corridor. Moreover, the Project site is located in an area that is characterized by industrial uses along I-215 and between I-215 and the Project site; thus, the buildings 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 associated with the MFBCSP, and determined that all Project components are consistent with the MFBCSP. A detailed analysis of the Project's consistency with the MFBCSP is provided in *Technical Appendix J* (T&B Planning, 2020). 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. Therefore, the Project would not result in any new impacts or increase the severity of a previously-identified significant impact as previously analyzed in EIR No. 466.

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

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

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

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

No Substantial Change from Previous Analysis: As previously depicted on Figure 2-3, 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 dirt access roads that traverse the site and past grading activities. Implementation of the Project would convert the Project site from undeveloped land to light industrial warehouse uses. Development of the Project site would be governed by SP No. 341 as well as proposed PPT No. 180033, which contain site planning, architectural, and landscape architectural

specifications to ensure that the site is developed in a manner that is not aesthetically offensive and is visually compatible with existing warehouse development on surrounding parcels. In addition, the Project Applicant proposes landscaping along the site’s frontages with Decker Road, Rowland Lane, and Old Oleander Avenue, 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 buildings. The Project would not create an aesthetically offensive site open to public view. Furthermore, there are no prominent vistas available from the Project site, and views of regional components of the viewshed, such as the San Bernardino Mountains to the north, would continue to be available in the surrounding areas. Accordingly, implementation of the proposed Project would not substantially damage scenic resources, obstruct any prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to public view, and impacts would be less than significant.

The Project site is located in an urbanized area and was reviewed by Riverside County for compliance with all development regulations, design guidelines, and other requirements of the MFBCSP, including requirements related to visual quality. As demonstrated in *Technical Appendix J*, the Project would not conflict with any MFBCSP policies related to visual quality (T&B Planning, 2020). The Project also was found to be consistent with all relevant goals and policies of the Riverside County General Plan related to visual quality. The Project would be consistent with County ordinance requirements related to visual quality, including Riverside County Ordinance No. 655 (Regulating Light Pollution) and Ordinance No. 915 (Regulating Outdoor Lighting), as would be assured through the County’s future review of implementing building permit applications. As such, the Project would not conflict with applicable zoning or other regulations governing scenic quality, and a less-than-significant impact would occur.

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

	<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 41.5 miles northwest of the Mt. Palomar Observatory and has the potential to create lighting levels that could adversely affect the nighttime operation of this facility (Google Earth, 2020). 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 41.5-mile distance between the Project site and the Mt. Palomar Observatory, the Project would be subject to the provisions of Ordinance No. 655 pertaining to Zone B. Ordinance No. 655 encourages the use of low-pressure sodium lamps, and requires all nonexempt outdoor fixtures to be shielded to prevent sky glare. (Riverside County, 1988) Compliance with Ordinance No. 655 is mandatory and would be assured through future County review of building permit applications. Project impacts to the Mt. Palomar Observatory would be less than significant with mandatory compliance with Ordinance No. 655. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<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

Plot Plan No. 180033 (Buildings 21 & 22)

for light poles located on the site perimeter. In addition, EIR No. 466 determined that there were few residences located immediately adjacent to the MFBCSP site. In areas where the uses do abut one another, EIR No. 466 noted that the zoning required setbacks of 50 feet with required landscaping would reduce interference with residential uses. EIR No. 466 concluded that compliance with Ordinance No. 655 and the MFBCSP design guidelines would result in a less-than-significant effect upon nighttime views in the area and would prevent the exposure of residential uses to unacceptable light levels. (Webb, 2005, p. IV-35)

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

No Substantial Change from Previous Analysis: Under existing conditions, and consistent with the conditions that existed when EIR No. 466 was certified, the Project site is undeveloped and vacant, and contains no sources of artificial lighting, although there are existing lights off site to the east of and facing away from the Project site along the eastern Project site boundary. These lights serve as a safety component to the adjacent passenger car and truck parking lots for the warehouse building located immediately east of the Project site. The Project Applicant proposes to develop the site with two warehouse buildings, 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 Decker Road, Rowland Lane, and Old Oleander Avenue. 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 Decker Road, Rowland Lane, and Old Oleander Avenue 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.

As part of the Project's Plot Plan, a photometric analysis was conducted to evaluate lighting levels associated with the proposed development. As shown on the photometric plan (refer to Sheet E1.11), the Project would not generate lighting that affects areas outside of the Project boundary, with exception of proposed street lighting that would be regulated pursuant to Riverside County Ordinance No. 915. As such, Project lighting would not expose any residential properties to adverse lighting effects. Because residential uses occur only to the south of the Project site, the Project would not expose residential properties to unacceptable light levels, and no impact would occur.

With respect to glare, a majority of Project building elements would consist of tilt-up concrete panels, although the southwest and northwest corners of Building 21 and the southeast and northeast corners of Building 22 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 (“ALUC”; refer to the discussion under Thresholds 22a. through 22.d in subsection 5.1.9, and the Project’s Conditions of Approval [COAs]), prior to the installation of any solar panels on the roof, a solar glare study would be required with a performance standard to demonstrate that glare from the solar panels would not adversely affect aircraft operations at the March Air Reserve Base (MARB). The solar glare study would be subject to review and approval by the ALUC, which would preclude any significant glare impacts associated with the installation of solar panels. There are no other components of the Project that would produce glare impacts during 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	<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>
Williamson Act contract or land within a Riverside County Agricultural Preserve?				
c. Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<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. (Webb, 2005, Appendix A, p. 9)

No Substantial Change from Previous Analysis: According to mapping information from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the Project site is classified as containing "Farmland of Local Importance" and "Other Lands." Areas surrounding the Project site are classified as "Farmland of Local Importance," "Other Land," and "Urban and Built-Up Land." (CDC, 2016) Thus, the Project site and surrounding areas do not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), and the Project site and surrounding areas are not currently in agricultural use. Thus, the Project would have no potential to convert Farmland to non-agricultural use. As such, no impact to these types of Farmland would occur as a result of the Project. The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Therefore, 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-M (Manufacturing – Medium Zone)"; thus, the Project site is not zoned for agricultural use, and no agricultural uses occur on-site or on immediately-adjacent properties under existing conditions. Areas to the north are zoned for "I-P" and "M-M." Areas to the east, west, and south of the Project site are zoned for "I-P." Areas to the southeast are zoned for "M-SC (Manufacturing – Service Commercial)." Thus, the Project would not conflict with existing agricultural zoning or existing agricultural use, and impacts would be less than significant.

According to mapping information available from the CDC, the Project site and surrounding areas are not subject to a Williamson Act contract. The nearest land subject to a Williamson Act Contract is located approximately 2.4 miles west of the Project site. Additionally, according to Riverside County GIS, the Project site and surrounding areas are not located within an existing County Agricultural Preserve. The nearest land subject to an Agricultural Preserve occurs approximately 2.4 miles west of the Project site. (CDC, 2016; RCIT, 2020) As such, the Project would result in no impacts to lands subject to a Williamson Act Contract or lands located within an Agricultural Preserve.

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

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

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

No Substantial Change from Previous Analysis: As noted above, and similar to the conditions that existed when the IS/NOP for EIR No. 466 was prepared, the Project site is not located within 300 feet of any

agriculturally-zoned property. The nearest property zoned for agricultural use, which is zoned “A-1-1 (Light Agriculture, minimum one-acre lot size),” occurs approximately 0.26 mile west of the Project site (RCIT, 2020; Riverside County, 1994). As such, the Project would not cause development of non-agricultural uses within 300 feet of agriculturally-zoned property (Ordinance No. 625 “Right-to-Farm”) and no impact would occur. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: “Farmland” is defined in Section II.a of Appendix G to the State CEQA Guidelines to mean Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As described under Threshold a), above, and consistent with the conditions that existed when the IS/NOP for EIR No. 466 was prepared, there are no areas of Farmland within the Project vicinity. As such, there are no components of the proposed Project that would result in changes in the existing environment which, due to their location or nature, could result in conversion of these types of Farmland, to non-agricultural use, and no impact would occur. Further, the Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<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"/>

	<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. 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, 2019b; Google Earth, 2020). As previously indicated in Table 2-2, the Project site and off-site improvement areas contains only developed, disturbed, and disturbed/non-native grassland habitat types, none of which consists of forest land. Additionally, there are no mature trees on site or in the off-site improvement areas. The Project therefore would have no potential to conflict with timberland or forest land zoning designations, nor would the Project result in the loss of forest land or conversion of forest land to non-forest use. There are no components of the proposed Project that would result in changes to the existing environment which could result in the conversion of forest land to non-forest use. Thus, no impact to forest resources would occur. Therefore, the Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.3 Air Quality

	<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)

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

As discussed in more detail in subsection 5.1.18, the proposed Project would result in a substantial reduction in the amount of traffic generated by development of the site as compared to what was evaluated by EIR No. 466. Specifically, the Project would entail development of proposed Buildings 21 & 22. EIR No. 466 anticipated that the Project site would be developed with light industrial uses

Plot Plan No. 180033 (Buildings 21 & 22)

at a Floor Area Ratio (FAR) of 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). Thus, EIR No. 466 anticipated that the Project site (13.9 acres) would be developed with up to 308,797 s.f. of light industrial building area (605,484 s.f. [13.9 acres] x 0.51 FAR = 308,797 s.f.). As such, the Project would result in the generation of 638 fewer vehicle trips (actual vehicles) as compared to what was assumed for the Project site by EIR No. 466. Additionally, the Project would result in the generation of 466 fewer truck trips (actual vehicles) as compared to what was evaluated and disclosed by EIR No. 466 for the Project site. (Urban Crossroads, 2020c, Table 4-3) A majority of the Project's emissions would result from vehicular traffic, including both passenger vehicle and truck traffic. Thus, because the Project would result in a substantial reduction in the amount of traffic generated by the development of the Project site as comprised to what was assumed by EIR No. 466, including a reduction in the number of truck trips, it can be concluded that the proposed Project would result in a substantial reduction in air quality emissions as compared to what was evaluated and disclosed by EIR No. 466. Accordingly, because EIR No. 466 determined that buildout of the MFBCSP would not conflict with the AQMP, and because the Project would result in a reduction in emissions as compared to what was evaluated in EIR No. 466, the Project would not conflict with the AQMP and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: EIR No. 466 determined that construction-related emissions associated with buildout of the MFBCSP area would result in emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_x) that exceed the South Coast Air Quality Management District (SCAQMD) daily emission thresholds. EIR No. 466 also found that operational emissions associated with the MFBCSP would exceed the daily thresholds established by SCAQMD for VOCs, NO_x, carbon monoxide (CO), and 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 subject to more modern regulatory requirements. Additionally, construction-related equipment would be subject to a variety of State regulations that would serve to reduce air quality emissions as compared to what was assumed by EIR No. 466. For example, Title 17 of the California Code of Regulations (Low Carbon Fuel Standard) required greenhouse gases in fuel sold in California to be 10% less by 2020, including NO_x. Additionally, the Project is required to comply with the provisions of SCAQMD Rule 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, and although not required by CEQA, a new mitigation measure has been identified to further reduce emissions of VOCs and NO_x during construction (refer to Mitigation Measure MM Air 10). In addition, neither Riverside County nor the SCAQMD have a directly applicable mitigation fee program for collecting fees toward the regional mitigation of air pollutant emissions. In the absence of a mitigation fee program, Riverside County has imposed a Condition of Approval on the Project that will obligate the Project Applicant to make a voluntary fee payment to Riverside County, for the County's use toward a to-be-determined project or program to improve air quality in the Mead Valley community.

With respect to long-term operational emissions, and as discussed in more detail in subsection 5.1.18, the Project would entail development of proposed Buildings 21 & 22. EIR No. 466 anticipated that the Project site would be developed with light industrial uses at a Floor Area Ratio (FAR) of 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). Thus, EIR No. 466 anticipated that the Project site (13.9 acres) would be developed with up to 308,797 s.f. of light industrial building area (605,484 s.f. [13.9 acres] × 0.51 FAR = 308,797 s.f.), as compared to the 226,857 s.f. of building area proposed as part of the Project. Due to the reduced building area as well as more stringent regulations related to vehicle emissions as compared to what was in place when EIR No. 466 was certified, the proposed Project would result in a substantial reduction in the amount of traffic and air quality emissions generated by the development of the site as compared to what was evaluated by EIR No. 466. Specifically, the Project would result in 638 fewer vehicle trips (actual vehicles) and 466 fewer truck trips per day (actual vehicles) as compared to what was assumed for the Project site by EIR No. 466 (Urban Crossroads, 2020c, Table 4-3). A majority of the Project's operational emissions would result from vehicular traffic, including both passenger vehicle and truck traffic. Thus, due to the reduction in traffic and traffic-related air quality emissions associated with the proposed Project, the Project would result in reduced air quality impacts as compared to what was evaluated and disclosed by EIR No. 466. Additionally, the Project would be subject to compliance with MFBCSP EIR Mitigation Measures MM Air 2 through MM Air 9 to reduce operational emissions. Moreover, the Project would be subject to Title 17 of the California Code of Regulations (Low Carbon Fuel Standard), which required a reduction in greenhouse gases in fuel sold in California to be 10% less by

2020, including NO_x. Additionally, SCAQMD Rule 113, *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. 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. The hazard index (used to quantify the significance of non-cancer health risks) for all receptors in both

2004 and 2012 were determined to be less than 0.04 (for all scenarios evaluated in EIR No. 466), which was less than 4 percent of the SCAQMD recommended threshold. As such, non-cancer risks were found to be less than significant. (Webb, 2005, pp. IV-83 and IV-84)

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

No Substantial Change from Previous Analysis: As discussed further in subsection 5.1.18, the Project would entail development of proposed Buildings 21 & 22. EIR No. 466 anticipated that the Project site would be developed with light industrial uses at a Floor Area Ratio (FAR) of 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). Thus, EIR No. 466 anticipated that the Project site (13.9 acres) would be developed with up to 308,797 s.f. of light industrial building area (605,484 s.f. [13.9 acres] x 0.51 FAR = 308,797 s.f.), whereas the Project would entail development of up to 226,857 s.f. of building area. Due to the reduction in building area on site, the proposed Project would generate 638 fewer trip-ends per day (actual vehicles) and 466 fewer truck trips (actual vehicles) as compared to the traffic evaluated for the Project site by EIR No. 466. As a result of the substantial decrease in traffic as compared to what was assumed by EIR No. 466, this Initial Study clearly concludes that the Project would result in reduced localized impacts to nearby sensitive receptors as compared to what was evaluated and disclosed in EIR No. 466 for the Project site. Notwithstanding, the Project's potential to result in localized impacts associated with carbon monoxide (CO) "hot spots," cancer-related risk, and non-cancer related risks have been evaluated, and each is discussed below.

CO "Hot Spot" Analysis

An adverse carbon monoxide (CO) concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. It has long been recognized that CO hot spots are caused by vehicular emissions, primarily when idling at congested intersections. EIR No. 466 determined that buildout of the MFBCSP, including the Project site, would result in less-than-significant impacts due to CO hot spots. As noted above, the Project would entail development of Buildings 21 & 22. EIR No. 466 anticipated that the Project site would be developed with light industrial uses at a Floor Area Ratio (FAR) of 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). Thus, EIR No. 466 anticipated that the Project site (13.9 acres) would be developed with up to 308,797 s.f. of light industrial building area (605,484 s.f. [13.9 acres] x 0.51 FAR = 308,797 s.f.), whereas the Project site would entail development of up to 226,857 s.f. of building area. As shown in Table 5-20 in Subsection 5.1.18, the Project would result in 638 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for the Project site. Thus, it is concluded that the Project's potential to create or contribute to a CO hotspot would be substantially reduced in comparison to what was evaluated in EIR No. 466 for the Project site.

Additionally, at the time the SCAQMD published its 1993 Handbook, the SCAB was designated nonattainment under the California Ambient Air Quality Standards (AAQS) and National AAQS (NAAQS) for CO. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. For example, the average on-road vehicular emissions of CO for delivery trucks is estimated to have

decreased from 0.024 pounds per mile in 2007 to 0.009 pounds per mile in 2018 (AQMD, n.d.). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment. In fact, since 2003 all areas of the SCAB have been below the federal standards for CO (35 ppm 1-hour and 9 ppm 8-hour), and all portions of the SCAB are currently well below the State CO standards (20 ppm 1-hour and 9.0 ppm 8-hour) (SCAQMD, 2017, pp. 2-38 and 2-39).

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

Similar considerations also are employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour – or 24,000 vehicles per hour where vertical and/or horizontal air does not mix – in order to generate a significant CO impact (BAAQMD, 2010, pp. 3-4). As noted in Table 5-20 in subsection 5.1.18, the Project would generate 402 net vehicle trips per day (actual vehicles), including 36 a.m. peak hour trips and 40 p.m. peak hour trips, and would not produce the level of traffic necessary to create a significant CO impact.

The busiest intersection evaluated in SCAQMD’s 2003 AQMP was at Wilshire Blvd. and Veteran Ave., which had a daily traffic volume of approximately 100,000 vehicles per day and AM/PM traffic volumes of 8,062 vehicles per hour and 7,719 vehicles per hour respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).¹ (SCAQMD, 2003) At buildout of the Project, and as shown on Exhibit 7-1 of the Project’s Traffic Impact Analysis (TIA; *Technical Appendix I*), the highest average daily trips on a segment of road within the Project’s study area would be 4,600 daily trips along Old Oleander Avenue, east of the Project site, which is far lower than the highest daily traffic volumes at Wilshire Blvd. and Veteran Ave. of 100,000 vehicles per day (Urban Crossroads, 2020c, Exhibit

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

7-1). Therefore, the proposed Project considered herein would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 SCAQMD hot spot study, or based on representative BAAQMD CO threshold considerations. As such, and consistent with the findings of EIR No. 466, the Project would not result in or contribute to any CO "hot spots," and impacts would be less than significant.

Diesel Mobile Health Risk Assessment

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

Pursuant to guidance from the SCAQMD, if a proposed project is expected to generate/attract heavy-duty diesel trucks, which emit diesel particulate matter (DPM), preparation of a mobile source HRA is necessary. The Project's mobile source HRA was prepared in accordance with the document, Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, and is composed of all relevant and appropriate procedures presented by the United States Environmental Protection Agency (EPA), California Environmental Protection Agency (CalEPA), and SCAQMD. Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of ten (10) persons per million as the maximum acceptable incremental cancer risk due to DPM exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. Refer to the Project's HRA, provided as *Technical Appendix A*, for additional information. (Urban Crossroads, 2020a, p. 3)

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

Emissions Estimated

On-Site and Off-Site Truck Activity

Vehicle DPM emissions were calculated by Urban Crossroads by using emission factors for particulate matter less than 10µm in diameter (PM₁₀) generated with the 2017 version of the Emission FACTor model (EMFAC) developed by the California Air Resources Board (CARB). Refer to the Project's HRA (*Technical Appendix A*) for more information on EMFAC 2017. (Urban Crossroads, 2020a, p. 8)

For the proposed Project, annual average PM₁₀ emission factors were generated by running EMFAC 2017 in EMFAC Mode for vehicles in the SCAQMD jurisdiction. The vehicle travel speeds modeled for the Project are summarized below. (Urban Crossroads, 2020a, pp. 8-9)

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

Calculated emission factors are shown at Table 5-1, *2020 Weighted Average DPM Emissions Factors*. As a conservative measure, a 2021 EMFAC 2017 run was conducted and a static 2021 emissions factor data set was used for a duration of 30 years. Use of 2021 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 2021. Additionally, based on EMFAC 2017, Light-Heavy-Duty Trucks consist of 47.72% diesel, Medium-Heavy-Duty Trucks consist of 82.28% 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, 2020a, p. 9) Per the Project’s Traffic Impact Analysis, the Project is expected to generate a total of approximately 402 trip-ends per day (actual vehicles) and includes 112 two-way truck trip-ends per day. (Urban Crossroads, 2020a, p. 10)

Table 5-1 2020 Weighted Average DPM Emissions Factors

Speed	Weighted Average
0 (idling)	0.12628 (g/idle-hr)
5	0.09878 (g/s)
25	0.04031 (g/s)

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

On-site truck 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, 2020a, p. 10)

Each roadway in the Project’s study area was modeled as a line source (made up of multiple adjacent volume sources). The corresponding coordinates of each volume source are included in Appendix “2.1” to the Project’s HRA (*Technical Appendix A*). The DPM emission rate for each volume source was calculated by multiplying the emission factor (based on the average travel speed along the roadway) by the number of trips and the distance traveled along each roadway segment and dividing the result by the number of volume sources along that roadway, as illustrated on Table 5-2, *DPM Emissions from Project Trucks (2021 Analysis Year)*. The modeled emission sources are illustrated on Exhibit 2-A of the Project’s

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

Source	Truck Emission Rates						
	Trucks Per Day	VMT ^a (miles/day)	Truck Emission Rate ^b (grams/mile)	Truck Emission Rate ^b (grams/15-min)	Daily Truck Emissions ^c (grams/day)	Modeled Emission Rates (g/second)	
On-Site Idling Building 21	28			0.1263	0.88	1.023E-05	
On-Site Idling Building 22	28			0.1263	0.88	1.023E-05	
On-Site Travel Building 21	56	6.46	0.0988		0.84	7.383E-06	
On-Site Travel Building 22	56	6.57	0.0988		0.85	7.511E-06	
Off-Site Travel 50% Old Oleander to Havill	56	14.02	0.0403		0.57	6.541E-06	
Off-Site Travel 20% south on Havill Av.	22	28.16	0.0403		1.18	1.361E-05	
Off-Site Travel 30% N on Havill b/w Old Oleander and Harney Knox	34	9.44	0.0403		0.38	4.405E-06	
Off-Site Travel 65% I-215 NB	73	17.82	0.0403		0.72	8.315E-06	
Off-Site Travel 15% I-215 SB	17	3.12	0.0403		0.13	1.455E-06	
Off-Site Travel 25% Dwy 6	28	2.40	0.0403		0.10	1.120E-06	
Off-Site Travel 25% Dwy 3	28	4.27	0.0403		0.17	1.991E-06	
Off-Site Travel 50% on Harney Knox	56	28.55	0.0403		1.15	1.332E-05	
Off-Site Travel 25% Dwy 2	28	2.48	0.0403		0.10	1.157E-06	
Off-Site Travel 25% Dwy 5	28	4.76	0.0403		0.19	2.220E-06	

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

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

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

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

HRA. The modeled truck travel routes included in the HRA are based on the truck trip distributions (inbound and outbound) available from the Project's Traffic Impact Analysis ("TIA"; *Technical Appendix I*). The modeled truck route is consistent with the trip distribution patterns identified in the Project's TIA, is supported by substantial evidence, and was modeled to determine the potential impacts to sensitive receptors along the primary truck routes. The modeling domain is limited to the Project's primary truck route and includes off-site sources in the study area for more than 1 mile. This modeling domain is more inclusive and conservative than using only a ¼ mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within a ¼ mile of the primary source of emissions (in the case of the Project, the primary source of emissions is the on-site idling and travel). Refer to the Project's HRA for details of the exhaust emissions calculations. (Urban Crossroads, 2020a, p. 10)

Exposure Quantification

The analysis presented herein is based on the Project's HRA (*Technical Appendix A*), which was conducted in accordance with the guidelines in the *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. SCAQMD recommends using the EPA's AERMOD model. For purposes of analysis, the Lakes AERMOD View (Version 9.9.0) was used to calculate annual average particulate concentrations associated with Project site operations. (Urban Crossroads, 2020a, p. 13)

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

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 or worker would be exposed over a long period of time for 24 hours per day at the exterior of the structure where they reside and that a worker would be exposed for 12 hours per day at the property where they work, positioned on the property line closest to the Project site. Any impacts to residents or 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 Resident (MEIR) or Maximally Exposed Individual Worker (MEIW) as diesel exhaust emission concentrations diminish with distance from the source. (Urban Crossroads, 2020a, p. 15)

Discrete variants for daily breathing rates, exposure frequency, and exposure duration were obtained from relevant distribution profiles presented in the 2015 OEHHA Guidelines. Tables 2-4 and 2-5 of the

Project's HRA (*Technical Appendix A*) summarize the Exposure Parameters for Residents and Offsite Worker exposure scenarios based on 2015 OEHHA Guidelines. Appendix 2.2 to the Project's HRA includes the detailed risk calculation. (Urban Crossroads, 2020a, p. 15)

Carcinogenic Chemical Risk

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

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

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

Non-Carcinogenic Exposures

An evaluation of the potential non-carcinogenic effects of chronic exposures also was conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). The REL for diesel particulates was obtained from OEHHA for the analysis in the Project's HRA. The chronic REL for DPM was established by OEHHA as 5 µg/m³ (OEHHA Toxicity Criteria Database, <http://www.oehha.org/risk/chemicaldb/index.asp>). (Urban Crossroads, 2020a, p. 17)

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

Potential Project-Related Toxic Air Pollutants from Construction Activities

During short-term construction activity, the Project also would result in some DPM which is a listed carcinogen and toxic air contaminant (TAC) in the State of California. The 2015 Office of Environmental Health Hazard Assessment (OEHHA) revised risk assessment guidelines suggest that construction projects as short as 2-6 months may warrant evaluation. Notwithstanding, based on the Project air quality

consultant's (Urban Crossroads, Inc.) professional opinion, Urban Crossroads' experience in preparing health risk assessments for development projects, and long-standing regulatory guidance, given the size of the Project and the relatively small amount of construction equipment and relative short duration of construction activity, any DPM generated from construction activity would be negligible and would not result in any significant health risks and no further evaluation is required. Also, several mitigation measures required by EIR No. 466 for construction-related air pollutant emissions also address the negligible construction-related DPM emissions, and although not required by CEQA, an additional mitigation measure has been identified to further reduce the Project's construction-related emissions (refer to Mitigation Measure MM Air 10). As such, impacts to sensitive receptors during short-term construction activities would be less than significant. (Urban Crossroads, 2020a, pp. 17-18)

Potential Project-Related DPM Source Cancer and Non-Cancer Risks²

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 an existing residential home located at 22980 Peregrine Way, approximately 1,468 feet southwest of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, the analysis uses the distance from the site to the residential building façade. At the MEIR, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.62 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.0002, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are located at a greater distance, and DPM dissipates with distance from the source, all other residential receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent residences, and impacts would be less than significant. The nearest modeled receptors are illustrated on Exhibit 2-C of the Project's HRA (*Technical Appendix A*). (Urban Crossroads, 2020a, p. 18)

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project DPM source emissions is the existing industrial land use located approximately 184 feet to the east of the Project site. At the MEIR, the maximum incremental cancer risk impact at this location is 0.13 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.0004, which would not exceed the applicable significance threshold of 1.0. Because all other

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

modeled worker receptors are located at a greater distance than the scenario analyze herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby workers, and impacts would be less than significant. The nearest modeled receptors are illustrated on Exhibit 2-C of the Project's HRA (*Technical Appendix A*). (Urban Crossroads, 2020a, pp. 18-19)

School Child Exposure Scenario

There are no schools located within a ¼ mile of the Project site. As such, there would be no significant impacts that would occur to any schools in the vicinity of the Project. Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on CARB and SCAQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center. As such, the Project would not cause a significant human health or cancer risk to nearby school children, and impacts would be less than significant. (Urban Crossroads, 2020a, p. 19)

Summary of Impacts to Sensitive Receptors

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

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

EIR No. 466 Finding: EIR No. 466 noted the potential for generation of objectionable odors from diesel equipment operation during construction and operation, paving, and architectural coating applications during construction. Odors generated during construction and grading were found to be short term and 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)

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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 are thus considered less than significant.

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

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

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified several mitigation measures to address air quality impacts. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. It should be noted that Mitigation Measure MM Air 1 has been modified to clarify that equipment maintenance shall occur prior to the equipment being mobilized to the Project site. 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 Old Oleander Avenue and Harvill Avenue to access I-215, Mitigation Measure MM Air 5 is not applicable to the proposed Project. Mitigation Measure MM Air 6 has been revised to clarify that the electrical hookups are required only for transport refrigeration units (TRUs). Although not legally required by CEQA, Mitigation Measure MM Air 10 has been added to further reduce construction-related emissions of VOCs and NO_x. Additionally, and although not legally required by CEQA, Mitigation Measures MM Air 11 through MM Air 13 have been added to further reduce the Project's operational emissions of VOCs, NO_x, and PM₁₀. Furthermore, although the Project's DPM impacts would be less than significant, Mitigation Measure MM Air 10 has been added to further reduce DPM emissions associated with site operations even though 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 prior to mobilization to the site, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.

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

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

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

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- MM Air 5:** Signage will be installed directing heavy-duty trucks to identified truck routes that avoid residential areas within vicinity of the Project site.
- MM Air 6:** Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls that accommodate TRUs in order to allow TRUs with electric standby capabilities to use them.
- MM Air 7:** As part of lease agreements, the proposed Project owner shall educate drivers/tenants on alternative clean fuels.
- MM Air 8:** Provide preferential parking spaces for carpools and vanpools. Those parking spaces dedicated for vanpool access shall have a minimum 7'2" vertical clearance.
- MM Air 9:** Local transit agencies shall be contacted to determine the feasibility of bus routing in the project area that can accommodate bus stops at the project access points. The project or the transit agency shall provide bus stop signage at the agreed upon bus stop locations.
- MM Air 10:** Prior to grading permit and building permit issuance, the County of Riverside shall verify that the following applicable notes are included on the grading plans and building plans. Project contractors shall be required to ensure compliance with these notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.
- a) All Heavy-Heavy Duty Haul Trucks (HHD) accessing the Project site during construction shall use year 2010 or newer engines to the extent such HHD are commercially available.
 - b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB Tier 3 compliant 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	<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>
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)?	<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 Game or U.S. Fish and 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 Game 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 federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<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>
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 located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area but is not located within any designated criteria cells. EIR No. 466 also disclosed that the MFBCSP area is not located within the MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA), Criterial Area Species Survey Area (CASSA), Amphibian Species Survey Areas, or Mammal Species Survey Areas. The MFBCSP area is located within the Burrowing Owl (BUOW) Survey Area. EIR No. 466 also noted that the MFBCSP site did not contain any wetlands or areas defined as riparian/riverine area or vernal pools. Additionally, EIR No. 466 noted that the urban/wildlands interface guidelines set forth in Section 6.1.4 of the MSHCP are not applicable to the MFBCSP site due to distance to the nearest area proposed for conservation by the MSHCP. Thus, and with exception of the BUOW survey requirements and the potential for impacts to tricolored blackbird, EIR No. 466 concluded that the MFBCSP would be fully consistent with the MSHCP and determined impacts would be less than significant. (Webb, 2005, p. IV-117 through IV-119)

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

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

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

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No Substantial Change from Previous Analysis: Although the Project site has been subject to disturbance and EIR No. 466 assumed it would be developed in the future, the Project consists of proposed Plot Plan No. 180033, which identifies a specific development plan for buildout of a portion of MFBCSP Planning Area 7 that was not available at the time EIR No. 466 was certified. As such, Riverside County required an updated assessment of the Project's potential to result in impacts to sensitive plants and wildlife, the results of which are presented below. Refer to the Project's Biological Technical Report (BTR), prepared by Glenn Lukos Associates (GLA) and provided as *Technical Appendix B*, for a description of methodologies and existing Project site conditions.

The Project would not develop or disturb any additional property that was not analyzed for development in EIR No. 466. Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site is not located within any MSHCP Criteria Cells, Cores, or Linkages, indicating the Project site is not targeted for conservation under the MSHCP (RCIT, 2020; GLA, 2020, p. 55). Regardless, the Project is subject to mandatory payment of the MSHCP per-acre local development mitigation fee pursuant to Ordinance No. 810, and the Project would be required to comply with applicable MSHCP requirements for sites that are not identified for conservation by the MSHCP. An assessment of the Project's consistency with the requirements of the MSHCP is provided below.

Project Compliance with MSHCP Section 6.1.2

Volume 1, Section 6.1.2 of the MSHCP describes the process to protect species associated with riparian/riverine areas and vernal pools. The MSHCP requires focused surveys for sensitive riparian bird species when suitable habitat would be affected and surveys for sensitive fairy shrimp species when vernal pools or other suitable habitat would be affected. The MSHCP defines riparian/riverine areas as lands which contain habitat dominated by trees, shrubs, persistent emergent mosses and lichens, which occur close to or which depend upon soils moisture from a nearby fresh water source; or areas with freshwater flow during all or a portion of the year. The MSHCP defines vernal pools as seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetland indicators of hydrology and/or vegetation during the drier portion of the growing season. With the exception of wetlands created for the purpose of providing wetlands habitat or resulting from human actions to create open waters or from the alteration of natural stream courses, areas demonstrating characteristics as described above which are artificially created are not included in these definitions. The Project site does not contain riparian/riverine or vernal pool resources as defined by the MSHCP, and no impacts to these resources would occur (GLA, 2020, p. 55). As such, a Determination of Biological Equivalent or Superior Preservation (DBESP) is not required, and the proposed Project would be consistent with MSHCP Volume I, Section 6.1.2.

Project Compliance with MSHCP Section 6.1.3

Volume 1, Section 6.1.3 of the MSHCP requires that within Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plant Species will be required for all public and private projects where appropriate soils and habitat are present. According to MSHCP Figure 6-1, the Project site is not located within the NEPSSA; thus, focused surveys are not

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required, and the Project has no potential to result in a conflict with MSHCP Section 6.1.3. (Riverside County, 2003, Figure 6-1; GLA, 2020, pp. 55-56)

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. As the MSHCP Conservation Area is assembled, development is expected to occur adjacent to the Conservation Area. Future development in proximity to the MSHCP Conservation Area may result in edge effects with the potential to adversely affect biological resources within the Conservation Area. To minimize such edge effects, the guidelines shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area and address the following: drainage; toxics; lighting; noise; invasive species; barriers; and grading/land development. The proposed Project does not occur adjacent to or near the MSHCP Conservation Area, and therefore the Urban/Wildland Interface Guidelines do not apply to the Project (GLA, 2020, p. 56). As such, the Project has no potential to conflict with MSHCP Section 6.1.4.

Project Compliance with MSHCP Section 6.3.2

Volume I, Section 6.3.2 of the MSHCP identifies that in addition to the Narrow Endemic Plant Species addressed in Section 6.1.3 of the MSHCP, additional surveys may be needed for certain plant and animal species in conjunction with MSHCP implementation in order to achieve full coverage for these species. Within areas of suitable habitat, focused surveys are required if a Study Area occurs within a designated Criteria Area Plant Species Survey Area (CAPSSA), or special animal species survey area (i.e., burrowing owl, amphibians, and mammals). The proposed Project occurs within the burrowing owl survey area but does not occur within the amphibian or mammal survey areas, or within the CAPSSA. A burrowing owl habitat assessment and focused burrow survey were conducted on October 16, 2018 and March 19, 2019, respectively. Focused burrowing owl surveys also were conducted on March 19, 28, April 10, and June 3, 2019 and June 1, 2, 3, and 5, 2020. One burrowing owl was detected in the southwestern portion of the Project site during the November 20, 2018 general biological survey (but was not seen in October 2018 or January 2019), which coincides with the wintering season. During updated focused burrowing owl surveys in June 2020, burrowing owls were not detected within the Project site, but one owl was detected at an offsite burrow located within the 500-foot survey buffer area near Harley Knox Boulevard. Focused breeding owl surveys also were conducted in March and April of 2020 for the Oleander Business Park project, which encompassed a portion of the Project site as part of a 500-foot survey buffer. One burrowing owl was detected on the Project site as part of the surveys conducted for the Oleander Business Park project. As concluded by the Project’s biologist, the Project site is not currently utilized by the burrowing owl for nesting but is utilized for foraging. The Project site supports approximately 13.88 acres of potential foraging habitat (disturbed/non-native grassland and disturbed lands). The off-site impact areas support approximately 5.41 acres of potential foraging habitat (disturbed/non-native grassland and disturbed lands). A total of 19.29 acres of potential foraging habitat is present. Therefore, pursuant to Riverside County standard conditions of approval, pre-construction burrowing owl surveys would be required

within the 30 days of site disturbance in conjunction with MSHCP requirements. If an owl is detected at that time, the Project proponent will contact the RCA, CDFW, and USFWS to approve the passive or active relocation of the burrowing owl(s) from the site. However, onsite burrowing owl conservation would not be required by the MSHCP since the site does not meet the acreage threshold (35 acres) for avoidance. With the additional coordination and relocation, if necessary, the proposed Project would be consistent with MSHCP Volume I, Section 6.3.2. (Riverside County, 2003, Figures 6-2 through 6-5; GLA, 2020, pp. 56-57)

As outlined above, the proposed Project would be consistent with the biological requirements of the MSHCP pertaining to the Project's relationship to reserve assembly, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). As such, the proposed Project would not conflict with the provisions of the MSHCP.

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

Accordingly, the Project would not conflict with an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan (GLA, 2020, p. 57). Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

Additionally, EIR No. 466 disclosed that one listed species (Stephens' kangaroo rat), one unlisted species (burrowing owl), and several other special status species were observed or found to have a high likelihood to occur within the MFBCSP boundaries. The Stephens' kangaroo rat (SKR) is listed as a Federally Endangered species and a State Endangered Species, although the SKR is a covered species under the Stephens' Kangaroo Rat Habitat Conservation Plan (HCP) and under the MSHCP for areas located outside of the SKR HCP. The burrowing owl is a State Species of Special Concern, and is a covered MSHCP species subject to special survey and avoidance requirements. Other species identified by EIR No. 466 as having been observed or with a high likelihood to occur within the MFBCSP area are identified in Table 5-3, *Special-Status Wildlife Species With a Potential to Occur As Identified by EIR No. 466*. 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 EIR No. 466 Mitigation Measure MM Bio 2, which requires pre-construction surveys, avoidance of any identified nests during the breeding season (February through August 31), and passive relocation of any nesting individuals outside of the breeding season. Implementation of pre-construction surveys, avoidance of active nests during the breeding season, and relocation of nesting burrowing owls outside of the breeding season, as required by Mitigation Measure MM Bio 2, fulfills the special survey and avoidance requirements of the MSHCP. With implementation of pre-construction surveys and avoidance/passive relocation measures, the burrowing owl is considered a covered species under the MSHCP. 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). Mitigation Measure MM Bio 1 was identified by EIR No. 466 to address impacts to nesting birds protected by the MBTA. Mitigation Measure MM Bio 1 encourages the scheduling of initial vegetation clearing outside of the nesting season (February 1 to August 31), and requires pre-construction surveys and avoidance of active nests in the event vegetation clearing occurs during the nesting season. EIR No. 466 concluded that impacts to nesting birds would be reduced to less-than-significant levels with implementation of Mitigation Measure MM Bio 1. (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. 180033, which identifies a specific development plan for buildout of a portion of MFBCSP Planning Area 7 that was not available at the time EIR No. 466 was certified. As such, Riverside County required an updated assessment of the Project's potential to result in impacts to sensitive plants and wildlife, the results of which are presented below. Refer to the Project's Biological Technical Report (BTR), prepared by Glenn Lukos Associates (GLA) and provided as *Technical Appendix B*, for a description of methodologies and existing Project site conditions.

Table 5-3 Special-Status Wildlife Species With a Potential to Occur As Identified by EIR No. 466

Common Name	Scientific Name	Status	Occurrence Potential
Reptiles			
Belding's orange-throated whiptail	<i>Cnemidophorus hyperythrus beldingi</i>	CSC, MSHCP	Moderate
Coastal western whiptail	<i>Cnemidophorus tigris stejnegeri</i>	MSHCP	Moderate
Birds			
Black-crowned night-heron	<i>Nycticorax nycticorax</i>	MSHCP	Occurs (FO)
Turkey vulture	<i>Cathartes aura</i>	MSHCP	Occurs (F)
Osprey	<i>Pandion haliaetus</i>	CSC, MSHCP	Occurs (FO)
White-tailed kite	<i>Elanus leucurus majusculus</i>	FSC, CSC, MSHCP	Moderate (F)
Burrowing owl	<i>Athene cunicularia</i>	FSC, CSC, MSHCP	Occurs (F), (N)
Loggerhead shrike	<i>Lanius ludovicianus</i>	FSC, CSC, MSHCP	Occurs (F), High (N)
California horned lark	<i>Eremophila alpestris actia</i>	CSC, MSHCP	Occurs
Cooper's hawk	<i>Accipiter cooperii</i>	CSC, MSHCP	Occurs (F),
Tricolored Blackbird	<i>Agelaius tricolor</i>	FSC, CSC, MSHCP	Occurs (F)
Northern Harrier	<i>Circus cyaneus</i>	CSC, MSHCP	Occurs (F)
Ferruginous Hawk	<i>Buteo regalis</i>	FSC, CSC, MSHCP	Moderate
Golden Eagle	<i>Aquila chrysaetos</i>	CSC, MSHCP	Occurs (F)
Mammals			
San Diego black-tailed jackrabbit	<i>Lepus californicus bennettii</i>	CSC, MSHCP	Occurs
Los Angeles Pocket Mouse	<i>Perognathus longimembris brevinasus</i>	CSC, MSHCP	Moderate
Coyote	<i>Canis latrans clepticus</i>	MSHCP	Occurs
Stephens' kangaroo rat	<i>Dipodomys stephensi</i>	FE, CT	Occurs
FSC = Federal Species of Concern – not formally protected under law; FE = Federally listed, Endangered; CT = California listed, Threatened; CSC = California Special Concern; (F) = Foraging; (N) = Nesting; (FO) = Flyover only; MSHCP = Listed in the MSHCP			

(Webb, 2005, Table IV-28)

Impacts to Special-Status Plants

According to the Biological Technical Report (BTR) prepared for the Project (*Technical Appendix B*), the proposed Project would impact one special-status plant, paniculate tarplant. The EIR No. 466 and the 2004 AMEC report biological report prepared for EIR No. 466 documented paniculate tarplant within the

broader study area for that project. Paniculate tarplant is a CNPS Rank 4.2 species and is not covered by the MSHCP. Specifically, the reports characterized the paniculate tarplant as occurring widely throughout the approximate 300-acre survey area. However, the AMEC report did not identify specifically where paniculate tarplant was documented within the MFBCSP area, and so it was not clear whether AMEC biologists detected paniculate tarplant within the Project site. GLA did not detect the paniculate tarplant on site in 2019 but did detect approximately 50 paniculate tarplant individuals on-site in 2020. The Project site is heavily disturbed, and the on-site population is relatively small. Therefore, given the low sensitivity of this species (CNPS 4.2), the proposed Project would not have a substantial adverse effect on the survivorship of paniculate tarplant. Additionally, while paniculate tarplant is classified as a rare plant by CNPS, it is not a federal or State-listed species. Furthermore, there are no survey or preservation requirements for this species pursuant to any resource agency or HCP, including the MSHCP. (GLA, 2020a, p. 25) EIR No. 466 also concluded that impacts to the paniculate tarplant would be less than significant and did not identify any mitigation measures for this species (Webb, 2005, p. IV-112). As such, and consistent with the findings of EIR No. 466, impacts to the paniculate tarplant would be less than significant.

Impacts to Special-Status Wildlife

Impacts to State and Federal Listed Wildlife Species

Implementation of the proposed Project would result in the loss of potential habitat for Stephens Kangaroo Rat (SKR) and foraging habitat for Swainson's hawk and tri-colored blackbird. Although not confirmed present, SKR, Swainson's hawk, and tri-colored blackbird have the potential to occur at the Study Area and if present to be impacted by the Project.

- **Stephens' kangaroo rat (SKR).** An estimated 19.29 acres of potential habitat for SKR (disturbed/non-native grassland and disturbed/ruderal) occurs within the Study Area. Impacts to SKR occupied habitat could be a potentially significant impact under CEQA; however, the proposed Project occurs within the SKR HCP Fee Assessment Area. All projects located within Fee Assessment Area are required to pay the SKR fee, which mitigates any impacts to SKR to a less than significant level. (GLA, 2020, p. 49)
- **Swainson's Hawk.** Development of the proposed Project would remove 19.29 acres of potential foraging habitat (disturbed/non-native grassland and disturbed/ruderal) for migrating Swainson's hawks during spring/fall and winter. Although this species is listed as Threatened by the state of California, the California Endangered Species Act (CESA) does not protect migrant habitat unless the habitat supports breeding/nesting; thus, protection under CESA would not be triggered by the Project. Furthermore, the removal of this amount of potential foraging habitat would not be a significant impact under CEQA 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 payment of MSHCP development fees. (GLA, 2020, p. 49)

- **Tricolored Blackbird.** An estimated 13.88 acres of potential foraging habitat (disturbed/nonnative grassland and disturbed ruderal) for the tri-colored blackbird occurs within the Study Area. The Study Area does not support suitable nesting habitat. As discussed in EIR No. 466, AMEC biologists in 2004 observed the tri-colored blackbird foraging within the overall 300-acre study area. The exact location within the study area was not identified. GLA biologists did not detect the tri-colored blackbird on-site during general biological surveys and the Study Area does not support suitable nesting habitat on-site. This species is also a covered species under the MSHCP. As such, impacts to tri-colored blackbird would be less than significant. (GLA, 2020, p. 49)

Impacts to State and Federal Species of Concern

In addition to the listed species discussed above, the proposed Project would impact habitat for the following special-status species that have potential to occur on site, but that are covered under the MSHCP: 1) Reptiles: coastal whiptail, coast horned lizard, and red-diamond rattlesnake 2) Birds: burrowing owl, loggerhead shrike, northern harrier hawk (foraging role only), white-tailed kite; and 3) Mammals: Los Angeles pocket mouse, northwestern San Diego pocket mouse and San Diego black-tailed jackrabbit. The proposed Project would impact habitat for the following State Species of Concern that have potential to occur but that are not covered by the MSHCP: 1) Reptiles: California glossy snake (*Arizona elegans occidentalis*), coast patch-nosed snake (*Salvadora hexalepis virgulata*), and southern California legless lizard (*Anniella stebbinsi*); and 2) Mammals: Dulzura pocket mouse (*Chaetodipus californicus femoralis*). (GLA, 2020, p. 50)

- **Burrowing Owl.** GLA biologists detected one burrowing owl in the southwestern portion of the Project site during the November 20, 2018 general biological survey (but was not seen in October 2018 or January 2019), which coincides with the wintering season. GLA biologists did not detect burrowing owls during focused breeding surveys conducted in 2019 (March through June). (GLA, 2020, p. 50)

Harmsworth Associates conducted focused breeding owl surveys in March and April of 2020 for the Oleander Business Park Project which included a portion of the Project's off-site disturbance areas associated with the proposed improvements to Decker Road between the Project site boundary and Harley Knox Boulevard. One burrowing owl was detected during all four survey visits between two separate locations. A burrowing owl was detected on one occasion within the on-site improvement area at a ground squirrel burrow located by a small rock outcrop. However, for the other survey visits the burrowing owl was observed over 400 feet away to the north and just over 100 feet south of Harley Knox Boulevard (outside of the Project boundary). At the time of their surveys (March and April), no breeding activity or sign was detected at either burrow. (GLA, 2020, p. 50)

GLA biologists conducted updated focused burrowing owl surveys for the Project in June 2020. Burrowing owls were not detected within the Project site, but one owl was detected at the same off-site burrow (within the 500-foot survey buffer area) near Harley Knox Boulevard where Harmsworth Associates detected an owl on the majority of their survey visits. Although only one owl (no juveniles) was observed at the offsite location, the area immediately around the burrow

supported numerous regurgitated pellets and animal scat (including coyote) which is commonly used to line the nest chamber during breeding. (GLA, 2020, p. 50)

Based on the detection of the burrowing owl, the Project site is not currently utilized by the burrowing owl for nesting but is utilized for foraging. The Project site supports approximately 13.88 acres of potential foraging habitat (disturbed/non-native grassland and disturbed lands). The off-site impact area supports approximately 5.41 acres of potential foraging habitat (disturbed/non-native grassland and disturbed lands). A total of 19.29 acres of potential foraging habitat is present. (GLA, 2020, p. 50)

Volume I, Section 6.3.2 of the MSHCP identifies that additional surveys may be needed for the burrowing owl in conjunction with MSHCP implementation in order to achieve full coverage for this species. Within areas of suitable habitat, focused surveys are required if a project site, such as the current Project site, occurs within the burrowing owl species survey area. Pursuant to MSHCP Objective 5 for the burrowing owl, if burrowing owls are detected on a project site, then conservation of at least 90 percent of the area with long-term conservation value shall be included in the MSHCP Conservation Area, unless the site contains, or is part of an area supporting less than 35 acres of suitable habitat or the focused burrowing owl surveys reveal that the site and surrounding area supports fewer than 3 pairs of burrowing owls, in which case on-site burrowing owls shall be passively or actively relocated following accepted protocols. As indicated above, the Project site and off-site improvement areas contain only three burrowing owl individuals, and these areas are used by the burrowing owl for foraging and not for nesting. As such, pursuant to Section 6.3.2, no on-site conservation of habitat for the burrowing owl is required, although pre-construction surveys and passive relocation of any identified nesting burrowing owl individuals would be required.

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. 51)

- **Other Non-Listed Species.** Proposed impacts to coastal whiptail, coast horned lizard, ferruginous hawk (foraging role only), loggerhead shrike (foraging role only), Los Angeles pocket mouse, northwestern San Diego pocket mouse, northern harrier (foraging role only), red diamond rattlesnake, San Diego black-tailed jackrabbit, and white-tailed kite, would be less than significant under CEQA. This is based on the number of individuals potentially affected, the species role in

the Project area, and/or whether the species remains “common” to the region. Regardless, these species are designated as covered species under the MSHCP, and the loss of habitat for these species would be covered through the MSHCP and payment of development fees pursuant to Riverside County Ordinance No. 810. (GLA, 2020, p. 51)

Impacts to Raptors

The Project would remove 19.29 acres of low-quality potential foraging habitat for raptors, including the red-tailed hawk, northern harrier, Swainson’s hawk, and white-tailed kite. The Project site and off-site improvement areas do not support suitable nesting habitat. Due to the disturbed nature of the Study Area, general lack of small mammal and reptile activity, close proximity to human disturbance, and small size of low-quality suitable habitat, impacts to raptor foraging habitat and potential nesting habitat would be less than significant under CEQA. Additionally, the northern harrier, Swainson’s hawk, and white-tailed kite are covered species under the MSHCP and the loss of foraging habitat for these species would be covered through the MSHCP and payment of its development fees. (GLA, 2020, p. 51)

Impacts to Critical Habitat

The proposed Project would not impact lands designated as critical habitat by the United States Fish and Wildlife Service (USFWS), as no such lands occur on-site or within the off-site improvement areas (GLA, 2020, p. 51).

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 active nests and eggs are prohibited by the MBTA and Division 4, Part 2, Chapter 1 of the California Fish and Game Code. Mitigation Measure MM Bio 1 from EIR No. 466 would continue to apply to the Project, and requires pre-construction nesting surveys and the avoidance of any active nests during construction activities. Implementation of Mitigation Measure MM Bio 1 would reduce Project impacts to nesting birds to below a level of significance, consistent with the finding of EIR No. 466. (GLA, 2020, pp. 51-52)

Although impacts to native birds are prohibited by the MBTA and similar provisions of California Fish and Game Code, impacts to native birds by the proposed Project would not be a significant impact under CEQA for biological reasons. The native birds with potential to nest on the Project site 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. Furthermore, implementation of Mitigation Measure MM Bio 1 would preclude potential impacts to nesting birds. (GLA, 2020, p. 52)

Conclusion

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

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

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

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

No Substantial Change from Previous Analysis: Conditions in the Project area are similar to the conditions that existed at the time EIR No. 466 was certified in 2005, but since 2005 more development has occurred in the surrounding area, thereby indicating that wildlife movement through the area is more constrained than it was when EIR No. 466 was certified. As previously shown on Figure 2-3, 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. Additionally, the Project site does not contain any streambeds or waterbodies that would support migratory fish species, and as noted above the focused burrowing owl surveys conducted as part of the Project indicate that burrowing owls forage on site but do not nest or breed on site. As such, impacts to wildlife movement and wildlife nursery sites would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (GLA, 2020, p. 52)

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

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

No Substantial Change from Previous Analysis: The Project biologist, Glenn Lukos Associates (GLA), performed surveys on site in 2018 and 2019 and approximately 2.32 acres off site. GLA conducted general biological surveys and habitat assessments on October 16, 17, and 30, November 20, 2018, and January 10, 2019. GLA performed additional studies in 2020 for another 2.45 acres of the Offsite Improvement Area associated with the Rowland Lane and Oleander Avenue improvements, and Decker Road from

Oleander Avenue to Rowland Land. The portion of Decker Road from Rowland Lane to Harley Knox Boulevard (0.65 acre) was studied by Harmsworth Associates and Ecological Sciences, Inc. (ESI) in 2019 and 2020 as part of the adjacent Oleander Business Park Project. Based on the results of the surveys, and as previously indicated in Table 2-2, the Project contains the following vegetation/land use types: developed, disturbed, and disturbed/non-native grassland. As shown in Table 5-4, *Summary of Vegetation/Land Use Impacts*, the Project would result in on- and off-site impacts to 0.03-acre of developed, 5.41 acres of disturbed, and 13.88 acres of disturbed/non-native grassland land use types (GLA, 2020, p. 49). However, none of these vegetation/land use types are considered sensitive habitats and all constitute non-native vegetation. Additionally, none of the vegetation/land use types on the Project site or off-site improvement areas include riparian vegetation. As such, with payment of mandatory MSHCP fees pursuant to Riverside County Ordinance No. 810, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (GLA, 2020, p. 48)

Table 5-4 Summary of Vegetation/Land Use Impacts

Vegetation Type	Onsite Improvement Area	Offsite Improvement Area	Totals (Acres)
Developed	0	0.03	0.03
Disturbed	1.73	3.68	5.41
Disturbed/Non-Native Grassland	12.17	1.71	13.88
Total	13.90	5.42	19.32

Source: (GLA, 2020, Table 5-1)

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

EIR No. 466 Finding: EIR No. 466 disclosed that because the USGS 7.5-minute quadrangle map depicted two “blue-line” streams on the MFBCSP site, a “Routine Wetland Delineation” was conducted to determine the presence and extent of jurisdictional wetlands and/or non-wetland Waters of the U.S. Initial surveys conducted as part of the jurisdictional delineation did not locate areas that met the typical criteria for jurisdictional wetlands. Soil test pits excavated failed the typical three-parameter test (presence of hydrophytic vegetation, hydric soils, and wetland hydrology). Two drainages and a depressional area that appeared to collect nuisance water were all reviewed but failed to meet the criteria for wetlands. According to EIR No. 466, mapped blue-line streams were difficult to reconcile in the field given that historic uses have fragmented, channelized, and damaged them. The two east to west oriented mapped blue-line streams and one unmapped depressional area were disarticulated from historic drainages within the MFBCSP area and extant drainages outside the MFBCSP area. EIR No. 466 determined that most of the historical drainages have been impacted or realigned as part of extensive improvements in the surrounding area, including Cajalco Expressway and other roadways in the area. EIR No. 466 identified a potential drainage area that likely qualifies as a Waters of the U.S. EIR No. 466

determined that if the “waters” are to be filled as part of future implementing development, prior to grading, the implementing development(s) would be required to obtain a Section 404 permit from the U.S. Army Corps of Engineers (Corps), a Section 401 Water Quality Certification from the Santa Ana Regional Water Quality Control Board (RWQCB), and a 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW). Although EIR No. 466 did not identify any jurisdictional waters or wetlands on the current Project site, EIR No. 466 concluded that by complying with regulatory requirements, including compensatory mitigation that is identified in the permits where required, the MFBCSP would have less-than-significant impacts to waters under federal and State jurisdiction. (Webb, 2005, pp. IV-126 and IV-127)

No Substantial Change from Previous Analysis: The Project’s biologist (Glenn Lukos Associates) conducted a review of the Project site and off-site improvement areas for potentially jurisdictional waters/wetlands and areas meeting the MSHCP Riverine/Riparian criteria on November 8, 2018 and March 27, 2020. 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 (i.e., Project site, off-site improvement areas, and a 500-foot buffer from the Project site) 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. 11) 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. 52). 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: Aside from Project compliance with the MSHCP, which is addressed above under Threshold a., the only local policies or ordinances protecting biological resources

within the Project area are County Ordinance No. 559 (Regulating the Removal of Trees), the Stephens Kangaroo Rat Habitat Conservation Plan (SKR HCP), and the County's Oak Tree Management Guidelines. Ordinance No. 559 pertains to parcels or property located above 5,000 feet in elevation. As discussed above in Subsection 2.3.1, elevations on the Project site range from approximately 1,556 feet to 1,597 feet amsl. Therefore, because the Project site does not reach an elevation of 5,000 feet, Ordinance No. 559 is not applicable to the Project site and no impact would occur. The Project site is not targeted for conservation under the SKR HCP, and pursuant to Riverside County Ordinance No. 663, the Project Applicant would be required to contribute fees towards establishing and maintaining conservation areas for the SKR. With mandatory compliance with County Ordinance No. 663, the Project would not conflict with the SKR HCP. Additionally, under existing conditions, areas subject to impact as part of the Project do not contain any oak trees (Google Earth, 2020; GLA, 2020a, p. 24). As such, the Project has no potential to result in a conflict with the County's Oak Tree Management Guidelines. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

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

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

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

for protection of nesting/breeding activities at previously identified active nests and authorizes grading and heavy equipment activity to proceed.

MM Bio 2: Prior to issuance of grading permits, the Project Applicant shall prepare, and the County of Riverside and California Department of Fish and Wildlife (CDFW) shall review and approve, a burrowing owl relocation plan. As a condition of grading permit issuance, and in accordance with the approved burrowing owl relocation plan, aA 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 dirt and paved roads, but no buildings or other development were evident. EIR No. 466 noted that the entire MFBCSP area remained vacant and undeveloped throughout the historic period and up to when EIR No. 466 was certified. Therefore, EIR No. 466 concluded that potential impacts to historic resources were not expected and that impacts would be less than significant. (Webb, 2005, p. IV-134)

No Substantial Change from Previous Analysis: The Project would not develop or disturb any additional property that EIR No. 466 did not assume would be developed. Properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of roadways, infrastructure, and rough grading of building pads. No historical resources have been discovered on the site since EIR No. 466 was prepared.

According to a cultural resources survey conducted in 2004, three archaeological sites containing bedrock milling features (Sites 33-013448, 33-013449, and 33-013450) were identified on the Project site. To determine the significance of these recorded sites, CRM Tech conducted a Phase II archaeological testing program and determined that none of the three sites were considered eligible for listing in the National Register of Historic Places or the California Register of Historical Resources and therefore would not be constituted as a significant historical resource as defined in Section 15064.5. (CRM Tech, 2019, p. 1) In addition, based on an archaeological records search and historical aerial photographs, no substantial man-made features are known to have been present on the Project site during the historic period. A field survey conducted by CRM Tech on May 2, 2019 found an additional bedrock milling feature (Site 33-028822) in the northeast corner of the Project site; however, because these bedrocks are common in the Riverside-Moreno Valley-Perris area and typically do not contain a substantial subsurface component, it does not appear to indicate any new or important archaeological data. Additionally, Site 33-028822 was subject to a Phase II archaeological testing on October 27, 2020. Based on the results of the Phase II investigation, CRM Tech concluded that Site 33-028822 would not be considered eligible for listing in the National Register of Historic Places or the California Register of Historical Resources and would not meet

the definition of a significant historical resource as defined in Section 15064.5. (CRM Tech, 2019, pp. 4-5; CRM Tech, 2020) Accordingly, no significant historical resources occur on the Project site.

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: As previously mentioned in Thresholds 8.a) and 8.b) above, none of the four archaeological sites identified on the Project site (including 3 of the 15 total sites identified by EIR No. 466 as occurring within the MFBCSP) were considered eligible for listing in the National Register of Historic Places or the California Register of Historical Resources. Accordingly, none of these resources are considered a significant archaeological resource as defined in Section 15064.5. Moreover, properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of infrastructure and rough grading of building pads. Thus, it is unlikely that any archaeological resources occur within the Project site. Notwithstanding, in the unlikely circumstance that archaeological resources are encountered during construction of the proposed Project, then Mitigation Measure MM Cultural 1 from EIR No. 466 would apply. 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 or increase the severity of a previously-identified significant impact as 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 already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 identified mitigation measures to address impacts to cultural resources. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project’s conditions of approval. It should be noted that Mitigation Measure MM Cultural 1 has been updated to reflect the County’s standard condition of approval for the discovery of previously unidentified cultural resources, and was not modified as the result of the Project causing any new or increased significant impacts. Mitigation Measure MM Cultural 2 has been revised to reflect the County’s standard condition of approval for the discovery of human remains. These changes to match the County’s standard conditions of approval are actually more protective of the environment with greater detail and clarity than the original mitigation measure. Additionally, EIR No. 466 Mitigation Measure MM Cultural 3, which requires tribal monitoring during grading activities within MFBCSP Planning Areas 6 and 7, would apply to grading activities on the Project site.

MM Cultural 1: If buried materials of potential historical, cultural or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed project, all work ground disturbance within 100 feet of the discovered cultural resources in that area should shall be halted or diverted. The Project Applicant shall contact the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the Project Applicant, the Project until a qualified Archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss can evaluate the nature and significance of the finds. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural 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. The developer/permit holder or any successor of interest shall comply with State Health and Safety Code Section 7050.5.

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

5.1.6 Energy

	<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 anticipated that the Project site would be developed with light industrial uses at a Floor Area Ratio (FAR) of 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). Thus, EIR No. 466 anticipated that the Project site (13.9 acres) would be developed with up to 308,797 s.f. of light industrial building area (605,484 s.f. [13.9 acres] x 0.51 FAR = 308,797 s.f.), whereas the Project as currently proposed would entail development of up to 226,857 s.f. of building area, which is smaller than the building area analyzed under EIR No. 466.

Based on the energy consumption rates utilized in the County’s General Plan Update EIR (EIR No. 521), Table 5-5, *Comparison of Electricity Demand*, and Table 5-6, *Comparison of Natural Gas Demand*, show the amount of electricity and natural gas, respectively, that would be consumed under the warehouse/distribution scenario evaluated by EIR No. 466 as compared to the proposed Project. As shown, when compared to the warehouse/distribution scenario evaluated in EIR No. 466, the Project would result in a substantial reduction in the amount of electricity and natural gas consumed as compared to what was evaluated in EIR No. 466. (Riverside County, 2015, Table 5.5-O and Table 5.5-P)

Table 5-5 Comparison of Electricity Demand

Land Use	Development Intensity	Demand Factors	Annual Demand
EIR No. 466 Electricity Demand for the Project Site			
Light Industrial	308,797 s.f. ¹	10.50 kWh/year/s.f.	3,242,369 kWh/year
Proposed Project Electricity Demand			
Light Industrial	226,857 s.f.	10.50 kWh/year/s.f.	2,381,999 kWh/year
Net Difference:	- 81,940 s.f.	--	- 860,370 kWh/year

¹EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51. Thus, EIR No. 466 assumed the Project site would be developed with up to 308,797 s.f. of light industrial land uses (13.9 acres x 43,560 s.f./acre x 0.51 = 308,797 s.f.).

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

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

Table 5-6 Comparison of Natural Gas Demand

Land Use	Development Intensity	Demand Factors	Annual Demand
<i>EIR No. 466 Natural Gas Demand for the Project site</i>			
Light Industrial	308,797 s.f. ¹	27.6 cfy/s.f.	8,522,797 cfy
<i>Proposed Project Natural Gas Demand</i>			
Light Industrial	226,857 s.f.	27.6 cfy/s.f.	6,261,253 cfy
Net Difference:	- 81,940 s.f.	--	- 2,261,544 cfy

¹EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51. Thus, EIR No. 466 assumed the Project site would be developed with up to 308,797 s.f. of light industrial land uses (13.9 acres x 43,560 s.f./acre x 0.51 = 308,797 s.f.).

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

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

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

Project-Related Energy Demands

Energy and Fuel Use for Project Construction

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

Indirectly, construction energy efficiencies and energy conservation would be achieved through the use of bulk purchases, transport, and use of construction materials. The 2017 Integrated Energy Policy Report (IEPR) published by the California Energy Commission (CEC) shows that fuel efficiencies are improving for on and off-road vehicle engines due to more stringent government requirements. The amount of energy and fuel use anticipated by the Project's construction activities would be typical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, which promote equipment fuel efficiencies. CCR Title 13, Title 13, Motor

Vehicles, Section 2449(d)(3), Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary, and would be less than the energy demands anticipated by EIR No. 466.

Energy Use for Project Operation

Transportation Energy Demands

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

Energy that would be consumed by Project-generated traffic is a function of total vehicle miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site. Fuel would be provided by commercial vendors, which are required to comply with state and federal requirements regarding energy efficiency. Trip generation and VMT generated by up to 226,857 s.f. of warehouse uses would be consistent with other light industrial uses similar in scale and configuration, because the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption.

Additionally, and as discussed above, under the warehouse/distribution scenario evaluated in EIR No. 466, EIR No. 466 assumed that the Project site would be developed with warehouse/distribution uses at a Floor Area Ratio (FAR) of 0.51 ($6,215,500 \text{ s.f.} \div 12,163,258.8 \text{ s.f. [279.23 acres]} = 0.51$). Thus, EIR No. 466 anticipated that the Project site (13.9 acres) would be developed with up to 308,797 s.f. of light industrial building area ($605,484 \text{ s.f. [13.9 acres]} \times 0.51 \text{ FAR} = 308,797 \text{ s.f.}$). The 226,857 s.f. of warehouse use proposed by the Project Applicant would generate less traffic than the 309,797 s.f. of warehouse/distribution uses assumed for the Project site by EIR No. 466. Specifically, based on the trip generation rates used in the Project's TIA (*Technical Appendix I*), development of the Project site with 308,797 s.f. of warehouse/distribution uses would generate 1,040 Average Daily Trips (ADT) in terms of actual vehicles, as compared to the 402 ADT that would be generated by the Project (Urban Crossroads, 2020c, 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 warehouse/distribution scenario. (Urban Crossroads, 2020c, 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 10-foot wide community trail segments along the Project's frontage with Decker Road, which would encourage pedestrian and transit access, thereby reducing VMT and associated energy consumption. As supported

by the preceding discussions, the Project's transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary, and would be less than was assumed for the site by EIR No. 466.

Facility Energy Demands

Project implementation would result in the conversion of the Project site from their existing condition to an industrial development that would include up to 226,857 s.f. of warehouses uses and a detention basin. This land use would increase the site's demand for energy. Specifically, the Project would consume energy for space and water heating, air conditioning, lighting, and operation of equipment and appliances. Table 5-5 and Table 5-6 (previously presented) provide an estimate of electricity and natural gas demands at Project buildout, respectively, as compared to the land uses evaluated for the Project site by EIR No. 466. As shown in Table 5-5 and Table 5-6, buildout of the Project is conservatively estimated to require approximately 2,381,999 kilowatt hours per year (kWh/year) of electricity and 6,261,253 cubic feet per year (cfy) of natural gas.

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

For new development such as that proposed by the Project Applicant, compliance with California Building Standards Code Title 24 energy efficiency requirements (CALGreen) are considered demonstrable evidence of efficient use of energy. The proposed warehousing buildings 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 inter-

modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

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

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

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system via I-215. The site selected for the Project facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. This is because the Project site is located only 0.8 roadway mile from the I-215 on-and-off ramps, the Project area already is served with roadway and utilities infrastructure, and the Project site is located in an area planned for light industrial development as part of the General Plan and MFBCSP. As such, the Project supports the strong planning processes emphasized under TEA-21 by taking advantage of the regional and proximate transportation infrastructure. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

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

The 2016 Integrated Energy Policy Report (2016 IEPR) was published in February 2017, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2016

IEPR focuses on a variety of topics such as including the environmental performance of the electricity generation system, landscape-scale planning, the response to the gas leak at the Aliso Canyon natural gas storage facility, transportation fuel supply reliability issues, updates on Southern California electricity reliability, methane leakage, climate adaptation activities for the energy sector, climate and sea level rise scenarios, and the California Energy Demand Forecast.

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

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

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system via I-215. The Project would facilitate access to and take advantage of existing infrastructure systems, namely I-215 and the interstate freeway system. The Project also would provide pedestrian and transit infrastructure to discourage vehicular travel by accommodating 10-foot wide multipurpose trail segments along the Project's frontage with Decker Road. The Project also would promote land use compatibility through the development of light industrial uses in close proximity to similarly planned uses, including light industrial uses proposed throughout the MFBCSP area as well as existing light industrial uses located east and north of the Project site. The Project therefore supports the urban design principles identified under the State of California Energy Plan and is thus consistent with or would not otherwise interfere with implementation of the State of California Energy Plan.

Project Consistency with California Code Title 24, Part 6 (California Energy Code): California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy

consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

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

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

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

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

Conclusion

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

5.1.7 Geology and Soils

	<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 evaluations (*Technical Appendices C1 and C2*) determined that the Project site and surrounding areas are not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known active fault traces within the Project vicinity. The closest zoned fault to the site is the San Jacinto fault zone located approximately 9.5 miles northeast of the site. (Kleinfelder, 2019a, p. 8; Kleinfelder, 2019b, 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. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact analyzed in EIR No. 466.

	<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, site-specific geotechnical evaluations (*Technical Appendices C1 and C2*) were required for the proposed Project to evaluate specific design elements as established by proposed Plot Plan No. 180033. According to the Project’s site-specific geotechnical evaluations, the site is not within a liquefaction hazard zone as mapped by the County of Riverside. No groundwater was encountered on the site; however, groundwater

was encountered at the Plot Plan No. 180029 site (Buildings 19 & 20) located adjacent to and south of the Project site at approximately 21 and 29 feet below ground surface (bgs). The geotechnical investigations determined that based on characteristics of the soils and lack of groundwater on the site, on-site soils have a low potential for liquefaction during a design-level earthquake. (Kleinfelder, 2019a, p. 9; Kleinfelder, 2019b, p. 10) Furthermore, the Project would be conditioned to comply with the recommendations of the site-specific geotechnical evaluations (*Technical Appendices C1 and C2*), which would further ensure that impacts due to liquefaction hazards would be less than significant. 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 that was adopted at the time. The IS/NOP indicated that the MFBCSP would follow engineering and design parameters in accordance with the most recent edition of the Universal Building Code (UBC) and/or the Structural Engineers Association of California parameters, as required in standard County conditions of approval. Therefore, the IS/NOP disclosed that ground-shaking events are expected to cause less-than-significant impacts to the project, and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 17)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, and as indicated in the Project’s site-specific geotechnical evaluations (*Technical Appendices C1 and C2*), the Project site and surrounding areas are not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known active fault traces within the Project vicinity. The closest zoned fault to the site is the San Jacinto fault zone located approximately 9.5 miles northeast of the site. (Kleinfelder, 2019a, p. 8; Kleinfelder, 2019b, 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 2019 California Building Code (CBC) identifies design features required to be implemented to resist the effects of seismic ground motions. With mandatory compliance to the 2019 CBC requirements, or 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 at risk to landslide or landslide hazards (Riverside County, 2018, Figure 15). The areas surrounding the Project site are relatively flat, and have no hillsides that may have the potential for landslide or rockfall hazards. Additionally, the Project's site-specific geotechnical evaluations (*Technical Appendices C1 and C2*) determined that the risk of landslides and other forms of mass wasting is considered very low (Kleinfelder, 2019a, p. 9; Kleinfelder, 2019b, p. 9). 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 evaluations 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 evaluations, 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: As required by the IS/NOP prepared for EIR No. 466, site-specific geotechnical evaluations were prepared for the Project site (*Technical Appendices C1 and C2*). The Project's geotechnical reports determined that dry seismically-induced settlement is calculated to be less than one inch, and incorporates recommendations to address settlement issues. The Project would be conditioned to comply with the recommendations of the site-specific geotechnical studies (*Technical Appendices C1 and C2*). As such, impacts would be less than significant. (Kleinfelder, 2019a, p. 10; Kleinfelder, 2019b, 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, such as mudflow, would be less than significant. As such, this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 19)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, there are no 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 (also referred to as Lake Perris), located approximately 4.1 miles east of the site. According to Riverside County Environmental Impact Report No. 521, the Project site is not located within the mapped inundation zone for the Perris Reservoir, indicating that the site also is not subject to hazards associated with seiches (Riverside County, 2015, Figure 4.11.2). Thus, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously-identified and analyzed in EIR No. 466.

	<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"/>

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

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

No Substantial Change from Previous Analysis: As anticipated by the IS/NOP prepared for EIR No. 466 and as previously depicted on Figure 3-2, the Project generally would maintain the site’s existing topography, with some slopes adjacent to Rowland Lane, around the southern parking lot of Building 22, and around the detention basin. With implementation of the proposed Project, runoff generated on and tributary to the Project site would be conveyed towards an existing storm drain lateral (Lateral B-8A), which would convey flows northerly towards existing drainage facilities within Harley Knox Boulevard. These drainage conditions would be largely similar to existing conditions, and the existing drainage facilities within Harley Knox Boulevard are sized to accommodate flows from the Project site following development. Changes to the site’s drainage patterns are not substantial, as all flows would continue to flow in a general west-to-east direction. 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 3-1 and Figure 3-2, slopes along the northeast portion of the site and within the temporary drainage ditch proposed along the northern edge of Rowland Lane are proposed at a gradient 3:1 (horizontal:vertical) and slopes along the west side of Building 21 are proposed at a 2:1 gradient. Slopes along the detention basin would be contoured between a 3:1 and 4:1 gradient. None of the proposed slopes would exceed a height of 10 feet. 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 evaluations (*Technical Appendices C1 and C2*) identify 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 evaluations. Additionally, soils reports prepared by a registered geologist or certified geologist, civil engineer, or geotechnical engineer are required pursuant to Riverside County Ordinance No. 457 prior to rough grade or precise grade approval verifying the sub-grade and base of all paved areas. Compliance with the geotechnical evaluation recommendations and mandatory soils reports required for grading permits would 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.

b) 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 site and surrounding areas are served by the EMWD for wastewater conveyance and treatment. 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 an existing and proposed 8-inch sewer main located beneath Old Oleander Avenue. 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 detention basin planned in the eastern site boundary via subsurface storm drain pipes and catch basins. Flows would then be conveyed to an existing storm drain lateral (Lateral B-8A) near the northeast corner of the Project site, and would be conveyed towards existing drainage facilities within Harley Knox Boulevard.

Based on the analysis presented in the Project's hydrology study (*Technical Appendix G1*), post-development runoff from the site would slightly increase during 100-year (24-hour duration) storm events (i.e., from 27.1 cfs under existing conditions to 32.3 cfs under post-development conditions) (PBLA, 2020a, p. 4). Although peak runoff would increase under the proposed Project, this increase is primarily due to the diversion of flows from areas off site and tributary to the Project site towards Rowland Lane. Additionally, the existing storm drainage system, including Lateral B-8A and existing storm drainage facilities within Harley Knox Boulevard, have been designed to accept post-development flows from the Project area and 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 G2*) 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 are shallow to deep to hardpan, and that this association does not contain expansive soils as defined in Table 18-1-B of the Uniform Building Code. The IS/NOP further noted that expansive soils are not typically associated with the MFBCSP vicinity. Therefore, the IS/NOP concluded that no impacts

related to expansive soils would occur, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 21)

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project's site-specific geotechnical evaluations (*Technical Appendices C1 and C2*) determined that soils on the Project site have an expansion index (EI) test result of 0, which is considered to be a "very low" expansion potential. Based on these results, the Project's geotechnical consultant (Kleinfelder West, Inc.) determined that expansive soils would not adversely impact the design and construction of the proposed Project; thus, impacts would be less than significant. (Kleinfelder, 2019a, p. 25; Kleinfelder, 2019b, 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 EMWD's sanitary sewer system via a proposed connection within Old Oleander Avenue. The Project does not propose septic tanks or alternative waste water disposal systems, nor do any such facilities occur on site under existing conditions. As such, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

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

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

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

5.1.8 Greenhouse Gas Emissions

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

No Substantial Change from Previous Analysis: As discussed in more detail in subsection 5.1.18, the proposed Project would result in a substantial reduction in the amount of traffic generated by development of the site as compared to what was evaluated by EIR No. 466. Specifically, the Project would result in the generation of 638 fewer vehicle trips (actual vehicles), including 500 fewer truck trips, as compared to the industrial land uses that were evaluated by EIR No. 466 for the Project site (refer to Table 5-20). (Urban Crossroads, 2020c, Table 4-3) Because the majority of greenhouse gas (GHG)

emissions associated with light industrial developments is generated by vehicular traffic, the Project's level of GHG emissions would be reduced in comparison to the project evaluated by EIR No. 466 (CARB, 2017; Riverside County, 2015, Figure 4.7.1). Additionally, and as documented in Section 4.7.3 of the Riverside County EIR No. 521, there have been numerous regulations adopted since EIR No. 466 was certified in 2005 that would result in reduced Project-related GHG emissions compared to the project evaluated by EIR No. 466, including AB 1493, which specifies fuel efficiency standards, and the California Building Standards Code Title 24 energy efficiency requirements (CALGreen), which impose more stringent energy efficiency requirements as compared to what was in effect when EIR No. 466 was certified. Notwithstanding the fact that the Project would result in reduced GHG impacts as compared to the project evaluated in EIR No. 466, the Project's proposed Plot Plan No. 180033 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; reducing GHG emissions to 1990 levels by the year 2020; and reducing GHG emissions to 80 percent below 1990 levels by 2050.

In response to EO S-3-05, in September 2006, Governor Schwarzenegger signed Assembly Bill 32 (AB 32), the California Climate Solutions Act of 2006. AB 32 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, 2019)

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

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

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

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

Threshold of Significance for Evaluating Project Impacts due to GHGs

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

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

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

Project Impacts due to GHGs

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

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

Furthermore, the Project would be conditioned to comply with CAP Measure R2-CE1, *Clean Energy*. To demonstrate compliance with Measure R2-CE1, the Project Applicant would be required to show that 20 percent of the building's energy demand has been offset through on-site renewable energy production (including but not limited to solar), unless such offset is demonstrated by the Project Applicant to be infeasible. As indicated on the floor plans included as part of Plot Plan No. 180033, the roofs for Buildings 21 & 22 are required to be designed to support future solar panels equal to 20% of the building area. As required by CAP Measure R2-CE1, the Project would be conditioned to demonstrate that the proposed solar panels would meet a minimum of 20 percent of the building's energy demand, or must demonstrate that it is infeasible to achieve a 20 percent offset.

As such, with mandatory compliance with CAP Measure R2-CE1 in conjunction with the other measures that achieve a minimum of 100 points pursuant to Appendix 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 5-20, EIR No. 466 assumed the Project site (i.e., MFBCSP Planning Area 7) would generate approximately 638 more vehicle trips (actual vehicles), including 500 fewer truck trips, than would be generated by the Project evaluated herein (Urban Crossroads, 2020c, Table 4-3). Because a majority of the GHG emissions associated with light industrial uses are generated by mobile sources, and because the Project would produce substantially less traffic than was analyzed by EIR No. 466, the Project as proposed would result in a substantial reduction in GHG emissions associated with the buildout of the Project site as compared to the land uses assumed by EIR No. 466. Accordingly, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Plot Plan No. 180033 (Buildings 21 & 22)

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

5.1.9 Hazards and Hazardous Materials

	<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 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"/>

- 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

Plot Plan No. 180033 (Buildings 21 & 22)

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

No Substantial Change from Previous Analysis: The Project entails the buildout of the Project site with two warehouse buildings, with a proposed detention basin in the eastern portion of the site. The Project's proposed land uses are fully consistent with the land use assumptions made by EIR No. 466 for the Project site. As such, construction and operational characteristics of the proposed Project would be consistent with the assumptions made by EIR No. 466. Accordingly, and as discussed in further detail below, the Project has no greater potential for hazardous materials impacts due to existing site conditions, construction activities, and long-term Project operation as compared to the Project evaluated in EIR No. 466. Notwithstanding, because the Project consists of proposed Plot Plan No. 180033, which identifies site-specific development characteristics, an analysis of the Project's potential to result in impacts due to existing site conditions, construction activities, and operational activities is discussed below.

Historical Site Conditions

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

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

Construction Activities

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

fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site, and the risk of such spills during construction would be no greater than was assumed by EIR No. 466 or its associated IS/NOP. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited 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 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 two warehouse buildings, in conformance with the range of uses allowed by the MFBCSP. The future occupant(s) of the Project's proposed buildings are unknown at the time of this assessment; however, the Project site would be developed with up to 226,857 s.f. of general warehouse use. Allowable occupant types would be governed by the site's underlying zoning classifications of I-P and M-M (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 7 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 section Table 2-2, no roadway improvements proposed by the Project Applicant would interfere with traffic operations on roadways abutting the Project site. In fact, as part of the Project Decker Road would be improved to provide two travel lanes between the northern Project boundary and Harley Knox Boulevard, thereby improving emergency access

in the local area. Thus, the Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 466, there are no existing or planned schools within one-quarter mile of the Project site. The nearest school to the Project site is the Tomas Rivera Middle School, located 1.3 miles southwest of the Project site, and no schools are planned in the Project vicinity. Accordingly, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: As disclosed in the IS/NOP prepared for EIR No. 466, the Project site is not listed on the Hazardous Waste and Substances Sites List produced by the Department of Toxic Substances Control (DTSC), which is referred to as “Envirostar.” (DTSC, 2020) Additionally, the Project’s Phase I ESA, 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 be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact analyzed in EIR No. 466.

	<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 (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

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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 each development plans within the MFBCSP. The currently-proposed Project is a development that would result in the buildout of a portion of MFBCSP Planning Area 7, and the Project's application materials identify specific building architecture, building locations, site elevations, building heights, and the proposed building footprints. Because the Project Applicant proposes two specific buildings (i.e., Building 21 & Building 22), the current Project required additional review by the Riverside County Airport Land Use Commission (ALUC) for consistency with the 2014 MARB ALUCP. As such, the Project was reviewed by the Riverside County ALUC on January 10, 2019, which found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain standard conditions of approval. 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. 180033), the implementation of

which would result in the buildout of a portion of MFBCSP Planning Area 7 with two warehouse buildings totaling 226,857 s.f. of building area and a detention basin. The Project's application materials identify specific building architecture, building location, site elevations, building heights, and the proposed building footprint. Because the Project Applicant proposes two specific buildings (i.e., Buildings 21 & Building 22), the current Project required additional review by the Riverside County ALUC for consistency with the 2014 MARB ALUCP. On January 17, 2019, the ALUC found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain standard conditions of approval. These conditions will be imposed on the proposed Project by Riverside County as COAs, and are listed below. With mandatory compliance with the ALUC COAs, the Project would not conflict with any ALUCPs, including the MARB ALUCP, and a less-than-significant impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: As indicated under the analysis of Thresholds 22.a) and 22.b), above, the Project site is located within Compatibility Zone C2 of the 2014 MARB ALUCP, which updated and replaced the 1984 ALUP that was in effect at the time EIR No. 466 was certified. (ALUC, 2014, Map MA-1) Additionally, EIR No. 466 evaluated a range of land uses, but did not evaluate any specific building locations or configurations. The proposed Project involves a Plot Plan (Plot Plan No. 180033), implementation of which would result in the buildout of a portion of MFBCSP Planning Area 7 with two warehouse buildings totaling 226,857 s.f. of building area and a detention basin. 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 two specific buildings (i.e., Buildings 21 & Building 22), the current Project required additional review by the Riverside County ALUC for consistency with the 2014 MARB ALUCP. On January 10, 2019, the ALUC found the proposed Project would be consistent with the 2014 March Air Reserve Base/Inland Port ALUCP subject to certain conditions. These conditions would be imposed on the proposed Project by Riverside County as COAs,

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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.

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

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

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

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

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

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

Project Specific Conditions of Approval

The following conditions of approval shall apply and reflect the conditions of approval listed in the ALUC's consistency determination letter, dated January 10, 2019, which determined that the proposed Project is consistent with the 2014 March Air Reserve Base/Inland Port ALUCP. The implementation of these conditions further demonstrate that implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
- The following uses/activities are not included in the proposed Project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan: (a) Any use which

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

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

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

- The proposed detention basin 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 230,292 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 Nos. 2018-AWP-17884-OE and 2018-AWP-17885-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the Project.
- The proposed buildings shall not exceed a height of 46 feet above ground level and a maximum elevation at top point of 1,634 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 46 feet in height and a maximum elevation of 1,634 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 a development within the MFBCSP and would result in the buildout of a portion of MFBCSP Planning Area 7 with two warehouse buildings. Consistent with the conditions that existed when EIR No. 466 was certified, the California Porter-Cologne Water Quality Control Act (§ 13000 ("Water Quality") et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act (CWA)) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). At the time EIR No. 466 was certified in 2005, development within the Santa Ana RWQCB region was subject to the RWQCB's 1995 *Water Quality Control Plan for the Santa Ana River Basin* (Basin Plan). Since certification of EIR No. 466, the RWQCB has undertaken three updates to the Basin Plan, with the most recent update having been adopted in February 2016. Although this reflects a changed condition from what was evaluated by EIR No. 466, the revisions made to the Basin Plan reflected administrative changes that did not eliminate or reduce any requirements for water quality, and therefore the changes are not substantial. The RWQCB's 2016 Basin Plan is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3348. (RWQCB, 2019)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana Watershed. As noted above, at the time EIR No. 466 was certified, Canyon Lake was listed as impaired. Although the IS/NOP prepared for EIR No. 466 did not discuss Lake Elsinore, it is likely that Lake Elsinore also was listed as impaired in 2005. Based on the Project's Water Quality Management Plan (WQMP, *Technical Appendix G2*), receiving waters for the property's drainage include the Harley Knox Boulevard Storm Drain System, Perris Valley Channel, Canyon

Lake, and Lake Elsinore. Receiving waters listed on the Section 303(d) list include Canyon Lake and Lake Elsinore. Consistent with the finding of the IS/NOP prepared for EIR No. 466, Canyon Lake is impaired by nutrients and pathogens, while Lake Elsinore is impaired by nutrients and low dissolved oxygen. The Oleander Storm Drain System and Perris Valley Channel are not listed as impaired. (PBLA, 2020b, 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 coverage under the County's Construction General Permit (2009-0009-DWQ), which would require the Project Applicant to file Permit Registration Documents (PRDs), which would include a Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and other compliance related documents required by the General Permit, prior to commencement of construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, and also consistent with the project evaluated by EIR No. 466, the Project would be required to comply with the RWQCB's Water Quality Control Plan for the Santa Ana River Basin ("Basin Plan"). Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities, and these requirements also would have applied to new development at the time EIR No. 466 was certified in 2005. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. As with the project evaluated in EIR No. 466, mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, water

quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

Operational Water Quality Impacts

EIR No. 466 and the associated IS/NOP evaluated buildout of the MFBCSP area with a variety of light industrial and commercial land uses. The Project Applicant proposes a site-specific development plan to implement a portion of MFBCSP Planning Area 7, and the Project's Plot Plan No. 180033 includes a proposed drainage system that would route first flush flows towards a proposed detention basin in the eastern Project site boundary. Because the Project includes details regarding the proposed drainage system that were not included in the MFBCSP, a site-specific Water Quality Management Plan (WQMP) was required for the Project in order to confirm the conclusion of the IS/NOP prepared for EIR No. 466 that water quality impacts would be less than significant. The WQMP is contained in *Technical Appendix G2*, and is discussed below.

As noted above, receiving waters for the property's drainage are the Harley Knox Boulevard Storm Drain System, Perris Valley Channel, Canyon Lake, and Lake Elsinore. Canyon Lake is impaired by nutrients and pathogens, while Lake Elsinore is impaired by nutrients and low dissolved oxygen. (PBLA, 2020b, p. 7) According to the Project's Water Quality Management Plan (WQMP; *Technical Appendix G2*), the Project's pollutants of concern include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease (PBLA, 2020b, 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 G2*. 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 groundwater extraction wells and domestic water to serve the MFBCSP area was not expected to come from groundwater sources. As such, the IS/NOP determined that the MFBCSP would not substantially deplete groundwater supplies and concluded that impacts to groundwater supplies would be less than significant. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 26 and 27)

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

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

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

6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). The Project Applicant proposes to develop the Project site with two warehouses with up to 226,857 s.f. of building area and a detention basin, the Project would result in an overall FAR of 0.37 (226,857 s.f. ÷ 605,484 s.f. [13.9 acres] = 0.37). Thus, due to the reduction in building area, the Project would result in a decrease in the amount of water demand generated on site as compared to what was assumed by the UWMP. As such, and consistent with the findings of the IS/NOP prepared for EIR No. 466, the proposed Project is fully accounted for by the UWMP. Because the UWMP demonstrates that the EMWD would have sufficient water supplies, including groundwater, to meet water demands within its district through 2040, it can therefore be concluded that the Project's demand for potable water would not result in the depletion of groundwater supplies. As such, Project impacts to groundwater supplies would be less than significant.

With respect to groundwater recharge, the Project Applicant proposes to develop the site in a manner generally consistent with what was assumed for the Project site by IS/NOP prepared for EIR No. 466. As with the project evaluated in EIR No. 466 and its associated IS/NOP, the proposed Project would increase impervious surface coverage on the site, which would in turn reduce the amount of direct infiltration of runoff into the ground. However, all runoff from the Project site under existing conditions is conveyed to existing storm drainage facilities in the area, which ultimately convey runoff to natural drainage channels that allow for infiltration of water into the groundwater table. As with the project evaluated in the IS/NOP, with implementation of the proposed Project the site would continue to drain easterly to the proposed on-site detention basin. The total amount of runoff and/or infiltration 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 because the overall contribution of runoff to the San Jacinto River would be insignificant. Although development of the MFBCSP would reduce the area of permeability on the site by approximately 85 percent, the IS/NOP determined that the increased runoff would be captured by and carried through the existing storm drain system which was designed to accommodate the ultimate storm water flows expected at build-out. As such, the IS/NOP concluded that buildout of the MFBCSP area would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the

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

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

No Substantial Change from Previous Analysis: As previously depicted on Figure 3-2, 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 the proposed on-site detention basin, which would discharge into Lateral B-8A and ultimately into existing drainage facilities within Harley Knox Boulevard. As such, the Project would not result in substantial changes to the site's existing drainage pattern. Additionally, development of the Project site as proposed would minimize areas of pervious surface, and therefore would preclude the potential for increased erosion hazards on-site. Based on the analysis presented in the Project's hydrology study (*Technical Appendix G1*), post-development runoff from the site would slightly increase during 100-year (24-hour duration) storm events (i.e., from 27.1 cfs under existing conditions to 32.3 cfs under post-development conditions) (PBLA, 2020a, p. 4). Although peak runoff would slightly increase under the Project, 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, and Lateral B-8A and existing storm drain facilities within Harley Knox Boulevard have sufficient capacity to convey flows from the Project site and off-site areas tributary to the Project site. Furthermore, following treatment and detention by the proposed on-site detention basin, runoff from the Project site following development would be conveyed 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 increase the percent of impervious surfaces compared to the conditions that existed at the time. EIR No. 466 noted that runoff would be directed through a system of curbs, gutters, and storm drain systems into the Perris Valley Storm Drain and the San Jacinto River. EIR No. 466 indicated that reduced on-site infiltration would lead to increased volumes and/or velocities of storm flows entering natural, earthen drainages. EIR No. 466 determined that these increased flows could substantially increase channel erosion and sediment transport to downstream areas, such as Canyon Lake. EIR No. 466 disclosed that future implementing projects within the MFBCSP would be required to develop and implement a Water Quality Management Plan (WQMP) to effectively keep post-development storm water flows/volumes to pre-development levels. EIR No. 466 provided examples of management measures that could be identified in a WQMP, which included use of pervious pavement, vegetated swales, infiltration basins, and velocity dissipation devices at storm drain outfall structures. By developing and implementing a WQMP, and with incorporation of EIR No. 466 Mitigation Measure MM Hydro 2, EIR No. 466 concluded that implementation of the MFBCSP would have less than significant impacts related to erosion and siltation. (Webb, 2005, p. IV-146)

No Substantial Change from Previous Analysis: Construction activities would occur on the same site in the same or similar manner as assumed by EIR No. 466 and its associated IS/NOP. Consistent with the project evaluated by the IS/NOP, the Project's proposed grading activities would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water. Erosion by water would be greatest during the first rainy season after grading and before the Project's structure foundations are established and paving and landscaping occur. Erosion by wind would be highest during periods of high wind speeds when soils are exposed. Consistent with the finding of the IS/NOP, and pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a NPDES permit for construction activities. The NPDES permit, which was also required at the time EIR No. 466 was certified, is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally, and similar to the project evaluated by the IS/NOP, during grading and other construction activities involving soil exposure or the transport of earth materials, Riverside County Ordinance No. 457 (Building Codes and Fees Ordinance), which establishes, in part, requirements for the control of dust and erosion during construction, would

apply to the Project. As part of the requirements of Ordinance No. 457, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phase to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Consistent with the finding of the IS/NOP, mandatory compliance with the Project's NPDES permit and these regulatory requirements would ensure that erosion impacts during construction activities would be less than significant.

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

Additionally, because EIR No. 466 evaluated only a land use plan and the Project consists of a site-specific development, a site-specific hydrology study was required for the Project and is contained in *Technical Appendix G1*. Based on the analysis presented in the Project's hydrology study, post-development runoff from the site would slightly increase during 100-year (24-hour duration) storm events (i.e., from 27.1 cfs under existing conditions to 32.3 cfs under post-development conditions) (PBLA, 2020a, p. 4). Although the Project would result in an increase in peak runoff from the site, the Project area was previously improved as part of CFD 88-8 with storm water drainage infrastructure that was sized to accommodate future development within the area, including on the Project site. Moreover, runoff from the Project site following development would be conveyed directly to existing drainage facilities downstream following detention and water quality treatment by the proposed on-site detention basin, and downstream drainage facilities have been designed to preclude or substantially avoid erosion hazards. Because the drainage associated with the Project would be fully controlled via the on-site drainage plan and would be conveyed directly to existing drainage facilities, the rate and amount of erosion would not increase substantially as compared to existing conditions. In addition, Mitigation Measures MM Hydro 1 through MM Hydro 4, identified in EIR No. 466 and included below, would continue to apply to the Project and would further reduce the Project's potential to result in wind or water-related erosion that could adversely affect the environment. Similar to the conclusion reached by EIR No. 466, Project-related impacts due to erosion-related hazards would be less than significant with mitigation.

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

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- 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 G1*), 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 increase during 100-year (24-hour duration) storm events (i.e., from 8.9 cfs under existing conditions to 5.56 cfs under post-development conditions) (PBLA, 2020a, 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 increase flooding hazards downstream. As such, and consistent with the findings of the IS/NOP, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that after completion of the MFBCSP, the run-off coefficient (which is a measure of the rate of run-off) for the properties in the MFBCSP would approximately double because of the increase in impervious surfaces that restrict

infiltration. EIR No. 466 determined that although impacts would be significant to downstream areas due to the current lack of flood control facilities, the master drainage plan that existed at the time was designed to properly convey storm water to the ultimate design of the Perris Valley Storm Drain Channel, and included interim drainage measures prior to buildout of the Area Drainage Plan. Additionally, EIR No. 466 identified Mitigation Measures MM Hydro 4 and MM Hydro 5 to further reduce impacts due to exceedance of the capacity of existing or planned stormwater drainage system. Therefore, with implementation of the Area Drainage Plan and Mitigation Measures MM Hydro 4 and MM Hydro 5, EIR No. 466 concluded that impacts due to exceeding the capacity of an existing or planned drainage system would be less than significant. (Webb, 2005, p. IV-147 and Appendix A, pp. 26 and 28)

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

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, properties within the MFBCSP area, including the Project site, were prepared for development as part of the "Oakwood Business Park" (CFD 88-8) with construction of infrastructure and rough grading of building pads. The IS/NOP prepared for EIR No. 466 evaluated land uses as proposed by the MFBCSP, but did not evaluate site-specific development plans. The Project consists of Plot Plan No. 180033, which provides details regarding development of the 13.9-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 G1*. 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 27.1 cfs under existing conditions to 32.3 cfs under post-development conditions) following water quality treatment and detention by the proposed detention basin (PBLA, 2020a, p. 4). Thus, whereas the IS/NOP indicated that peak runoff would approximately double, peak runoff under the Project would increase by only 19.2% 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, and existing drainage facilities that would convey flows from the Project site, including Lateral B-8A and existing storm drainage facilities within Harley Knox Boulevard, are sized to accommodate the

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slight increase in flows from the Project site. Thus, the Project's runoff was accounted for as part of the existing improvements. 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 as discussed above under Threshold a), receiving waters for the property's drainage are the Harley Knox Boulevard Storm Drain System, Perris Valley Storm Drain, Canyon Lake, and Lake Elsinore. Canyon Lake is impaired by nutrients and pathogens, while Lake Elsinore is impaired by nutrients and low dissolved oxygen. According to the Project's Water Quality Management Plan (WQMP; *Technical Appendix G2*), the Project's priority pollutants of concern are bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease. (PBLA, 2020b, 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. Following detention and treatment, runoff would then be conveyed to a proposed outlet structure and into existing storm drain facilities, including Lateral B-8A and drainage facilities within Harley Knox Boulevard. Consistent with the conclusion reached by EIR No. 466, the proposed drainage plan, including the proposed detention basin, would preclude pollutants of concern in runoff leaving the site. As such, the Project would not create substantial additional sources of polluted runoff.

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

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

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

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

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, there are no portions of the Project site or surrounding areas that are located within a mapped 100-year flood hazard area. According to Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency, the Project site is located within "Zone X," which encompasses areas determined to be outside the 0.2% annual chance floodplain (FEMA, 2008). Because the Project site is not located within a mapped flood hazard area, the Project has no potential to impede or redirect flood flows. Additionally, 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 increase in peak runoff was 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: As with the conditions that existed when the IS/NOP was prepared for EIR No. 466, the Project site is located approximately 37.6 miles northeast of the Pacific Ocean; thus, the Project site is not subject to hazards associated with tsunamis, nor are there any components of the Project that could contribute to tsunami-related hazards (Google Earth, 2020). According to FIRM maps prepared by FEMA, the Project site is located within flood hazard "Zone X," which encompasses areas determined to be outside the 0.2% annual chance floodplain. (FEMA, 2008) As such, the Project site would not be subject to inundation during flood events. The Project site is located

approximately 4.1 miles west of the Lake Perris Dam (Google Earth, 2020). According to MVAP Figure 11 (Special Flood Hazard Areas), the Project site is not located within any dam inundation areas or special flood hazard areas, including inundation areas associated with the Perris Dam (Riverside County, 2018, Figure 11). As such, it can be concluded that due to distance and intervening topography, the Project site would not be subject to seiche hazards. Accordingly, the Project site would not be subject to inundation that could result in the release of pollutants from the Project site, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

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

Santa Ana River Basin Plan

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

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana River Watershed. Receiving waters for the property's drainage are the Harley Knox Boulevard Storm Drain System, Perris Valley Channel, Canyon Lake, and Lake Elsinore. Receiving waters listed on the Section 303(d) list include Canyon Lake and Lake Elsinore. Consistent with the finding of the IS/NOP prepared for EIR No. 466, Canyon Lake is impaired by nutrients and pathogens, while Lake Elsinore is impaired by nutrients and low dissolved oxygen. The Harley Knox Boulevard Storm Drain System and Perris Valley Channel are not listed as impaired.

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

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

Construction-Related Water Quality

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

Pursuant to the requirements of the Santa Ana RWQCB and the County of Riverside, the Project would be subject to compliance with the County's Construction General Permit (2009-0009-DWQ), coverage under which would require the Project Applicant to file Permit Registration Documents (PRDs), which would include a Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and other compliance related documents required by the General Permit, prior to commencement of construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the RWQCB's Water Quality Control Plan for the Santa Ana River Basin ("Basin Plan"). Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities, and these requirements also would have applied to new development at the time the IS/NOP was prepared for EIR No. 466. The SWPPP is required to specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. As with the project

evaluated by the IS/NOP and EIR No. 466, mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, runoff associated with Project-related construction activities would not conflict with the Santa Ana Region Basin Plan requirements, and impacts would be less than significant.

Operational Water Quality Impacts

EIR No. 466 and the associated IS/NOP evaluated buildout of the MFBCSP area with a variety of light industrial and commercial land uses. The Project consists of an implementing development within the MFBCSP and proposes a site-specific development that includes a proposed drainage system that would route first flush flows towards the proposed on-site detention basin in the eastern portion of the Project site. Because the Project includes details regarding the proposed drainage system that were not included in the MFBCSP, a site-specific WQMP was required for the Project in order to confirm the conclusion of the IS/NOP prepared for EIR No. 466 that water quality impacts would be less than significant. The WQMP is contained in *Technical Appendix G2*, and is discussed below.

As noted above, receiving waters for the property's drainage are the Harley Knox Boulevard Storm Drain System, Perris Valley Channel, Canyon Lake, and Lake Elsinore. Canyon Lake is impaired by nutrients and pathogens, while Lake Elsinore is impaired by nutrients and low dissolved oxygen. 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 G2*. 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, 2020b, 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, and includes requirements for post-construction maintenance of required BMPs that must be implemented over the life of the Project. The Project's Preliminary WQMP is included as *Technical Appendix G2*. The Preliminary WQMP identifies structural controls (including the proposed detention basin) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, loading dock requirements, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Consistent with the conclusion reached by the IS/NOP prepared for EIR No. 466, mandatory compliance with the WQMP would ensure that the Project does not conflict with the Santa Ana Region Basin Plan, and impacts would be less than significant.

Groundwater Management Plan – West San Jacinto Groundwater Basin

The EMWD adopted the *Groundwater Management Plan – West San Jacinto Groundwater Basin (GMP)* on June 8, 1995, and the GMP was in effect at the time EIR No. 466 was certified. The GMP was not addressed by the IS/NOP or EIR No. 466, both of which evaluated buildout of the MFBCSP area with light industrial and commercial land uses. The Project consists of an implementing development within the MFBCSP area, is fully consistent with the land uses assumed by EIR No. 466 for the site, and identifies a site-specific development plan as part of proposed Plot Plan No. 180033. Accordingly, due to the additional detail available as part of the proposed Project, an analysis of the Project’s consistency with the GMP is provided below.

The GMP is intended to manage the San Jacinto Groundwater Basin (SJGB) in a manner that would supplement EMWD’s water supplies, thereby increasing the amount of locally-available water and reducing the amount of water that needs to be imported through MWD. The GMP covers approximately 256-square miles (over 164,200 acres) and has been divided into six (6) groundwater management zones. The Project site is located at the western edge of the Perris North Groundwater Management Zone (GMZ). (EMWD, 1995; EMWD, 2019, 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, 2019, p. 13):

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

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

As noted above under the discussion of the Project's consistency with the Santa Ana Region Basin Plan, the Project Applicant would be required to obtain coverage under the County's Construction General Permit (2009-009-DWQ), which would include a Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and other compliance related documents required by the General Permit, prior to commencement of construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that construction of the proposed Project does result in polluted runoff that could adversely affect water quality within the SJGB. Additionally, the total amount of runoff from the Project site during construction would not change substantially in relation to existing conditions, thereby allowing for infiltration into the SJGB. Accordingly, during construction the Project would not conflict with the West San Jacinto GMP, and a less-than-significant impact would occur.

Following construction activities, infiltration on the Project site largely would be precluded and would be limited to landscaped areas and the proposed detention basin, as remaining areas of the site would be covered with impervious surfaces (i.e., buildings, drive aisles, parking lots, etc.). However, under existing conditions the majority of the runoff generated on the Project site is conveyed directly into existing Lateral B-8A and existing storm drainage facilities within Harley Knox Boulevard. 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. 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, 2020b, p. 17). Thus, with implementation of the proposed Project, Project-related runoff would not contribute to or exacerbate existing water quality impairments within the West San Jacinto GMP area. As such, the Project would not conflict with the West San Jacinto GMP, and impacts would be less than significant.

Conclusion

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

Project Requirements and EIR No. 466 Mitigation Compliance

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

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

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

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

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

5.1.11 Land Use and Planning

	<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 a portion of MFBCSP Planning Area 7. The Project site also is located in the MVAP portion of the Riverside County General Plan. The MFBCSP designates Planning Areas 7 for “Light Industrial” land uses. Proposed Buildings 21 & 22, which would consist of 226,857 s.f. of general warehouse uses, as well as the proposed detention basin, are fully consistent with the “Light Industrial” land use designation applied to MFBCSP Planning Area 7. Additionally, a site-specific analysis of the Project’s consistency with the policies and requirements of the MFBCSP was conducted by T&B Planning, the results of which are provided as *Technical Appendix J*. As indicated in *Technical Appendix J*, the Project is consistent with or otherwise would not conflict with the policies and requirements of the MFBCSP, including policies and requirements adopted for the purpose of avoiding or mitigating an environmental effect

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

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

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

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

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project site is located at the eastern edge of the Mead Valley community. As previously shown on Figure 2-3, there are no residential uses surrounding the Project site. The nearest residential home occurs approximately 0.25-mile south of the Project site across Old Oleander Avenue. Furthermore, areas surrounding the Project site are designated by the Riverside County General Plan as “Business Park” or “Light Industrial” and are zoned for “Industrial Park (I-P)” or “Manufacturing – Medium Zone (M-M).” As such, development of the Project site with up to 226,857 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.

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

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

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

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

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

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project site is not located in an area of proposed, existing, or abandoned quarries or mines. According to mapping information available from the California Geological Survey, the areas surrounding the Project site are classified as MRZ-3 and there are no existing mines adjacent to the Project site. Areas east of I-215 are classified as Mineral Resources Zone 1 (MRZ-1), which includes “areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.” There are no portions of the surrounding area that are designated as Mineral Resources Zone 2 (MRZ-2), which includes “areas where geologic data indicate that significant [Portland Cement Concrete]-Grade aggregate resources are present.” (CGS, 2008) As such, the Project would not be located near any State- classified or designated areas or existing surface mines, and no impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.13 Noise

	<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 were projected to be less than 60 dB CNEL at the MFBCSP site, EIR No. 466 determined that all uses within the Specific Plan would be compatible with the exterior noise level guidelines set forth in the 1984 Riverside County Airport Land Use Plan and with the land use compatibility policies of the 1998 MARB AICUZ Study. Although the MFBCSP site fell outside of the CNEL noise contours for March Air Reserve Base, EIR No. 466 noted that the MFBCSP site was located beneath identified flight tracks for airplanes using the airfield at March Air Reserve Base; thus, EIR No. 466 disclosed that there was a potential for single-event noise levels to affect future land uses in the MFBCSP area. However, EIR No. 466 concluded that the industrial, warehouse and distribution, and commercial/retail land uses

Plot Plan No. 180033 (Buildings 21 & 22)

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 226,857 s.f. of warehouse uses. The land uses proposed by the Project Applicant are fully consistent with the land uses assumed for the site by EIR No. 466, which EIR No. 466 found would not be exposed to significant noise impacts due to airport operations at the March Joint Air Reserve Base. Moreover, according to Figure 4.15.20 of EIR No. 521, which was prepared for the County's 2015 General Plan Update, the Project site occurs outside of the 60 dBA CNEL contour for the March Joint Air Reserve Base (Riverside County, 2015, Figure 4.15.20). According to Table N-1 of the County General Plan, industrial uses such as those proposed by the Project are considered "Normally Acceptable" in terms of noise compatibility at noise levels up to 75 dBA CNEL, and is considered "Conditionally Acceptable" at noise levels ranging from 70 dBA CNEL to 80 dBA CNEL (Riverside County, 2019a, Table N-1). Furthermore, conditions of approval would be imposed on the Project pursuant to the Project's ALUC's consistency determination letter, dated January 10, 2019, requiring that noise attenuation measures must be incorporated into the design of the office areas of the proposed buildings to ensure that interior noise levels from aircraft operations are at or below 45 dBA CNEL (refer to subsection 5.1.9). As such, the Project would not expose people residing or working in the Project area to excessive noise levels associated with airport operations, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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

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

No Substantial Change from Previous Analysis: Consistent with the findings of the IS/NOP prepared for EIR No. 466, the Project site is not located within the vicinity of a private airstrip. The nearest private airstrip to the Project site is the Perris Valley Airport, located approximately 6.5 miles southeast of the Project site (Google Earth, 2020). According to the Land Use Compatibility Plan for the Perris Valley Airport, the Project site is located well outside of the 60 dB CNEL contour for this airport, which according to General Plan Table N-1 indicates that the Project would be "Normally Compatible" with airport-related noise from this facility (ALUC, 2011, Figure PV-3; Riverside County, 2019a, Table N-1). Accordingly, the Project would not expose people residing or working in the project area to excessive noise levels associated with private airport noise, and there would be no impact. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<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 cause:</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

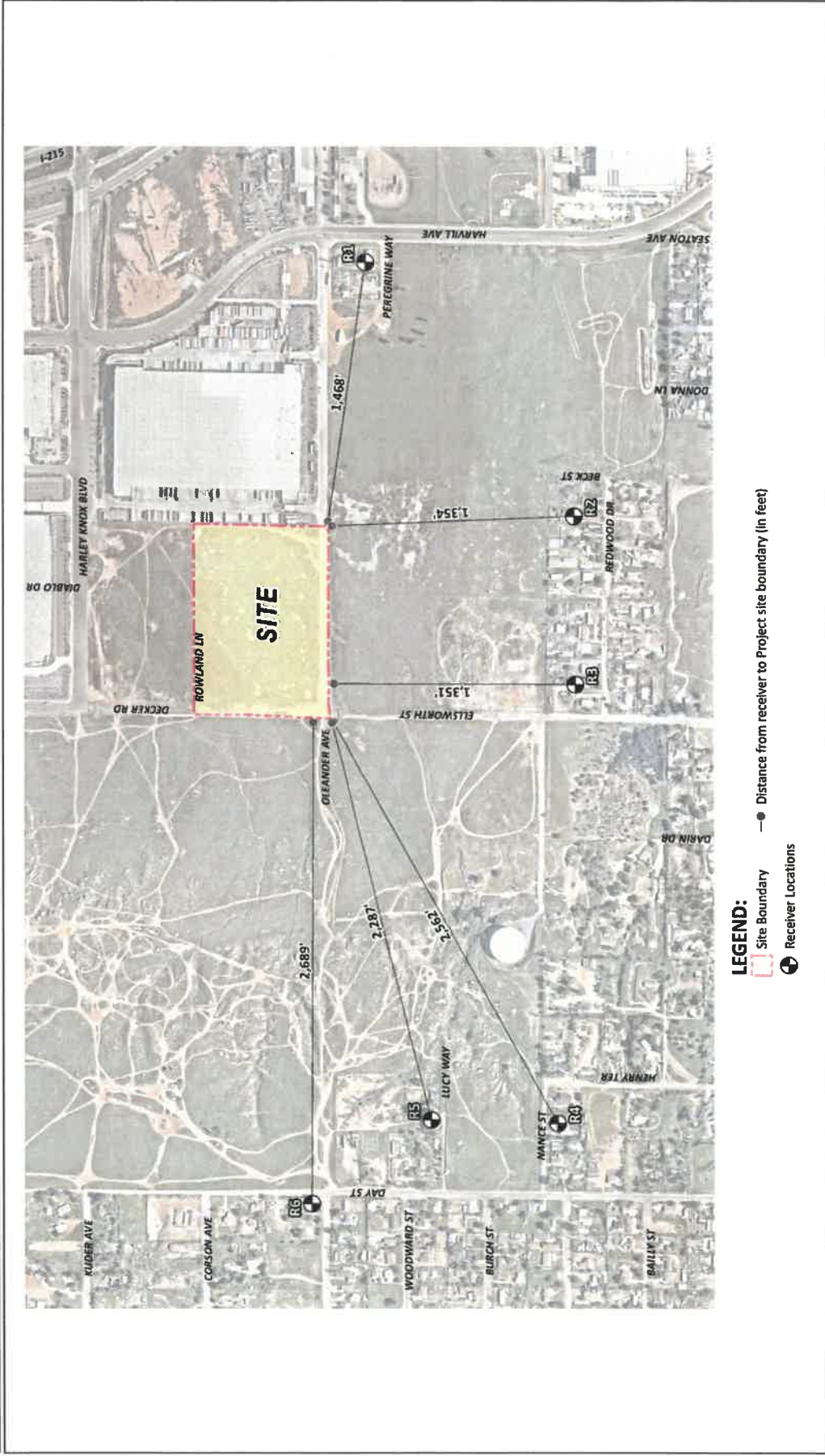
Plot Plan No. 180033 (Buildings 21 & 22)

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

No Substantial Change from Previous Analysis: The Project would result in the buildout of portions of MFBCSP Planning Area 7, and the Project is fully consistent with the “Light Industrial” land use designation applied to the Project site by the MFBCSP. Although EIR No. 466 evaluated a range of land uses allowed by the MFBCSP, EIR No. 466 did not evaluate specific buildings, as EIR No. 466 assumed that the characteristics of individual buildings would be identified as part of implementing developments within the MFBCSP. The currently-proposed Project is an implementing development that would result in the development of two warehouse buildings containing up to 226,857 s.f. of building area and a detention basin on 13.9 acres within MFBCSP Planning Area 7. The Project’s application materials identify specific building elements, including proposed grading, building area and location, setbacks, walls/fencing, and site access. In order to evaluate the Project’s site-specific elements, a Noise Impact Analysis (NIA) was required for the Project and is provided as *Technical Appendix H*. The Project’s NIA includes a detailed analysis of the Project’s potential to result in a substantial temporary and/or permanent increase in ambient noise levels, and was prepared in part to demonstrate that the Project’s anticipated noise impacts would be within the scope of analysis of EIR No. 466. Refer to the NIA for a detailed description of noise fundamentals, applicable regulatory requirements, the existing noise environment, and the methods and procedures used to evaluate the Project’s noise impacts. As explained below, the noise that would be generated by the Project is fully analyzed in and covered by the analysis of noise impacts set forth in EIR No. 466. Provided below is a summary of the results of the analysis for construction and long-term operation of the Project.

Sensitive Receptors

To assess the potential for long-term operational and short-term construction noise impacts, sensitive receiver locations, as shown on Figure 5-1, *Sensitive Receiver Locations*, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive



LEGEND:
 - Site Boundary
 - Distance from receiver to Project site boundary (in feet)
 - Receiver Locations

Source(s): Urban Crossroads (05-04-2020)



T&B Planning, Inc.

Figure 5-1

Sensitive Receptor Locations

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land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, outpatient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. (Urban Crossroads, 2020b, p. 49)

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 H*) includes an assessment of potential noise impacts that could affect sensitive receptors during construction activities. Figure 5-2, *Construction Noise Source Locations*, depicts the construction noise source locations in relation to the nearby sensitive receiver locations that were evaluated as part of the analysis. The results of the analysis are presented below.

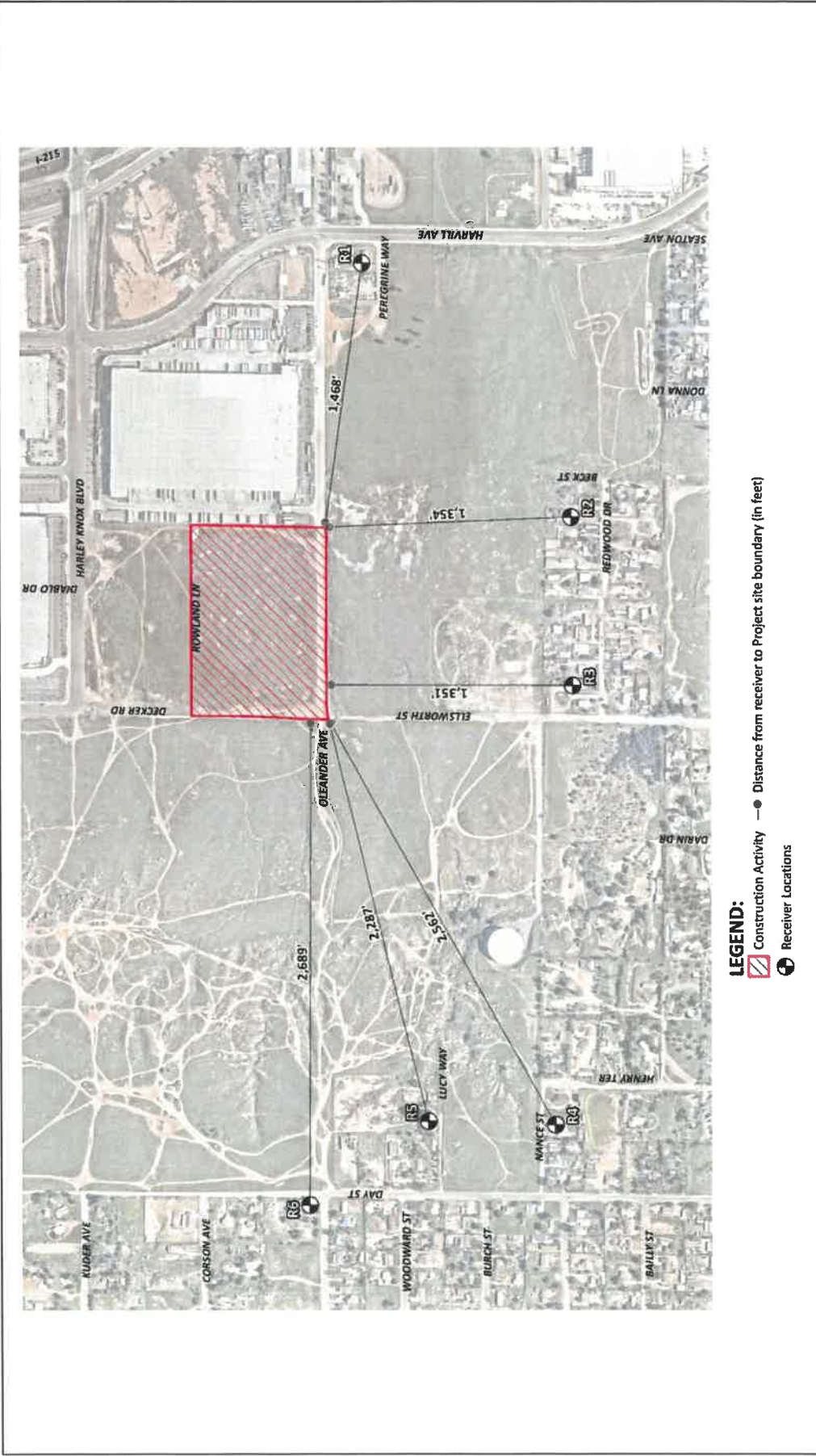
Threshold of Significance

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 Subsection 3.4 of the Project's NIA (*Technical Appendix H*) for a discussion of how thresholds of significance were selected for analysis.

Construction Noise Levels

Noise generated by the Project's construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages, based on similar projects in the County of Riverside: site preparation; grading; building construction; paving; and architectural coating. (Urban Crossroads, 2020b, p. 63)

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



Source(s): Urban Crossroads (05-04-2020)



T&B Planning, Inc.

Figure 5-2

Construction Noise Source Locations

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, 2020b, p. 63)

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 5-7, *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 5-7 have been adjusted for consistency to describe a uniform reference distance of 50 feet. (Urban Crossroads, 2020b, p. 63)

Table 5-7 Construction Reference Noise Levels

Construction Stage	Reference Construction Activity ¹	Reference Noise Level @ 50 Feet (dBA Leq)	Highest Reference Noise Level (dBA Leq)
Site Preparation	Scraper, Water Truck, & Dozer Activity	75.3	75.3
	Backhoe	64.2	
	Water Truck Pass-By & Backup Alarm	71.9	
Grading	Rough Grading Activities	73.5	73.5
	Water Truck Pass-By & Backup Alarm	71.9	
	Construction Vehicle Maintenance Activities	67.5	
Building Construction	Foundation Trenching	68.2	71.6
	Framing	62.3	
	Concrete Mixer Backup Alarms & Air Brakes	71.6	
Paving	Concrete Mixer Truck Movements	71.2	71.2
	Concrete Paver Activities	65.6	
	Concrete Mixer Pour & Paving Activities	65.9	
Architectural Coating	Air Compressors	65.2	65.2
	Generator	64.9	
	Crane	62.3	

1. Reference construction noise level measurements taken by Urban Crossroads, Inc. (Urban Crossroads, 2020b, Table 10-1)

Construction Noise Analysis

Using the reference construction equipment noise levels, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were conducted. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. As shown on Table 5-8, *Unmitigated Construction Equipment Noise Level Summary*, the construction noise levels are expected to range from 56.9 to 62.7 dBA Leq at the nearby receiver locations. Appendix 10.1 to the Project's NIA

(Technical Appendix H) includes the detailed CadnaA construction noise model inputs. (Urban Crossroads, 2020b, p. 65)

Table 5-8 Unmitigated Construction Equipment Noise Level Summary

Receiver Location ¹	Construction Noise Levels (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ²
R1	61.4	59.6	57.7	57.3	51.3	61.4
R2	62.4	60.6	58.7	58.3	52.3	62.4
R3	62.7	60.9	59.0	58.6	52.6	62.7
R4	57.0	55.2	53.3	52.9	46.9	57.0
R5	58.0	56.2	54.3	53.9	47.9	58.0
R6	56.9	55.1	53.2	52.8	46.8	56.9

1. Noise receiver locations are shown on Exhibit 10-A in Technical Appendix H.
2. Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1 of Technical Appendix H. (Urban Crossroads, 2020b, Table 10-2)

Construction Noise Level Compliance

To evaluate whether the Project would generate potentially significant short-term noise levels at nearby receiver locations during Project construction, the NIOSH noise level threshold of 85 dBA Leq is used as acceptable thresholds to assess construction noise level impacts. The construction noise analysis shows that the nearby receiver locations would satisfy the 85 dBA Leq significance threshold during Project construction activities as shown on Table 5-9, *Construction Equipment Noise Level Compliance*. Therefore, the noise impacts due to Project construction noise are considered less than significant at all receiver locations. Accordingly, the Project would not cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project, and impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466. (Urban Crossroads, 2020b, p. 66)

Table 5-9 Construction Equipment Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ²
R1	61.4	59.6	57.7	57.3	51.3	61.4
R2	62.4	60.6	58.7	58.3	52.3	62.4
R3	62.7	60.9	59.0	58.6	52.6	62.7
R4	57.0	55.2	53.3	52.9	46.9	57.0
R5	58.0	56.2	54.3	53.9	47.9	58.0
R6	56.9	55.1	53.2	52.8	46.8	56.9

- Noise receiver locations are shown on Exhibit 10-A of Technical Appendix H.
- Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 10-2 of Technical Appendix H.
- Construction noise level thresholds as shown on Table 4-2 of Technical Appendix H.
- Do the estimated Project construction noise levels exceed the construction noise level threshold?
(Urban Crossroads, 2020b, Table 10-3)

Long-Term Operation-Related Impacts

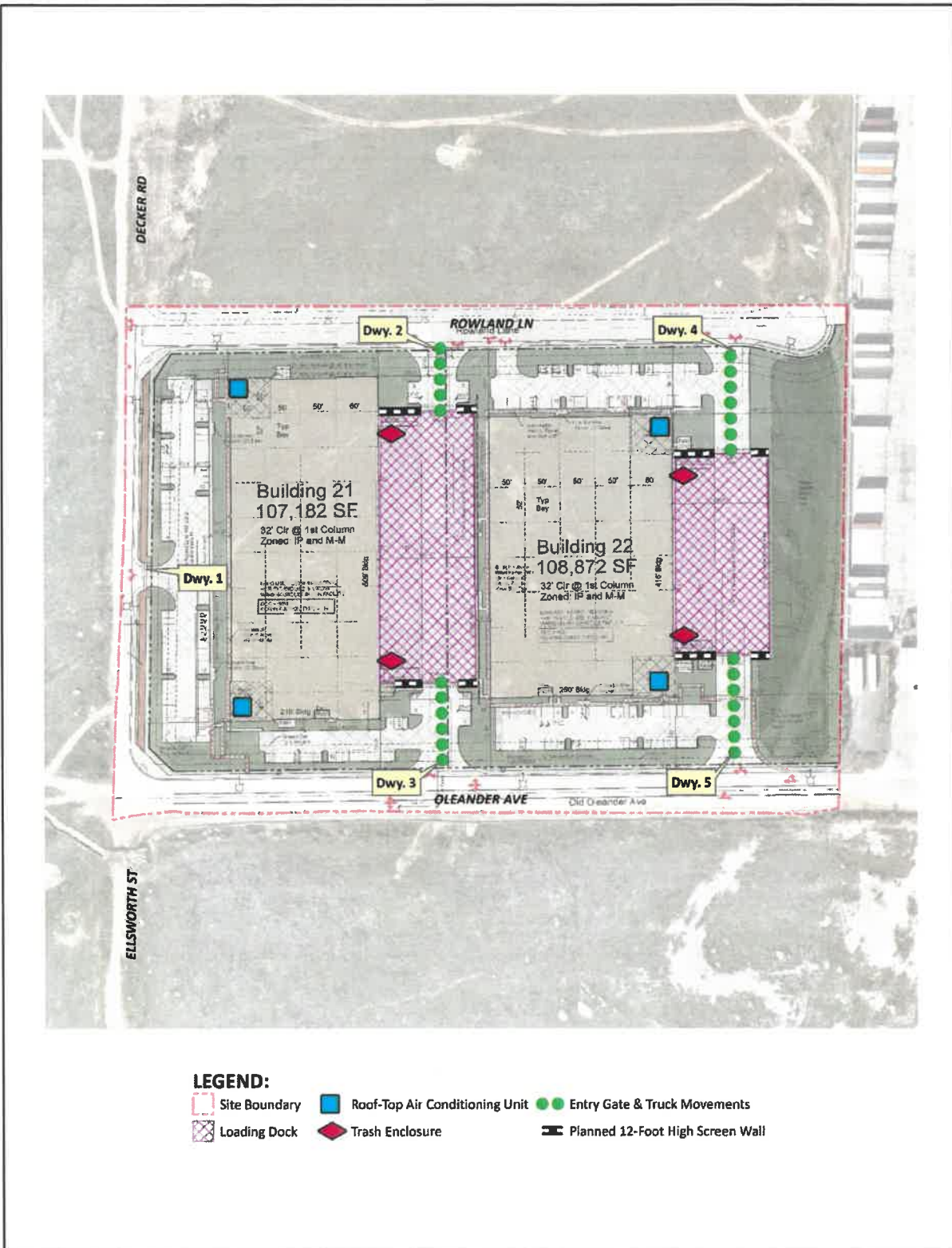
The Project Applicant proposes Plot Plan No. 180033, which would entail development of two warehouse buildings (Buildings 21 & 22) containing up to 226,857 s.f. of building area and a detention basin. The land uses proposed by the Project Applicant are fully consistent with the "Light Industrial" land use designation applied to the site by the MFBCSP and are consistent with the land use assumptions made by EIR No. 466 for the MFBCSP area. As such, operational characteristics of the proposed Project, and by extension operational noise associated with the proposed Project, would be fully consistent with what was evaluated for the site by EIR No. 466. Notwithstanding, because the Project's proposed Plot Plan No. 180033 provides more details regarding ultimate site development, the Project's NIA includes an evaluation of the Project's potential operational noise impacts. Figure 5-3, *Operational Noise Source Locations*, identifies the representative receiver locations and noise source locations used to assess the operational noise levels. (Urban Crossroads, 2020b, p. 54)

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 H*) for a discussion of why thresholds of significance were selected for analysis. (Urban Crossroads, 2020b, 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 General Plan Noise Element, Table N-2).
- 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

Plot Plan No. 180033 (Buildings 21 & 22)



Source(s): Urban Crossroads (05-04-2020)

Figure 5-3



Not to Scale

Operational Noise Source Locations

- range from 60 to 65 dBA Leq and the Project creates a barely perceptible 3 dBA Leq or greater Project-related noise level increase; or
- already exceed 65 dBA Leq and the Project creates a community noise level impact of greater than 1.5 dBA Leq (per FICON, 1992).

Operational Noise Sources

The future tenant(s) of the proposed Project is currently unknown. Therefore, the analysis included herein is intended to describe noise level impacts associated with the expected typical of daytime and nighttime activities at the Project site. To present the potential worst-case noise conditions, the analysis assumes the Project would be operational 24 hours per day, seven days per week. Consistent with similar warehouse uses, the Project business operations primarily would be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include: loading dock activity, entry gate & truck movements, roof-top air conditioning units, and trash enclosure activity. (Urban Crossroads, 2020b, p. 53)

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 5-10, *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 5-10 assume the worst-case noise environment with the idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements all operating simultaneously. These noise level impacts would likely vary throughout the day. Refer to Section 9.2 of the Project's NIA (*Technical Appendix H*) for a description of the reference noise levels used as inputs in Table 5-10. (Urban Crossroads, 2020b, p. 53)

Table 5-10 Reference Noise Level Measurements

Noise Source	Duration (hh:mm:ss)	Ref. Distance (Feet)	Noise Source Height (Feet)	Min./Hour ⁵		Reference Noise Level (dBA L _{eq})		Sound Power Level (dBA) ⁶
				Day	Night	@ Ref. Dist.	@ 50 Feet	
Loading Dock Activity ¹	00:15:00	30'	8'	60	60	67.2	62.8	103.4
Entry Gate & Truck Movements ²	00:15:00	20'	8'	.7	.7	64.0	58.0	89.7
Roof-Top Air Conditioning Units ³	96:00:00	5'	5'	39	28	77.2	57.2	88.9
Trash Enclosure Activity ⁴	00:00:32	5'	5'	5	5	77.3	57.3	94.0

1 As measured by Urban Crossroads, Inc. at the Motivational Fulfillment & Logistics Services distribution facility in the City of Chino.

2 As measured by Urban Crossroads, Inc. at the Nature's Best Distribution Facility in the City of Chino.

3 As measured by Urban Crossroads, Inc. at the Santee Walmart located at 170 Town Center Parkway.

4 As measured by Urban Crossroads, Inc. at a commercial and office park trash enclosure in the City of Costa Mesa.

5 Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Day" = 7:00 a.m. to 10:00 p.m.; "Night" = 10:00 p.m. to 7:00 a.m.

6 Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Number size differences between point and area noise sources.

7 Entry Gate & Truck Movements are calculate based on the number of events by time of day (see Table 9-2 of *Technical Appendix H*.)

(Urban Crossroads, 2020b, Table 9-1)

Project Operational Noise Levels

Using the reference noise levels to represent the proposed Project operations that include loading dock activity, entry gate & truck movements, roof-top air conditioning units, and trash enclosure activity, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Table 5-11, *Daytime Project Operational Noise Levels*, shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 26.2 to 43.3 dBA Leq. (Urban Crossroads, 2020b, p. 58)

Table 5-11 Daytime Project Operational Noise Levels

Noise Source ^{1,2}	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Loading Dock Activity	42.3	43.0	40.8	22.6	21.2	19.8
Entry Gate & Truck Movements	25.1	25.6	24.8	17.3	17.4	15.6
Roof-Top Air Conditioning Units	28.2	29.0	29.4	25.1	25.7	24.6
Trash Enclosure Activity	25.8	24.7	17.5	0.0	0.0	0.0
Total (All Noise Sources)	42.6	43.3	41.2	27.5	27.5	26.2

1 See Exhibit 9-A of *Technical Appendix H* for the noise source locations.

2 CadnaA noise model calculations are included in Appendix 9.1 of *Technical Appendix H*.

(Urban Crossroads, 2020b, Table 9-3)

Table 5-12, *Nighttime Project Operational Noise Levels*, shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 24.3 to 43.2 dBA Leq. The differences between the daytime and nighttime noise levels is largely related to the duration of noise activity (Table 5-10).

Table 5-12 Nighttime Project Operational Noise Levels

Noise Source ^{1,2}	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Loading Dock Activity	42.3	43.0	40.8	22.6	21.2	19.8
Entry Gate & Truck Movements	19.1	19.5	18.7	11.3	11.4	9.5
Roof-Top Air Conditioning Units	25.8	26.6	27.0	22.7	23.2	22.2
Trash Enclosure Activity	24.9	23.7	16.6	0.0	0.0	0.0
Total (All Noise Sources)	42.5	43.2	41.0	25.8	25.5	24.3

1 See Exhibit 9-A of *Technical Appendix H* for the noise source locations.

2 CadnaA noise model calculations are included in Appendix 9.1 of *Technical Appendix H*.
(Urban Crossroads, 2020b, Table 9-4)

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the County of Riverside exterior noise level standards at nearby noise-sensitive receiver locations. Table 5-13, *Operational Noise Level Compliance*, shows the operational noise levels associated with the proposed Project would satisfy the County of Riverside 55 dBA Leq daytime and 45 dBA Leq nighttime exterior noise level standards at all nearby receiver locations. Therefore, the operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations. (Urban Crossroads, 2020b, p. 59)

Table 5-13 Operational Noise Level Compliance

Receiver Location ¹	Project Operational Noise Levels (dBA Leq) ²		Noise Level Standards (dBA Leq) ³		Noise Level Standards Exceeded? ⁴	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	42.6	42.5	55	45	No	No
R2	43.3	43.2	55	45	No	No
R3	41.2	41.0	55	45	No	No
R4	27.5	25.8	55	45	No	No
R5	27.5	25.5	55	45	No	No
R6	26.2	24.3	55	45	No	No

1 See Exhibit 8-A of *Technical Appendix H* for the receiver locations.

2 Proposed Project operational noise levels as shown on Tables 9-3 and 9-4 of *Technical Appendix H*.

3 Exterior noise level standards for residential land use, as shown on Table 4-2 of *Technical Appendix H*.

4 Do the estimated Project operational noise source activities exceed the noise level standards?

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

(Urban Crossroads, 2020b, Table 9-5)

Project Operational Ambient Noise Level Increases

To describe the Project operational noise level contributions, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. Refer to Subsection 9.6 the Project's NIA (*Technical Appendix H*) for a discussion of how operational noise contributions were calculated. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented on Table 5-14, *Project Daytime Noise Level Contributions*, and Table 5-15, *Project Nighttime Noise Level Contributions*, respectively. (Urban Crossroads, 2020b, p. 59)

As indicated on Table 5-14 and Table 5-15, the Project would generate an unmitigated daytime operational noise level increase of up to 0.5 dBA Leq and an unmitigated nighttime operational noise level increase of up to 0.3 dBA Leq at the nearby receiver locations. Because the Project-related operational noise level contributions would be below the thresholds of significance (i.e., 3.0 or 5.0 dBA Leq), the increases at the sensitive receiver locations would be less than significant based on the criteria identified herein. On this basis, Project operational stationary-source noise would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts in these regards will be less than significant. (Urban Crossroads, 2020b, pp. 61-62)

Table 5-14 Project Daytime Noise Level Contributions

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	42.6	L1	63.1	63.1	0.0	3.0	No
R2	43.3	L2	56.7	56.9	0.2	5.0	No
R3	41.2	L3	50.8	51.3	0.5	5.0	No
R4	27.5	L4	60.5	60.5	0.0	3.0	No
R5	27.5	L5	54.0	54.0	0.0	5.0	No
R6	26.2	L5	54.0	54.0	0.0	5.0	No

1 See Exhibit 8-A of *Technical Appendix H* for the receiver locations.

2 Total Project daytime operational noise levels as shown on Table 9-3 of *Technical Appendix H*.

3 Reference noise level measurement locations as shown on Exhibit 5-A of *Technical Appendix H*.

4 Observed daytime ambient noise levels as shown on Table 5-1 of *Technical Appendix H*.

5 Represents the combined ambient conditions plus the Project activities.

6 The noise level increase expected with the addition of the proposed Project activities.

7 Significance increase criteria as shown on Table 4-2 of *Technical Appendix H*.

(Urban Crossroads, 2020b, Table 9-6)

Table 5-15 Project Nighttime Noise Level Contributions

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	42.5	L1	60.9	61.0	0.1	3.0	No
R2	43.2	L2	57.7	57.9	0.2	5.0	No
R3	41.0	L3	52.6	52.9	0.3	5.0	No
R4	25.8	L4	55.5	55.5	0.0	5.0	No
R5	25.5	L5	52.0	52.0	0.0	5.0	No
R6	24.3	L5	52.0	52.0	0.0	5.0	No

1 See Exhibit 8-A of *Technical Appendix H* for the receiver locations.

2 Total Project daytime operational noise levels as shown on Table 9-3 of *Technical Appendix H*.

3 Reference noise level measurement locations as shown on Exhibit 5-A of *Technical Appendix H*.

4 Observed daytime ambient noise levels as shown on Table 5-1 of *Technical Appendix H*.

5 Represents the combined ambient conditions plus the Project activities.

6 The noise level increase expected with the addition of the proposed Project activities.

7 Significance increase criteria as shown on Table 4-2 of *Technical Appendix H*.

(Urban Crossroads, 2020b, Table 9-7)

Conclusion – Operational Noise Impacts

The Project would implement land uses anticipated for MFBCSP Planning Area 7 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 H*), the Project would not expose nearby sensitive receptors to noise level increases greater than the thresholds of significance (i.e., 3.0 or 5.0 dBA Leq). As such, Project operational-related noise impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Traffic-Related Noise Impacts

The Project would entail the buildout of portions of MFBCSP Planning Area 7 with up to 226,857 s.f. of warehouse uses and a detention basin. Land uses proposed by the Project Applicant are consistent with the MFBCSP and the land uses anticipated for the Project site by EIR No. 466, and as discussed above, EIR No. 466 assumed that significantly more traffic would be generated by the development of the Project site than would be generated by the proposed Project. EIR No. 466 concluded that traffic noise affecting future uses on site would be less than significant. Consistent with the finding of EIR No. 466, and as shown in NIA Table 7-9, EAC with Project Traffic Noise Impacts (included herein as Table 5-18), the future uses on site would be exposed to noise levels up to 68.2 dBA. According to Table N-1 of the County General Plan, industrial uses such as those proposed by the Project Applicant are considered "Normally Acceptable" in terms of noise compatibility at noise levels up to 75 dBA CNEL, and are considered "Conditionally Acceptable" at noise levels ranging from 70 dBA CNEL to 80 dBA CNEL (Riverside County, 2019a, Table N-1). As such, the Project would not be subject to excessive noise associated with highways and impacts would be less than significant.

With respect to noise from Project-related traffic, and as shown in Table 5-20 in Subsection 5.1.18, the Project would result in 638 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. 180033, which consists of a site-specific plan for development of the 13.9-acre Project site that entails development of two warehouse containing up to 226,857 s.f. of building space and a detention basin. Because the Project Applicant proposes site-specific development, the Project's NIA (*Technical Appendix H*) 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 H*) for a discussion of how thresholds of significance were selected for analysis. (Urban Crossroads, 2020b, 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.

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 I*). 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) (2021), and Existing plus Ambient plus Cumulative (EAC) (2021). (Urban Crossroads, 2020b, p. 41)

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. Tables 7-1 through 7-6 of the Project's NIA (*Technical Appendix H*) present a summary of the exterior dBA CNEL traffic noise levels, without barrier attenuation. Appendix 7.1 to the NIA includes a summary of the traffic noise level contours for each of the traffic scenarios. (Urban Crossroads, 2020b, p. 41)

Existing Conditions Project Traffic Noise Level Contributions

An analysis of existing traffic noise levels plus traffic noise generated by the proposed Project has been conducted to fully analyze all the existing traffic scenarios identified in the Traffic Impact Analysis (refer to *Technical Appendix I*). However, the analysis of existing traffic noise levels plus traffic noise generated by the proposed Project scenario would not actually occur since the Project would not be fully constructed and operational until Year 2021 cumulative conditions. Thus, the information related to the Project's impacts compared to existing conditions is provided for informational purposes only, as the Project's traffic-related noise impacts are instead based on the EA (2021) and EAC (2021) scenarios.

NIA Table 7-1 (refer to *Technical Appendix H*) shows the Existing without Project conditions CNEL noise levels; however, since the adjacent roadways do not represent fully built and paved roadways, no average daytime trip volumes are available for a calculation or comparison of Existing without Project off-site traffic noise levels. Table 7-2 of the NIA shows the Existing with Project conditions would range from 40.5 to 61.8 dBA CNEL. Table 5-16, *Existing 2020 with Project Traffic Noise Level Increases*, shows the projected noise levels would not expose noise-sensitive land uses to traffic-related noise that exceeds the County's standards. Accordingly, both noise sensitive and non-sensitive land uses adjacent to the study area roadway segments would experience less-than-significant noise level impacts due to unmitigated Project-related traffic noise levels under Existing with Project conditions. (Urban Crossroads, 2020b, p. 44)

Table 5-16 Existing 2020 with Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²			Noise-Sensitive Land Use?	Incremental Noise Level Increase Threshold ³	
				No Project	With Project	Project Addition		Limit	Exceeded?
1	Decker Rd.	s/o Harley Knox Bl.	Light Industrial	n/a	59.0	-	No	3.0	No
2	Decker Rd.	s/o Rowland Ln.	Light Industrial	n/a	45.6	-	No	3.0	No
3	Decker Rd.	n/o Old Oleander Av.	Light Industrial	n/a	40.5	-	No	3.0	No
4	Harley Knox Bl.	e/o Decker Rd.	Light Industrial	n/a	58.4	-	No	3.0	No
5	Rowland Ln.	e/o Decker Rd.	Light Industrial	n/a	61.8	-	No	3.0	No
6	Old Oleander Av.	e/o Dwy. 6	Light Industrial	n/a	58.7	-	No	3.0	No

- 1 Mead Valley Are 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 receiving land use.
 - 3 Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-2 of *Technical Appendix H*).
- “n/a” = The roadway segment does not exist under the given scenario. (Urban Crossroads, 2020b, Table 7-7)

Existing Plus Ambient (2021) Conditions Project Traffic Noise Levels

Table 7-3 of the Project’s NIA (refer to *Technical Appendix H*) presents the Existing plus Ambient Growth (EA) without Project conditions CNEL noise levels. Table 7-4 of the NIA shows the EA with Project conditions would range from 40.5 to 61.8 dBA CNEL. Table 5-17, *EA 2021 with Project Traffic Noise Impacts*, shows that the Project would not expose noise-sensitive receptors to traffic-related noise levels exceeding the County’s standards. Accordingly, both noise sensitive and non-sensitive land uses adjacent to the study area roadway segments would experience less-than-significant noise level impacts due to unmitigated Project-related traffic noise levels under EA (2021) conditions. (Urban Crossroads, 2020b, p. 44)

Table 5-17 EA 2021 with Project Traffic Noise Impacts

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²			Noise-Sensitive Land Use?	Incremental Noise Level Increase Threshold ³	
				No Project	With Project	Project Addition		Limit	Exceeded?
1	Decker Rd.	s/o Harley Knox Bl.	Light Industrial	n/a	59.0	-	No	3.0	No
2	Decker Rd.	s/o Rowland Ln.	Light Industrial	n/a	45.6	-	No	3.0	No
3	Decker Rd.	n/o Old Oleander Av.	Light Industrial	n/a	40.5	-	No	3.0	No
4	Harley Knox Bl.	e/o Decker Rd.	Light Industrial	n/a	58.4	-	No	3.0	No
5	Rowland Ln.	e/o Decker Rd.	Light Industrial	n/a	61.8	-	No	3.0	No
6	Old Oleander Av.	e/o Dwy. 6	Light Industrial	n/a	58.7	-	No	3.0	No

- 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 receiving land use.
 - 3 Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-2 of *Technical Appendix H*).
- “n/a” = The roadway segment does not exist under the given scenario. (Urban Crossroads, 2020b, Table 7-8)

Existing Plus Ambient Plus Cumulative (2021) Conditions Project Traffic Noise Levels

Table 7-5 of the Project’s NIA (refer to *Technical Appendix H*) 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 65.6 to 67.7 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 53.6 to 68.2 dBA CNEL. Table 5-18, *EAC 2021 with Project Traffic Noise Impacts*, shows that the Project off-site traffic noise level increases would range from 0.5 to 0.8 dBA CNEL. Based on the significance criteria identified herein, which is based on the existing (without Project) ambient noise levels and the affected land use type, 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 EAC (2021) conditions. (Urban Crossroads, 2020b, p. 44)

Table 5-18 EAC 2021 with Project Traffic Noise Impacts

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²			Noise-Sensitive Land Use?	Incremental Noise Level Increase Threshold ³	
				No Project	With Project	Project Addition		Limit	Exceeded?
1	Decker Rd.	s/o Harley Knox Bl.	Light Industrial	n/a	60.0	-	No	3.0	No
2	Decker Rd.	s/o Rowland Ln.	Light Industrial	n/a	54.1	-	No	3.0	No
3	Decker Rd.	n/o Old Oleander Av.	Light Industrial	n/a	53.6	-	No	3.0	No
4	Harley Knox Bl.	e/o Decker Rd.	Light Industrial	65.6	66.3	0.8	No	5.0	No
5	Rowland Ln.	e/o Decker Rd.	Light Industrial	n/a	61.8	-	No	3.0	No
6	Old Oleander Av.	e/o Dwy. 6	Light Industrial	67.7	68.2	0.5	No	5.0	No

- 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 receiving land use.
 - 3 Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-2 of *Technical Appendix H*).
- “n/a” = The roadway segment does not exist under the given scenario.
 (Urban Crossroads, 2020b, Table 7-9)

Conclusion – Traffic-Related Noise Impacts

Although EIR No. 466 concluded that traffic-related noise associated with the MFBCSP would be significant and unavoidable, the preceding analysis demonstrates that the Project would expose sensitive receptors located along study area roadway segments to Project-related noise level increases below the significance criteria identified herein under all analysis scenarios. Based on the criteria presented herein, the Project’s traffic-related noise impacts at the Project level would represent a less-than-significant impact for which no mitigation is required. Although the Project may ultimately contribute to the significant traffic-related noise impacts identified by EIR No. 466 with buildout of the MFBCSP area, the Project would result in 638 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated by EIR No. 466 for Buildings 21 & 22 (refer to as Table 5-20 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

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uses proposed by the Project Applicant would be fully compatible with noise levels affecting the Project site, which would be less than 75 dBA CNEL, and on-site traffic-related noise impacts would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Conclusion

Construction and operational characteristics associated with the proposed Project generally would be consistent with what was assumed for the Project site by EIR No. 466, while the Project would result in 638 fewer vehicle trips per day (actual vehicles) as compared to the traffic evaluated for the Project site by EIR No. 466. As such, Project-related noise impacts would be consistent with, or reduced, in comparison to the conclusions reached by EIR No. 466. As demonstrated in the Project-specific analysis provided herein, the Project would not expose any sensitive receptors to transportation-related noise increases that exceed the identified significance thresholds, and therefore would not result in a significant impact due to transportation-related noise increases. Furthermore, operational noises associated with the Project would not expose any residential properties to noise levels exceeding 55 dBA Leq (daytime) or 45 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 significant operational noise impacts affecting sensitive receptors, as the Project noise increase over ambient levels would be 0.5 dBA or less (daytime) and 0.3 dBA or less (nighttime). As evaluated herein, the highest construction noise levels at the potentially impacted receiver locations are expected to approach 62.7 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. 180033, which would entail development of 226,857 s.f. of warehouse building space and a detention basin on 13.9 acres. Implementation of Plot Plan No. 180033 would result in the buildout of a portion of MFBCSP Planning Area 7. Land uses proposed by the Project Applicant are fully consistent with the “Light

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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 MFBCSP 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. 180033, 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 H*), the results of which are presented below for both construction and operational activities.

Threshold of Significance – Vibration

The County of Riverside does not have vibration standards for temporary construction, but the County’s General Plan Noise Element does contain the human reaction to typical vibration levels. Vibration levels with peak particle velocity of 0.0787 inches per second are considered readily perceptible and above 0.1968 in/sec are considered annoying to people in buildings. Further, County of Riverside General Plan Policy N 16.3 identifies a motion velocity perception threshold for vibration due to passing trains of 0.01 inches per second (in/sec) over the range of one to 100 Hz, which is used herein to assess potential impacts due to Project construction vibration levels. (Urban Crossroads, 2020b, p. 22) Accordingly, for purposes of analysis herein, Project impacts due to groundborne noise or vibration would be potentially significant during Project construction or long-term operation if:

- Short-term Project-generated construction vibration levels exceed the County of Riverside vibration standard of 0.01 in/sec Root Mean Square (RMS) at sensitive receiver locations (County of Riverside General Plan Noise Element, Policy N 16.3). (Urban Crossroads, 2020b, p. 28)
- Project-generated operational vibration levels exceed the County of Riverside acceptable vibration standard of 0.01 in/sec RMS at sensitive receiver locations (County of Riverside General Plan, Policy N 16.3). (Urban Crossroads, 2020b, p. 28)

Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion, consistent with the finding of EIR No. 466. The proposed Project’s construction activities most likely to cause vibration impacts are: (Urban Crossroads, 2020b, p. 67)

- 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 H*) and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. Table 5-19, *Project Construction Vibration Levels*, presents the expected Project related vibration levels at the nearby receiver locations. (Urban Crossroads, 2020b, p. 67)

Table 5-19 Project Construction Vibration Levels

Receiver ¹	Distance to Const. Activity (Feet)	Receiver Levels (in/sec) RMS ²					Threshold (in/sec) RMS ⁴	Threshold Exceeded? ⁵
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	1,468'	0.0000	0.0001	0.0001	0.0001	0.0001	0.01	No
R2	1,354'	0.0000	0.0001	0.0001	0.0002	0.0002	0.01	No
R3	1,351'	0.0000	0.0001	0.0001	0.0002	0.0002	0.01	No
R4	2,562'	0.0000	0.0000	0.0001	0.0001	0.0001	0.01	No
R5	2,287'	0.0000	0.0000	0.0001	0.0001	0.0001	0.01	No
R6	2,689'	0.0000	0.0000	0.0000	0.0001	0.0001	0.01	No

1 Receiver locations are shown on Exhibit 10-A of *Technical Appendix H*.

2 Based on the Vibration Source Levels of Construction Equipment included on Table 6-8 of *Technical Appendix H*. Vibration levels in PPV are converted velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013.

3 Source: County of Riverside General Plan Noise Element, Policy N 16.3

4 Does the vibration level exceed the maximum acceptable vibration threshold?

(Urban Crossroads, 2020b, Table 10-4)

At distances ranging from 1,351 to 2,689 feet from the Project construction activities, construction vibration velocity levels are estimated to range from 0.0001 to 0.0002 in/sec RMS and would remain below the threshold of 0.01 in/sec RMS at all receiver locations, as shown on Table 5-19. Therefore, the Project-related vibration impacts are considered less than significant. Moreover, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period but would occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. As such, construction-related groundborne vibration and noise impacts would be less than significant, consistent with the conclusion reached by EIR No. 466. (Urban Crossroads, 2020b, p. 67)

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Operational Vibration Impacts

To assess the potential vibration impacts from truck haul trips associated with operational activities the County of Riverside threshold for vibration of 0.01 in/sec RMS is used. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. According to the FTA Transit Noise Impact and Vibration Assessment, trucks rarely create vibration that exceeds 70 VdB or 0.003 in/sec RMS (unless there are bumps due to frequent potholes in the road). Trucks transiting on site would be travelling at very low speeds so it is expected that delivery truck vibration impacts at nearby homes would satisfy the County of Riverside vibration threshold of 0.01 in/sec RMS. Thus, and consistent with the findings of EIR No. 466, Project-operational vibration levels would be less than significant. (Urban Crossroads, 2020b, p. 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 Mitigation Measures

EIR No. 466 identified several mitigation measures to address noise impacts. These measures, which are listed below, would continue to apply to the proposed Project and would be enforced as part of the Project's conditions of approval. It should be noted that the Project includes a 12-foot high concrete screen wall at the northern and southern edges of the truck trailer courts on site in conformance with Mitigation Measure MM Noise 5, which would attenuate operational noise levels affecting residences located south of the Project site. Additionally, Mitigation Measure MM Noise 6 would not apply because the Project's truck trailer courts are designed to be 200 feet away from the nearest residential property line (which is located approximately 0.25 mile to the south of the Project site), while lands abutting the Project site are planned for business park and light industrial uses.

- MM Noise 1:** To reduce construction-related noise, site preparation, grading and construction activities within one-quarter mile of occupied residences shall be limited to those hours as set forth in Section 1.G.1 of Riverside County Ordinance No. 457.
- MM Noise 2:** All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.
- MM Noise 3:** Construction staging areas shall not be located close to any occupied residence.
- MM Noise 4:** No combustion powered equipment, such as pumps or generators, shall be allowed to operate within 500 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.

MM Noise 5: The following sound barriers shall be constructed along the project’s perimeter at the locations and the heights indicated.

- An 8-foot high separation wall between project parcels adjacent to any existing residential uses, if daytime trucking activity occurs within 200 feet of the property line.
- A 12-foot perimeter barrier shall be required if nighttime (10:00 p.m. to 7:00 a.m.) loading dock materials handling activities are conducted within 300 feet of any residence. If nighttime trucking activities are conducted simultaneously with the operation of the loading dock, the 12-foot high barrier shall be required if such combination activities occur within 600 feet of an existing home.

These wall heights can be reduced by performing a subsequent acoustical analysis after the final grading plan is complete.

MM Noise 6: No nighttime loading/unloading shall occur within 100 feet of any residence. No combined trucking movements and unloading/loading shall occur within 200 feet of any residence from 10:00 p.m. to 7:00 a.m.

5.1.14 Paleontological Resources

	<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 while it is possible that resources could be found during excavation, especially where earthwork disturbs bedrock or non-alluvial formations, the MFBCSP site was located in an area of alluvial deposits, further 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

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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 7 with two warehouse buildings that include up to 226,857 s.f. of building area and a detention basin. Construction characteristics associated with the Project, including proposed grading, would be substantially similar to what was assumed for the Project site by EIR No. 466. Although EIR No. 466 determined impacts to paleontological resources would be less than significant, because the Project application materials identify a specific grading plan, a Project-specific analysis was conducted for the Project. According to Riverside County GIS, the majority of the Project site is identified as having a “Low Sensitivity (L)” for containing paleontological resources and the northeast portion of the site is identified as having a “High Sensitivity (High B)” (RCIT, 2020). However, 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 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.

Plot Plan No. 180033 (Buildings 21 & 22)

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 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: Consistent with the finding of EIR No. 466, and as previously depicted on Figure 2-3, 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. 180033, which would entail development of the Project site with two warehouse buildings containing up to 226,857 s.f. of building area and a detention basin. Implementation of Plot Plan No. 180033 would result in the buildout of portion of MFBCSP Planning Area 7. Land uses proposed by the Project Applicant are fully consistent with the “Light Industrial” land use designations applied to the site by the MFBCSP and are consistent with the land use assumptions made by EIR No. 466 for the Project site. In fact, EIR No. 466 assumed that warehouse/distribution uses would be developed at an average FAR of 0.51 (refer to subsection 5.1.6), which would result in the Project site being developed with up to 308,797 s.f. of light industrial building area (13.9 acres x 43,560 s.f./acre x 0.51 = 308,797 s.f.). Given that the Project would result in up to 226,857 s.f. of light industrial building area, the Project would generate fewer employees and thus would have a reduced potential to create a demand for additional housing as compared to what was evaluated and disclosed by EIR No. 466 for the development of the Project site. Furthermore, the Riverside County General Plan land use plan reflects the County’s vision for future growth, and designates large portions of the County for development with residential uses. Thus, and consistent with the conclusion reached by the IS/NOP prepared for EIR No. 466, while the Project would result in an increase in demand for additional housing, the Project’s incremental increase in County residents would not result in or require additional housing beyond what is already planned for and accommodated by the General Plan. Furthermore, the provision of employment-generating land uses would assist the County in improving its jobs-housing balance, as the County currently has a high proportion of residents in relation to the number of available jobs. Accordingly, impacts would be less than significant, and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- c) **Would the proposed Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

EIR No. 466 Finding: EIR No. 466 disclosed that urbanization of the MFBCSP area could potentially influence continued development within adjacent properties by providing or extending roadways, extending water and sewer service, utility, and energy services to the immediate area. EIR No. 466 noted that this could eliminate potential constraints for future development in the area. However, EIR No. 466 noted that roadway improvements proposed by the MFBCSP would not be growth inducing because all other properties in the surrounding area were already served by existing roadways. Likewise, EIR No. 466 found that properties in the surrounding area already were served by or had access to potable water, and that new or expanded entitlements or resources would not be necessary to serve the MFBCSP; thus, EIR No. 466 concluded that water infrastructure proposed by the MFBCSP would not be growth inducing. EIR No. 466 also disclosed that the MFBCSP would not increase the number of parcels served by sewer service. EIR No. 466 indicated that while buildout of the MFBCSP would generate between 3,108 and 6,034 employees, the number of employees would be within the scope of regional growth forecasts.

Additionally, EIR No. 466 disclosed that the MFBCSP would improve the jobs-housing ratio within western Riverside County. EIR No. 466 concluded that due to the economic impacts of the MFBCSP, the MFBCSP would have some growth-inducing impacts. However, because the MFBCSP was found to be consistent with the MFBCSP site's General Plan land use designations, would not require the extension of infrastructure into an area that currently lacks water and sewer lines and roads, and would not require the development of new water sources or the expansion of sewer treatment facilities, growth inducing impacts were found to be less than significant. (Webb, 2005, pp. IV-293 through IV-295)

No Substantial Change from Previous Analysis: 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 308,797 s.f. of light industrial building area (13.9 acres x 43,560 s.f./acre x 0.51 = 308,797 s.f.). Because the Project Applicant proposes a total of 226,857 s.f. of light industrial uses, the Project also would result in a reduction in employment as compared to what was evaluated by EIR No. 466. Additionally, while the Project would result in an increase in the number of employees within the County, the Project as proposed would be fully consistent with the site's underlying General Plan, MVAP, and MFBCSP land use designations. The Riverside County General Plan land use plan reflects the County's vision for future growth, and designates large portions of the County for development, including development of residential uses. Thus, while the Project would result in an increase in demand for additional housing, the Project's incremental increase in County residents would not result in or require additional housing beyond what is already planned for and accommodated by the General Plan. Furthermore, the provision of employment-generating land uses would assist the County in improving its jobs-housing balance, as the County currently has a high proportion of residents in relation to the number of jobs. Accordingly, impacts would be less than significant, and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.1.16 Public Services

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<p>30. Fire Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for <u>fire protection services</u>?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?**

EIR No. 466 Finding: EIR No. 466 noted that an impact to fire protection is considered to be significant if a project would result in an increase in fire response time in excess of seven minutes for urban areas. EIR No. 466 disclosed that fire services would be provided by the Riverside County Fire Department (RCFD). Based upon the fire station locations and access routes in existence at the time, EIR No. 466 found that the first fire/emergency alarm response would be from Station #59 located approximately 3 miles directly west of the MFBCSP at 19450 Clark Street and from Station #1 located approximately 4 miles from the MFBCSP at 210 West San Jacinto Avenue in the City of Perris. EIR No. 466 concluded that because the response times from these stations was expected to be within 5 minutes, the MFBCSP’s impact upon fire protection, as it relates to fire response time, would be less than significant. (Webb, 2005, p. IV-175)

EIR No. 466 also disclosed that the Riverside County standard for the establishment of a new fire station was the development of 3.5 million square feet of commercial or industrial uses. EIR No. 466 noted that the MFBCSP would result in approximately 6.2 million square feet of light industrial/warehouse/distribution uses, which would independently trigger the need for a new station and/or engine company under this criterion. However, EIR No. 466 indicated that a new fire station was planned for the Mead Valley Area, although a precise location had not been determined. Because the precise location was not known, EIR No. 466 found that an evaluation of the potential environmental impacts related to fire station construction would be too speculative for evaluation and no analysis was included in EIR No. 466. EIR No. 466 concluded that with the new fire station and in light of the number of fire stations that existed within five miles of the MFBCSP site, another fire station to specifically serve the proposed project would not be required. Thus, impacts were determined to be less than significant. (Webb, 2005, p. IV-176)

Plot Plan No. 180033 (Buildings 21 & 22)

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 13.9-acre Project site with up to 308,797 s.f. of light industrial building area (13.9 acres x 43,560 s.f./acre x 0.51 = 308,797 s.f.). Because the Project Applicant proposes up to 226,857 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 2.0 miles southwest of the Project site at 21510 Pinewood St., Perris, CA 92570. (Google Earth, 2020).

With respect to the proposed Project, the Riverside County Fire Department Fire Protection and Emergency Medical Master Plan indicates that development of up to 226,857 s.f. of general 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) 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 2.0 miles southwest of the Project site. Thus, and as concluded by EIR No. 466, the Project would be consistent with the fire protection goals of “Category II – Urban” level of service. Additionally, EIR No. 466 indicated that a new fire station would be needed for each 3.5 million s.f. of commercial or industrial occupancy. The Project Applicant proposes up to 226,857 s.f. of industrial uses, and therefore the Project would not directly trigger the need for a new fire station. Moreover, the Mead Valley Fire Station (Fire Station 59) was constructed in 2006 to serve the Project area, and would be able to provide fire protection services to the Project site without the need for new or expanded fire protection facilities. In addition, the Project has been reviewed by the Riverside County Fire Department, which determined that the Project would be served by adequate fire protection services in accordance with the Riverside County Fire Department Fire Protection and Emergency Medical Master Plan. (Riverside County, 1986)

As noted by EIR No. 466, development anticipated by EIR No. 466, including the proposed Project, would affect fire protection services by placing an additional demand on existing Riverside County Fire Department resources should its resources not be augmented. To offset the increased demand for fire protection services, and as with all development within the MFBCSP, the proposed Project would be conditioned by the County to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. As indicated in Section 3.0, the Project accommodates secondary access for emergency vehicles, 30-foot fire access lanes around both buildings, and fire hydrants would be installed in accordance with RCFD requirements. Furthermore, and also consistent with the findings of EIR No. 466, the Project and all other developments within the MFBCSP would be required to comply with the provisions of the County’s Development Impact Fee (DIF) Ordinance (Riverside County Ordinance No. 659), which requires a fee payment to assist the County in providing for fire protection services. Payment of the DIF fee would ensure that the Project provides fair-share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to

offset the incremental increase in the demand for fire protection services that would be created by the Project.

Based on the foregoing analysis, and consistent with the findings of EIR No. 466, implementation of the Project would not result in the need for new or physically altered fire protection facilities, and would not exceed applicable service ratios or response times for fire protections services. As such, impacts to fire protection services would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<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"/>

- a) **Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services?**

EIR No. 466 Finding: EIR No. 466 disclosed that sheriff services would be provided by the Riverside County Sheriff’s Department and that the construction of the MFBCSP would result in new industrial development, thereby resulting in the need for law enforcement services. EIR No. 466 noted that the Sheriff Department’s desirable level of service was 1.0 sworn officers per 1,000 residents and the General Plan EIR identified a goal of meeting and maintaining a level of 1.5 sworn officers per 1,000 residents. EIR No. 466 indicated that the General Plan EIR evaluated the potential impact of development upon sheriff services only in terms of the number of sworn officers required to serve the build-out population in Riverside County. EIR No. 466 found that because the MFBCSP did not propose residential uses, it would not directly result in an impact upon the above-described population-based service levels. As such, EIR No. 466 determined that the MFBCSP would not result in the need for additional sworn officers. Absent the need for additional sworn officers, EIR No. 466 concluded that the MFBCSP would not create a need for new or physically altered governmental facilities. Therefore, EIR No. 466 determined that the MFBCSP would not result in substantial adverse physical impacts associated with the provision of new or physically

altered sheriff facilities, the construction of which could cause significant environmental impacts. Impacts were disclosed as less than significant. (Webb, 2005, p. IV-175)

No Substantial Change from Previous Analysis: The Project Applicant proposes to develop a portion of MFBCSP Planning Area 7 with two warehouse buildings containing up to 226,857 s.f. of building area and a detention basin. These land uses are consistent with the range of land uses evaluated in EIR No. 466. Consistent with the analysis presented in EIR No. 466, because the Project does not propose residential development, the Project would not directly result in an increase in the County’s population and thus would not directly result in the need for additional sheriff personnel. Notwithstanding, and as discussed in subsection 3.2.2, the Project would generate approximately 220 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 308,797 s.f. of warehouse/distribution uses. Because the Project Applicant proposes a total of 226,857 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 6.5 roadway miles to the southeast of the Project site (Google Earth, 2020). Due to the proximity of this new sheriff’s station to the Project site and the fact the Project does not include residential uses, the Project would not create or substantially contribute to the need to construct for new or physically altered sheriff facilities. Furthermore, the Project Applicant also would be required to comply with the provisions of the County’s DIF Ordinance (Ordinance No. 659), which requires a fee payment to assist the County in providing for public services, including police protection services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project. Therefore, the Project’s incremental demand for sheriff protection services would be less than significant with the Project’s mandatory payment of DIF fees. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
32. Schools Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant	<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>
environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for <u>school</u> services?				

- a) **Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that the MFBCSP was located within the boundaries of the Val Verde Unified School District. The IS/NOP indicated that the MFBCSP would be developed with industrial and potentially commercial/retail land uses and would result in additional employment opportunities that could cause potential impacts to schools in the area. However, the IS/NOP found that such potential impacts would be reduced to below the level of significance through the payment of school fees in accordance with State law. Due to the nature of uses proposed by the MFBCSP and required fee payments, the IS/NOP concluded that impacts would be less than significant and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 41)

No Substantial Change from Previous Analysis: The Project Applicant proposes two warehouse buildings totaling up to 226,857 s.f. Thus, while the Project would result in an increase of approximately 220 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 (VVUSD, 2018). 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"/>

- 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 two warehouse buildings containing up to 226,857 s.f. of building area and a detention basin. Thus, while the Project would result in an increase of approximately 220 jobs, the Project does not include a residential component that would directly result in an increase in demand for library space or materials. Notwithstanding, the Project could result in an indirect increase in the County’s residential population which in turn could increase the demand for library services, although any such indirect impact would not exceed what was anticipated for the Project site in EIR No. 466. 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"/>

- 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 two warehouse buildings totaling up to 226,857 s.f., resulting in an increase of approximately 220 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 Decker Road. Impacts associated with the construction of this community trail have been evaluated herein, and impacts were determined to be less than significant or less than significant with mitigation measures included in EIR No. 466. There are no impacts associated with construction of the community trail that have not already been evaluated herein. Additionally, the proposed trail occurs along the western boundary of MFBCSP Planning Area 7, 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

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such, the Project would not result in a substantial increase in demand for the construction or expansion of recreational facilities, and impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- b) Would the proposed Project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 indicated that the proposed industrial/commercial uses would not require the construction or expansion of recreational facilities. Therefore, the IS/NOP concluded that no impacts would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 42)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, the Project Applicant does not propose any residential uses and therefore would not result in a direct demand for recreational facilities. As such, the Project would not increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Furthermore, and as indicated above under the discussion of Threshold a), the Project would result in only a nominal increase in the County's residential population, as it is anticipated that most jobs generated by the Project would be filled by existing County residents. As such, and consistent with the conclusion reached by the IS/NOP, the Project would not involve the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and there would be no impact. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- c) Would the proposed Project be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that although the MFBCSP site was located within County Service Area 152, the MFBCSP was not subject to Quimby Fees (Section 10.35 of Ordinance No. 460) as these fees only applied to residential developments. Therefore, the IS/NOP concluded that no impacts would occur and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, p. 42)

No Substantial Change from Previous Analysis: The Project Applicant proposes up to 226,857 s.f. of general warehouse uses and a detention basin. These land uses are fully consistent with the land use designations applied to the site by the MFBCSP and are within the range of land uses evaluated in EIR No. 466 and the associated IS/NOP. Consistent with the conclusion reached by the IS/NOP, the Project Applicant does not propose residential uses and the Project is therefore not subject to payment of Quimby fees pursuant to Section 10.35 of Riverside County Ordinance No. 460. Additionally, the Project site is not located within a Community Service Area or within the boundaries of any adopted Community Parks and Recreation Plan (RCIT, 2020; Riverside County, 2014). Accordingly, no impact would occur. Therefore,

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

	<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>
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: The IS/NOP prepared for EIR No. 466 anticipated that a Community Trail would need to be constructed within the MFBCSP area. Consistent with the analysis presented in the IS/NOP, the Project would accommodate a Community Trail along the site’s frontage with Decker Road. This proposed Community Trail occurs at the western edge of MFBCSP Planning Area 7, and this portion of Planning Area 7 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

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peak hour trips. EIR No. 466 disclosed that buildout of the MFBCSP would result in direct and cumulatively-considerable impacts to a number of study area intersections under each scenario. Affected facilities in the near-term analyses presented in the EIR (i.e., 2008 and 2012) included the following intersections: Harvill Avenue/Strata Street/Oleander Avenue; Harvill Avenue/Markham Street; Harvill Avenue/Messenia Avenue; Harvill Avenue/Martin Street; Indian Avenue/Ramona Expressway; Harvill Avenue/Old Oleander Avenue; Seaton Avenue/Markham Street; Webster Avenue/Ramona Expressway; and Harvill Avenue/Nance Street. Under long-term conditions (2037), EIR No. 466 disclosed that the following facilities would operate at a deficient level of service (LOS): Interstate 215 southbound ramps/Oleander Avenue; Harvill Avenue/Strata Street/Oleander Avenue; Harvill Avenue/Perry Street; Seaton Avenue/Martin Street; and Harvill Avenue/Martin Street. EIR No. 466 identified mitigation measures, including payment of fees and direct improvements to study area intersections. With implementation of the mitigation, EIR No. 466 concluded that all intersections within the study area would operate at an acceptable LOS. EIR No. 466 did not evaluate impacts to freeway facilities. (Webb, 2005, IV-191 through IV-214)

New Ability to Substantially Reduce Significant Impact: EIR No. 466 assumed that the Project site would be developed with up to 307,797 s.f. of warehouse/distribution uses, consistent with the “Light Industrial” land use designation applied to the Project site by the MFBCSP. Table 5-20, *Project Trip Generation Comparison*, compares the proposed Project’s trip generation in both actual vehicles and Passenger Car Equivalents (PCE) to the number of trips that were evaluated for the site by EIR No. 466. As shown in Table 5-20, the Project (with general warehouse uses) is anticipated to generate significantly fewer trips as compared to the warehousing uses assumed for the Project site by EIR No. 466. Specifically, the proposed Project would generate 1,272 fewer Passenger Car Equivalent (PCE) trip-ends per day³, 60 fewer PCE AM peak hour trips, and 62 fewer PCE PM peak hour trips as compared to the amount of traffic evaluated for the Project site by EIR No. 466. As such, the proposed Project would result in fewer trips and therefore fewer impacts to study area transportation facilities as compared to what was evaluated by EIR No. 466 for the Project site. Therefore, the proposed Project would not create new or additional impacts to traffic as compared to what was evaluated and disclosed by EIR No. 466. (Urban Crossroads, 2020c, p. 38)

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. 180033) to implement a portion of Planning Area 7 of the MFBCSP, and the Project’s Plot Plan No. 180033 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

³ Passenger Car Equivalents (PCEs) allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.

Crossroads, Inc., dated April 28, 2020. The TIA is included as *Technical Appendix I* (Urban Crossroads, 2020c).

Table 5-20 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	326.569	TSF							
Passenger Cars:			51	12	64	17	51	69	612
Truck Trips:			17	4	21	6	17	23	612
Intra Land Use Trips (10%)			-7	-2	-8	-2	-7	-9	-122
TOTAL NET TRIPS (Actual Vehicles)²			62	15	76	21	62	82	1,102
Currently Proposed Project Trip Generation:									
Warehousing	226.857	TSF							
Passenger Cars:			26	8	34	10	26	36	290
Truck Trips:									
2-axle:			0	0	0	0	0	0	20
3-axle:			0	0	0	0	0	0	24
4+-axle:			2	0	2	2	2	4	68
- Net Truck Trips			2	0	2	2	2	4	112
BUILDINGS 21 & 22 TOTAL NET TRIPS (Actual Vehicles)²			28	8	36	12	28	40	402
VARIANCE (Actual Vehicles)			-34	-7	-40	-9	-34	-42	-700
Passenger Car Equivalent (PCE)									
Trip Generation from SP EIR Traffic Study:									
Warehousing	326.569	TSF							
Passenger Cars:			51	12	64	17	51	69	612
Truck Trips:			34	8	42	11	34	46	1,224
Intra Land Use Trips (10%)			-9	-2	-11	-3	-9	-11	-184
TOTAL NET TRIPS (PCE)²			86	20	106	29	86	114	1,836
Currently Proposed Project Trip Generation:									
Warehousing	226.857	TSF							
Passenger Cars:			26	8	34	10	26	36	290
Truck Trips:									
2-axle:			0	0	0	0	2	2	28
3-axle:			2	0	2	0	2	2	44
4+-axle:			8	2	10	4	8	12	202
- Net Truck Trips			10	2	12	4	12	16	274
BUILDINGS 21 & 22 TOTAL NET TRIPS (PCE)²			36	10	46	14	38	52	564
VARIANCE (PCE)			-50	-10	-60	-15	-48	-62	-1,272

¹ TSF = thousand square feet

² TOTAL NET TRIPS = Passenger Cars + Net Truck Trips.

(Urban Crossroads, 2020c, Table 4-2)

The results of the TIA are discussed below. Refer to the TIA in *Technical Appendix I* for a detailed description of the analysis methodologies applied to determine impacts.

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, 2020c, p. 21)

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. (Urban Crossroads, 2020c, p. 21)

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, 2020c, p. 23)

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/Meniffee 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, 2020c, p. 23)

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- 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 for Existing Plus Project (E+P) traffic conditions. (Urban Crossroads, 2020c, 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, 2020c, p. 23)

Existing Conditions**Existing Circulation Network**

Pursuant to the scoping agreement with County of Riverside staff (Appendix 1.1), the study area includes a total of 9 existing and future intersections as shown Figure 5-4, *Existing Number of Through Lanes and Intersection Controls*, which have been evaluated at the direction of County staff. Figure 5-4 also identifies the number of through traffic lanes for existing roadways and intersection traffic controls. Refer to Section 3.0 of the Project's TIA (*Technical Appendix I*) 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, 2020c, p. 25)

Existing Conditions Intersection Operations Analysis

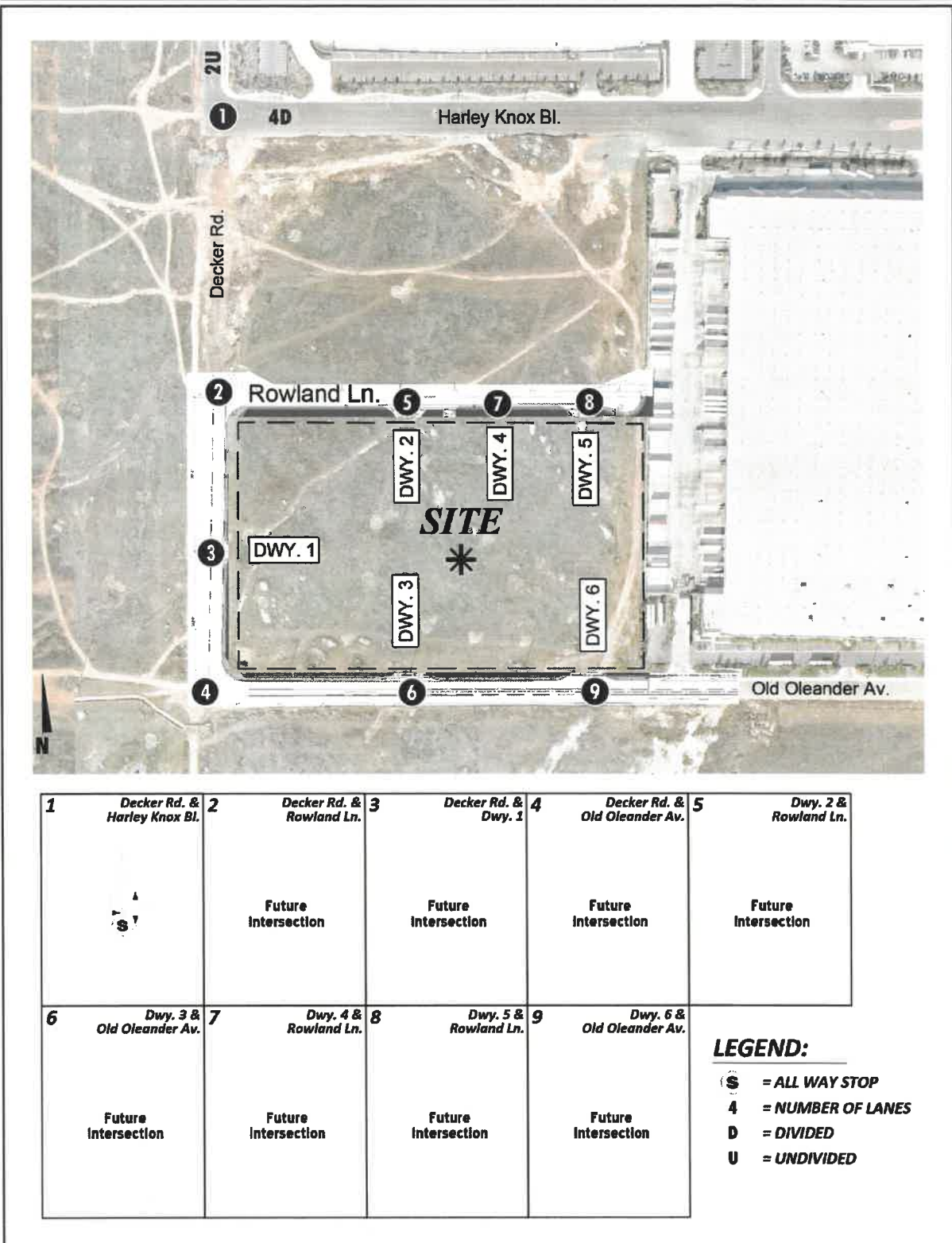
Existing peak hour traffic operations have not been evaluated for the study area since there are no existing intersections within the Project's study area. Although the north and east legs at the intersection of Decker Road and Harley Knox Boulevard currently exist, nominal traffic utilizes the intersection as the building on the northeast corner is not currently occupied. As such, this location has been evaluated for future analysis scenarios only. (Urban Crossroads, 2020c, p. 30)

Projected Future Traffic**Proposed Project**

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) for the proposed land use was used. Trip generation rates for the Project are shown in Table 4-1 of the Project's TIA (*Technical Appendix I*), while Table 3-3 (previously presented) estimates the amount of traffic that would be generated by the proposed Project for both actual vehicles and PCE. Refer to the Project's TIA for a discussion of the ITE land use code and vehicle mixes utilized in the TIA. (Urban Crossroads, 2020c, p. 35)

As noted on Table 4-1 and Table 4-2 of the Project's TIA (*Technical Appendix I*) and as previously shown on Table 3-3, refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further

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Source(s): Urban Crossroads (05-06-2020)

Figure 5-4



Existing Number of Through Lanes
 and Intersection Controls

broken down by truck type (or axle type). The total truck percentage is composed of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks. PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the 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, 2020c, p. 35)

As previously shown on Table 3-3, the proposed Project is anticipated to generate a net total of 402 actual vehicle trip-ends per day with 36 AM peak hour trips and 40 PM peak hour trips. In comparison, the proposed Project is anticipated to generate a net total of 564 PCE trip-ends per day, 46 PCE AM peak hour trips, and 52 PCE PM peak hour trips, as previously shown in Table 3-3. As noted above, and as shown in Table 5-20, the Project would generate 1,272 fewer PCE trip-ends per day, 60 fewer PCE AM peak hour trips, and 62 fewer PCE PM peak hour trips as compared to the amount of traffic EIR No. 466 assumed would be generated by the development of the Project site. (Urban Crossroads, 2020c, p. 38)

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Project traffic would distribute. (Urban Crossroads, 2020c, p. 40)

The Project trip distribution was developed based on anticipated travel patterns to and from the Project site for both passenger cars and truck traffic and are consistent with other similar projects that have been reviewed and approved by County of Riverside staff. 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, 2020c, p. 40)

The Project truck trip distribution patterns are graphically depicted on Exhibit 4-1 of the Project's TIA (*Technical Appendix I*). The Project passenger car trip distribution patterns are graphically depicted on Exhibit 4-2 of the TIA. Each of these distribution patterns was reviewed by the County of Riverside as part of the traffic study scoping process (see Appendix 1.1 to the TIA). (Urban Crossroads, 2020c, p. 40)

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, 2020c, p. 40)

Project Trip Assignment

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project ADT and peak hour intersection turning movement volumes are shown in PCE on Figure 5-5, *Project Only Traffic Volumes (PCE)*. (Urban Crossroads, 2020c, p. 40)

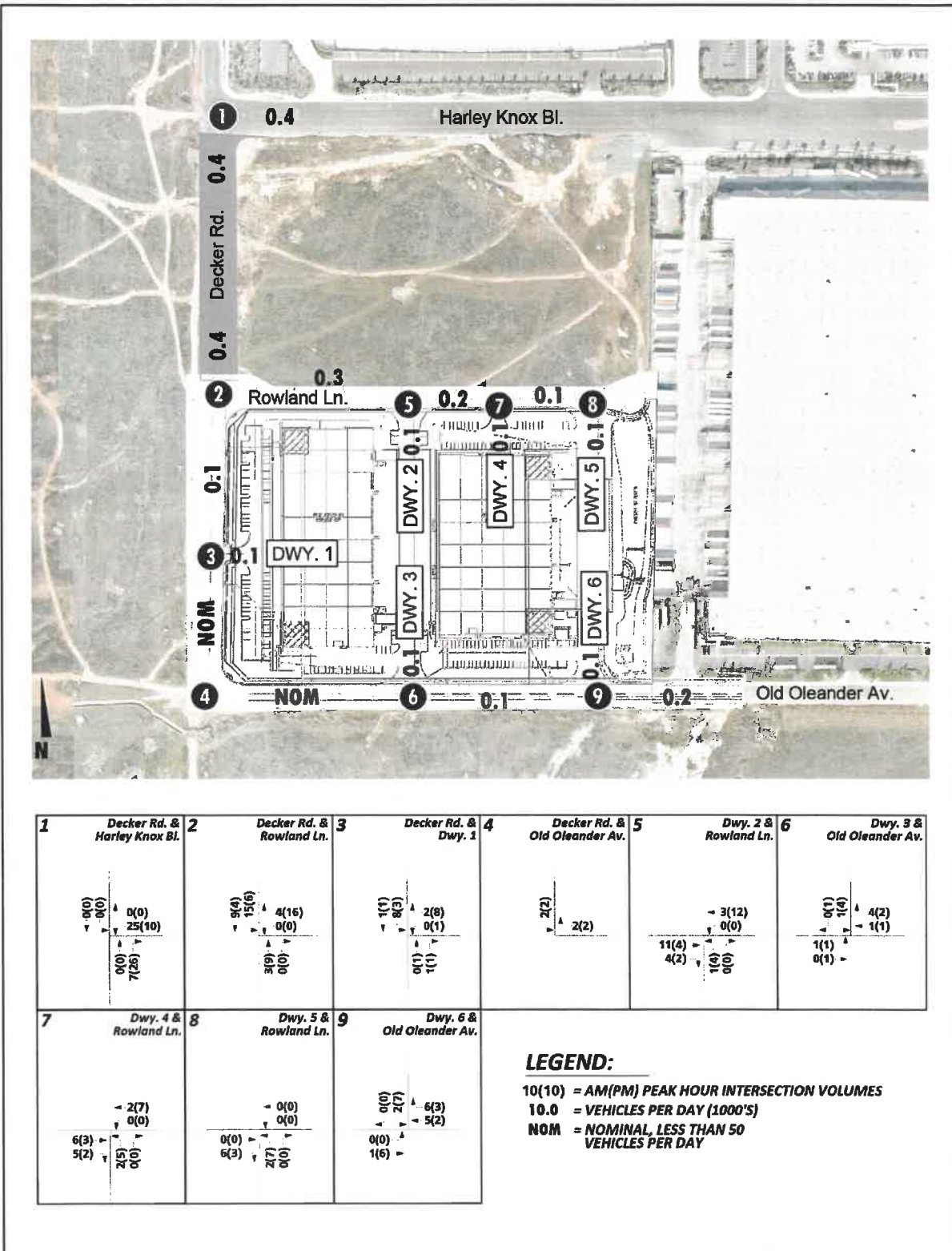
Background Traffic

Future year traffic forecasts have been based upon two years of background (ambient) growth at 2% per year for 2021 traffic conditions. The total ambient growth is 2.0% for 2021 traffic conditions. 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. 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, 2020c, p. 44)

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, 2020c, p. 44)

The Draft 2020-2045 RTP/SCS is anticipated to go before the Regional Council to be adopted in April 2020. The growth forecasts for the County of Riverside identifies projected growth in population of 370,000 in 2016 to 525,600 in 2045, or a 42.1% increase over the 29-year period. The change in population equates to roughly a 1.22 percent growth rate compounded annually. Similarly, growth over the same 29-year period in households is projected to increase by 59.2 percent, or 1.62 percent growth rate, compounded annually. Finally, growth in employment over the same 29-year period is projected to increase by 83.4 percent, or a 2.11 percent annual growth rate. The average annual growth rate between population, households, and employment is 1.65 percent per year. (Urban Crossroads, 2020c, p. 44)

Therefore, the use of an annual growth rate of 2.0 percent would appear to conservatively approximate the anticipated regional growth in traffic volumes in the County of Riverside, especially when considered along with the addition of Project-related traffic and traffic generated by other known development projects. As such, the growth in traffic volumes assumed in the Project's TIA would tend to overstate as opposed to understate the potential impacts to traffic and circulation. (Urban Crossroads, 2020c, p. 44)



Source(s): Urban Crossroads (05-06-2020)

Figure 5-5



Project Only Traffic Volumes (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 also have been contacted to obtain the most current list of cumulative projects from their respective jurisdictions. (Urban Crossroads, 2020c, p. 45)

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 5-21, *Cumulative Development Land Use Summary*, and shown on Exhibit 4-4 of the Project's TIA (*Technical Appendix I*), and have been considered for inclusion. (Urban Crossroads, 2020c, p. 45)

Although it is unlikely that all of these cumulative projects would be fully built and occupied by Year 2021, they have been included in an effort to conduct a conservative analysis and overstate as opposed to understate potential traffic impacts. (Urban Crossroads, 2020c, p. 45)

Any other cumulative projects located beyond the study area that are not expected to contribute measurable traffic to study area intersections have not been included since the traffic would dissipate due to the distance from the Project site and study area intersections. Any additional traffic generated by other projects not on the cumulative projects list is accounted for through background ambient growth factors that have been applied to the peak hour volumes at study area intersections as discussed above under "Background Traffic." Cumulative only ADT and peak hour traffic volumes (in PCE) are shown on Exhibit 4-5 of the Project's TIA (*Technical Appendix I*). (Urban Crossroads, 2020c, p. 45)

Table 5-21 Cumulative Development Land Use Summary

No.	Project Name / Case Number	Land Use ¹	Quantity	Units ²	Location
Riverside County					
RC1	McCanna Hills / TTM 33978	SFDR	63	DU	SWC OF SHERMAN AVE. & WALNUT AVE.
RC2	PP26293	High-Cube Warehouse	612.481	TSF	SWC OF PATTERSON AVE. & RIDER ST.
RC3	PPT180023: Rider Commerce Center	Warehousing	204.330	TSF	NEC OF PATTERSON AVE. & RIDER ST.
RC4	PPT180025: Seaton Commerce Center	High-Cube Warehouse	210.800	TSF	SEC OF SEATON AV. & PERRY ST.
RC5	Farmer Boys/Retail Shop	Retail	16.306	TSF	NEC OF HARVILL AVE. & CAJALCO RD.
		Fast-Food with Drive Thru	3.252	TSF	
RC6	PP26173	High-Cube Warehouse	423.665	TSF	SWC OF HARVILL AVE. & RIDER ST.
RC7	Val Verde Logistics Center	High-Cube Warehouse	280.308	TSF	NWC OF HARVILL AVE. & OLD CAJALCO RD.
RC8	Majestic Freeway Business Center - Building 5	Warehousing	40.000	TSF	NEC OF HARVILL AVE. & 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 - Buildings 1, 3 & 4	Warehousing	48.930	TSF	NWC OF HARVILL AVE. & CAJALCO RD.
		High-Cube Warehouse	1195.740	TSF	
RC15	Majestic Freeway Business Center - Building 11	High-Cube Warehouse	391.045	TSF	NEC OF HARVILL AVE. & PERRY ST.
RC16	Majestic Freeway Business Center - Building 15	Warehousing	90.279	TSF	NWC OF HARVILL AVE. & COMMERCE CENTER DR.
RC17	Majestic Freeway Business Center - Building 19	Warehousing	364.560	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC18	Dedeaux Harvill Truck Terminal	Truck Terminal	55.700	TSF	NW OF HARVILL AVE. & RIDER ST.
RC19	Majestic Freeway Business Center - Building 20	Warehousing	426.821	TSF	SW OF HARVILL AVE. & OLD OLEANDER AVE.
RC20	Knox Logistics Center	High-Cube Warehouse	1259.410	TSF	NWC OF DECKER RD. & OLD OLEANDER AVE.
RC21	Oleander Business Park	High-Cube Warehouse	680.000	TSF	NWC OF DECKER RD. & HARLEY KNOX BLVD.
RC22	Majestic Freeway Business Center - Building 12	Warehousing	154.751	TSF	NEC OF HARVILL AVE. & COMMERCE CENTER DR.
RC23	Harvill Distribution Center	High-Cube Warehouse	345.103	TSF	EAST OF HARVILL AVE., SOUTH OF ORANGE ST.
RC24	PP26241	Warehousing	23.600	TSF	SEC OF HARVILL AVE. & PLACENTIA ST.
RC25	PP26220	Warehousing	66.000	TSF	EAST OF HARVILL AVE., NORTH OF PLACENTIA ST.
RC26	Barker Logistics	High-Cube Warehouse	699.630	TSF	SWC OF PATTERSON AVE. & PLACENTIA ST.
RC27	Harvill / Rider Warehouse	High-Cube Warehouse	284.746	TSF	NORTH OF RIDER ST., WEST OF HARVILL AV.
		General Light Industrial	50.249	TSF	
RC28	Placentia Logistics	High-Cube Warehouse	274.190	TSF	NWC OF HARVILL AV. & PLACENTIA AV.
RC29	PPT190031	High-Cube Warehouse	418.000	TSF	SEC OF HARVILL AV. & HARLEY KNOX BL.
City of Perris					
P1	Bargemann / DPR 07-09-0018	Warehousing	173.000	TSF	NEC OF WEBSTER & NANCE
P2	Duke 2 / DPR 16-00008	High-Cube Warehouse	669.000	TSF	NEC OF INDIAN & MARKHAM
P3	First Perry / DPR 16-00013	High-Cube Warehouse	240.000	TSF	SWC OF REDLANDS AVE. & PERRY ST.
P4	Gateway / DPR 16-00003	High-Cube Warehouse	400.000	TSF	SOUTH OF HARLEY KNOX BLVD., EAST OF HWY. 215
P6	OLC 1 / DPR 12-10-0005	High-Cube Warehouse	1,455.000	TSF	WEST OF WEBSTER AVE., NORTH OF RAMONA EXWY.
P5	Duke Realty - Perris & Markham	High-Cube Warehouse	1,189.860	TSF	SEC OF PERRIS BL. & MARKHAM ST.
P7	OLC2 / DPR 14-01-0015	High-Cube Warehouse	1,037.000	TSF	WEST OF WEBSTER AVE., NORTH OF MARKHAM ST.

Table 5-21 Cumulative Development Land Use Summary (Cont'd)

No.	Project Name / Case Number	Land Use ¹	Quantity	Units ²	Location
P8	Canyon Steel	Manufacturing	28.124	TSF	NWC OF PATTERSON AVE. & CALIFORNIA AVE.
P9	Markham Industrial / DPR 16-00015	Warehousing	170.000	TSF	NEC OF INDIAN AVE. & MARKHAM ST.
P10	Rados / DPR 07-0119	High-Cube Warehouse	1,200.000	TSF	NWC OF INDIAN AVE. & RIDER ST.
P11	Rider 1 / DPR 16-0365	High-Cube Warehouse	350.000	TSF	SWC OF REDLANDS AVE. & RIDER ST.
P12	Indian/Ramona Warehouse	High-Cube Warehouse	428.730	TSF	NORTH OF RAMONA EXWY., WEST OF INDIAN AVE.
P13	Rider 3 / DPR 06-0432	High-Cube Warehouse	640.000	TSF	NORTH OF RIDER ST., WEST OF REDLANDS
P14	Westcoast Textile / DPR 16-00001	Warehousing	180.000	TSF	SWC OF INDIAN ST. & NANCE ST.
P15	Duke at Patterson / DPR 17-00001	High-Cube Warehouse	811.000	TSF	SEC OF PATTERSON AVE. & MARKHAM ST.
P16	Harley Knox Commerce Park / DPR 16-004	High-Cube Warehouse	386.278	TSF	NWC OF HARLEY KNOX BLVD. & REDLANDS AVE.
P17	Perris Marketplace / DPR 05-0341	Commercial Retail	520.000	TSF	WEST OF PERRIS BLVD. AT AVOCADO AVE.
P18	Stratford Ranch Residential / TTM 36648	SFDR	270	DU	WEST OF EVANS RD. AT MARKHAM ST.
P19	Pulte Residential / TTM 30850	SFDR	496	DU	WEST OF EVANS RD. AT CITRUS AVE.
P20	Perris Circle 3	Warehousing	210.900	TSF	NWC OF REDLANDS AVE. & NANCE AVE.
P21	Rider 2 and 4	High-Cube Warehouse	1,376.721	TSF	NWC OF REDLANDS AVE. AND RIDER ST.
P22	Weinerschnitzel / CUP 17-05083	Fast-Food Restaurant	2.000	TSF	WEST OF PERRIS BL., SOUTH OF PLACENTIA AVE.
P23	March Plaza / CUP16-05165	Commercial Retail	47.253	TSF	NWC OF PERRIS BL. AND HARLEY KNOX BL.
P24	Cali Express Carwash / CUP 16-05258	Carwash	5.600	TSF	NWC OF PERRIS BL. AND RAMONA EXWY.
P25	Wilson Industrial / DPR 19-00007	High-Cube Warehouse	303.000	TSF	SEC OF WILSON AVE. AND RIDER ST.
P26	Integra Expansion / MMOD 17-05075	High-Cube Warehouse	273.000	TSF	NCE OF MARKHAM ST. AND WEBSTER AVE.
P27	Western Industrial / DPR 19-00003	High-Cube Warehouse	250.000	TSF	NEC or WESTERN WY. AND NANDINA AVE.
P28	First March Logistics /DPR20-00004	Manufacturing	100.000	TSF	NW OF NATWAR LN. & NANDINA AVE.
		High-Cube Fulfillment	350.000	TSF	
City of Moreno Valley					
MV1	PEN18-0042	SFDR	2	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV2	Tract 33024	SFDR	8	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV3	Tract 32716	SFDR	57	DU	NEC OF INDIAN ST. & MARIPOSA AVE.
MV4	Prologis 1	High-Cube Warehouse	1000.000	TSF	NEC OF INDIAN AVE. & MARIPOSA AVE.
MV5	Moreno Valley Industrial Park	High-Cube Warehouse	207.684	TSF	NEC OF HEACOCK ST. & IRIS AVE.
MV6	Moreno Valley Walmart	Retail	193.000	TSF	SWC OF PERRIS BLVD. & GENTIAN AVE.
MV7	Moreno Valley Utility Substation	High-Cube Warehouse	PUBLIC	TSF	NWC OF EDWIN RD. & KITCHING ST.
MV8	Phelan Development	High-Cube Warehouse	98.210	TSF	SEC OF INDIAN ST. & NANDINA AVE.
MV9	Nandina Industrial Center	High-Cube Warehouse	335.966	TSF	SOUTH OF NANDINA AVE., WEST OF PERRIS BLVD.
MV10	Tract 31442	SFDR	63	DU	NWC OF PERRIS BLVD. & MARIPOSA AVE.
MV11	Tract 22180	SFDR	140	DU	NORTH OF GENTIAN AVE., EAST OF INDIAN ST.
MV12	Tract 36760	SFDR	221	DU	SEC OF INDIAN ST. & GENTIAN AVE.

1 SFDR = Single Family Detached Residential

2 DU = Dwelling Units; TSF = Thousand Square Feet

(Urban Crossroads, 2020c, Table 4-4)

Near-Term Traffic Forecasts and Conditions

To provide a comprehensive assessment of the deficiencies, 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, 2020c, p. 45)

The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast EAP (2021) and EAPC (2021) 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 2021 from the year 2020 (2.0 percent per year growth rate). Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2021 roadway networks are similar to the

Existing conditions roadway network, with the exception of future driveways proposed to be developed as part of the Project. (Urban Crossroads, 2020c, p. 50)

The near-term traffic analysis includes the following traffic conditions, with the various traffic components (Urban Crossroads, 2020c, p. 50):

- Existing Plus Ambient Growth Plus Project (2021)
 - Project traffic

- Existing Plus Ambient Growth Plus Project Plus Cumulative (2021)
 - Cumulative Development traffic
 - Project traffic

Existing Plus Project (E+P) Conditions

This subsection discusses the traffic forecasts for Existing Plus Project (E+P) conditions and the resulting peak hour intersection operations and traffic signal warrant analyses. This analysis scenario has been provided for informational purposes only as Project impacts have been discerned from a comparison of Existing (2020) to EAP (2021) and EAPC (2021) traffic conditions, per the County's Traffic Impact Analysis Preparation Guide (Riverside County, 2008; Urban Crossroads, 2020c, p. 51).

Roadway Improvements – E+P Traffic Conditions

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with the following: (Urban Crossroads, 2020c, p. 51)

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are assumed to be in place for E+P conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- The intersection of Decker Road and Old Oleander Avenue will be constructed as a cross-street stop-controlled intersection.
- The Project will construct a minimum of 1 lane in each direction between Harley Knox Boulevard and Rowland Lane on Decker Road.

E+P Traffic Volume Forecasts

This scenario includes Project traffic (no existing traffic). Exhibit 5-1 of the Project's TIA (*Technical Appendix I*) shows the ADT and peak hour intersection turning movement volumes (in PCE) that can be expected for E+P traffic conditions (Urban Crossroads, 2020c, p. 51).

Intersection Operations Analysis – E+P Traffic Conditions

E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 of the Project's TIA (*Technical Appendix I*). The intersection analysis results are summarized in Table 5-22, *Intersection Analysis for E+P Conditions*, which indicate that

the study area intersections are anticipated to operate at an acceptable LOS with the addition of Project traffic. Exhibit 5-2 of the Project's TIA summarizes the weekday AM and PM peak hour study area intersection LOS under E+P traffic conditions, consistent with the summary provided in Table 5-22. The intersection operations analysis worksheets are included in Appendix 5.1 of the Project's TIA. (Urban Crossroads, 2020c, p. 51)

Table 5-22 Intersection Analysis for E+P Conditions

#	Intersection	Traffic Control ²	Existing (2020)				E+P			
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Decker Rd. & Harley Knox Bl.	<u>AWS</u>	Future Intersection		7.6	6.8	A	A		
2	Decker Rd. & Rowland Ln.	<u>CSS</u>	Future Intersection		8.3	8.4	A	A		
3	Decker Rd. & Dwy. 1	<u>CSS</u>	Future Intersection		8.3	8.4	A	A		
4	Decker Rd. & Old Oleander Rd.	<u>CSS</u>	Future Intersection		6.7	6.7	A	A		
5	Dwy. 2 & Rowland Ln.	<u>CSS</u>	Future Intersection		8.6	8.6	A	A		
6	Dwy. 3 & Old Oleander Rd.	<u>CSS</u>	Future Intersection		8.9	8.8	A	A		
7	Dwy. 4 & Rowland Ln.	<u>CSS</u>	Future Intersection		8.6	8.6	A	A		
8	Dwy. 5 & Rowland Ln.	<u>CSS</u>	Future Intersection		0.0	0.0	A	A		
9	Dwy. 6 & Old Oleander Rd.	<u>CSS</u>	Future Intersection		8.6	8.6	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 land) are shown. HCM delay reported in seconds.

2 AWS = All-way Stop; CSS = Cross-street Stop; CSS = Improvement (Urban Crossroads, 2020c, Table 5-1)

Traffic Signal Warrants Analysis – E+P Traffic Conditions

There are no study area intersections anticipated to meet planning level (ADT) traffic signal warrants under E+P traffic conditions (see Appendix 5.2 to the Project's TIA, included as *Technical Appendix I*) (Urban Crossroads, 2020c, p. 51).

Existing Plus Project Plus Ambient (EAP) Conditions

This subsection discusses the methods used to develop EAP (2021) traffic forecasts and the resulting peak hour intersection operations and traffic signal warrant analyses.

Roadway Improvements – EAP Traffic Conditions

The lane configurations and traffic controls assumed to be in place for EAP conditions are consistent with the following: (Urban Crossroads, 2020c, p. 55)

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are assumed to be in place for EAP (2021) conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).

- The intersection of Decker Road and Old Oleander Avenue will be constructed as a cross-street stop-controlled intersection.
- The Project will construct a minimum of 1 lane in each direction between Harley Knox Boulevard and Rowland Lane on Decker Road.

Traffic Volume Forecasts – EAP Traffic Conditions

This scenario includes Project traffic (no existing traffic or ambient growth). Exhibit 6-1 of the Project's TIA (*Technical Appendix I*) shows the weekday ADT and the peak hour volumes which can be expected for EAP (2021) traffic conditions (in PCE). (Urban Crossroads, 2020c, p. 55)

Intersection Operations Analysis – EAP Traffic Conditions

Level of service calculations were conducted for the study intersections to evaluate their operations under EAP (2021) conditions with existing roadway and intersection geometrics consistent with those described above. As shown in Table 5-23, *Intersection Analysis for EAP (2021) Conditions*, and illustrated on Exhibit 6-2 of the Project's TIA (*Technical Appendix I*), the study area intersections are anticipated to continue to operate at an acceptable LOS under EAP (2021) traffic conditions. The intersection operations analysis worksheets for EAP (2021) conditions are included in Appendix 6.1 of the Project's TIA. Thus, Project impacts to study area intersections under EAP traffic conditions would be less than significant, requiring no mitigation. (Urban Crossroads, 2020c, p. 55)

Table 5-23 Intersection Analysis for EAP (2021) Conditions

#	Intersection	Traffic Control ²	Existing (2020)				EAP (2021)			
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Decker Rd. & Harley Knox Bl.	<u>AWS</u>	Future Intersection				7.6	6.8	A	A
2	Decker Rd. & Rowland Ln.	<u>CSS</u>	Future Intersection				8.3	8.4	A	A
3	Decker Rd. & Dwy. 1	<u>CSS</u>	Future Intersection				8.3	8.4	A	A
4	Decker Rd. & Old Oleander Rd.	<u>CSS</u>	Future Intersection				6.7	6.7	A	A
5	Dwy. 2 & Rowland Ln.	<u>CSS</u>	Future Intersection				8.6	8.6	A	A
6	Dwy. 3 & Old Oleander Rd.	<u>CSS</u>	Future Intersection				8.9	8.8	A	A
7	Dwy. 4 & Rowland Ln.	<u>CSS</u>	Future Intersection				8.6	8.6	A	A
8	Dwy. 5 & Rowland Ln.	<u>CSS</u>	Future Intersection				0.0	0.0	A	A
9	Dwy. 6 & Old Oleander Rd.	<u>CSS</u>	Future Intersection				8.6	8.6	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 land) are shown. HCM delay reported in seconds.

2 AWS = All-way Stop; CSS = Cross-street Stop; CSS = Improvement
(Urban Crossroads, 2020c, Table 6-1)

Traffic Signal Warrants Analysis – EAP Traffic Conditions

Traffic signal warrants have been performed for EAP (2021) traffic conditions based on daily traffic volumes. There are no study area intersections anticipated to meet planning level (ADT) volume-based traffic signal warrants under EAP (2021) traffic conditions (see Appendix 6.2 to the Project's TIA, included as *Technical Appendix I*). Thus, Project impacts due to traffic signal warrants under EAP traffic conditions would be less than significant, requiring no mitigation. (Urban Crossroads, 2020c, p. 55)

Existing Plus Project Plus Ambient Plus Cumulative (EAPC) Conditions

This section discusses the methods used to develop EAPC (2021) traffic forecasts and the resulting peak hour intersection operations and traffic signal warrant analyses.

Roadway Improvements – EAPC Traffic Conditions

The lane configurations and traffic controls assumed to be in place for EAPC conditions are consistent with the following: (Urban Crossroads, 2020c, p. 59)

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are assumed to be in place for EAP (2021) conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- The intersection of Decker Road and Old Oleander Avenue will be constructed as a cross-street stop-controlled intersection.
- The Project will construct a minimum of 1 lane in each direction between Harley Knox Boulevard and Rowland Lane on Decker Road.
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC (2021) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontage).

Traffic Volume Forecasts – EAPC Traffic Conditions

To account for background traffic, other known cumulative development projects in the study area were included in addition to Project traffic for EAPC (2021) traffic conditions. Exhibit 7-1 of the Project's TIA (*Technical Appendix I*) shows the peak hour volumes which can be expected for EAP (2021) traffic conditions (in PCE). (Urban Crossroads, 2020c, p. 59)

Intersection Operations Analysis – EAPC Traffic Conditions

Level of service calculations were conducted for the study intersections to evaluate their operations under EAPC (2021) conditions with existing roadway and intersection geometrics consistent with those described above. As shown in Table 5-24, *Intersection Analysis for EAPC (2021) Conditions*, and illustrated on Exhibit 7-2 of the Project's TIA (*Technical Appendix I*), the study area intersections are anticipated to operate at an acceptable LOS under EAPC (2021) traffic conditions. The intersection operations analysis worksheets for EAPC (2021) conditions are included in Appendix 7.1 of the Project's TIA. Thus, Project impacts to study area intersections under EAPC (2021) traffic conditions would be less than significant, requiring no mitigation. (Urban Crossroads, 2020c, p. 59)

Table 5-24 Intersection Analysis for EAPC (2021) Conditions

#	Intersection	Traffic Control ²	Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM
1	Decker Rd. & Harley Knox Bl.	<u>AWS</u>	7.2	7.1	A	A
2	Decker Rd. & Rowland Ln.	<u>CSS</u>	8.3	8.4	A	A
3	Decker Rd. & Dwy. 1	<u>CSS</u>	8.3	8.4	A	A
4	Decker Rd. & Old Oleander Rd.	<u>CSS</u>	9.6	9.8	A	A
5	Dwy. 2 & Rowland Ln.	<u>CSS</u>	8.6	8.6	A	A
6	Dwy. 3 & Old Oleander Rd.	<u>CSS</u>	9.7	9.6	A	A
7	Dwy. 4 & Rowland Ln.	<u>CSS</u>	8.6	8.6	A	A
8	Dwy. 5 & Rowland Ln.	<u>CSS</u>	0.0	0.0	A	A
9	Dwy. 6 & Old Oleander Rd.	<u>CSS</u>	9.9	10.2	A	B

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single land) are shown. HCM delay reported in seconds.

2 AWS = All-way Stop; CSS = Cross-street Stop; CSS = Improvement (Urban Crossroads, 2020c, Table 7-1)

Traffic Signal Warrants Analysis – EAPC Traffic Conditions

Traffic signal warrants have been performed for EAPC (2021) traffic conditions based on daily traffic volumes. There are no study area intersections anticipated to meet planning level (ADT) volume-based traffic signal warrants under EAPC (2021) traffic conditions (see Appendix 7.2 to the Project's TIA, included as *Technical Appendix I*). Thus, Project impacts due to traffic signal warrants under EAPC traffic conditions would be less than significant, requiring no mitigation. (Urban Crossroads, 2020c, p. 59)

Conclusion – Traffic Impacts

Consistent with the conclusion reached by EIR No. 466 and as indicated in the preceding analysis, Project-related traffic impacts would be less than significant under all study scenarios. Moreover, the traffic generated by the proposed Project would be significantly less than the traffic generation assumed by and analyzed in EIR No. 466 for the Project site. Thus, Project impacts to study area facilities would be reduced in comparison to the Project evaluated in EIR No. 466. Furthermore, although EIR No. 466 did not evaluate impacts to freeway mainlines, queuing locations, or merge/diverge locations, it is concluded that the Project's impacts to freeway facilities would be reduced in comparison to the project evaluated by EIR No. 466 due to the reduction in traffic associated with the Project. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- b) Would the proposed Project conflict 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 5-20, the proposed Project would generate 1,272 fewer PCE trip-ends per day, 60 fewer PCE AM peak hour trips, and 62 fewer PCE PM peak hour trips as compared to the amount of traffic evaluated for the Project site by EIR No. 466. As such, the 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, none of the Project's study area intersections are identified as CMP facilities in the Riverside County CMP. The Project would contribute fewer than 50 peak hour trips to CMP facilities and 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; 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.

- c) Would the proposed Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?**

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that roads for the MFBCSP had already been completed and did not have design feature hazards such as sharp curves. The IS/NOP further found that incompatible uses such as farm equipment on roadways would not be introduced as part of the MFBCSP. As such, the IS/NOP concluded that impacts would be less than significant, and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 43 and 44)

No Substantial Change from Previous Analysis: The Project Applicant proposes to implement a portion of MFBCSP Planning Area 7. Project improvements would be limited to frontage improvements and no additional improvements would need to be made for the current and future intersections. Improvements proposed by the Project Applicant, which are limited to frontage improvements, are fully consistent with the circulation plan included in the MFBCSP and evaluated by EIR No. 466. Additionally, and consistent with the findings of the IS/NOP, the proposed Project would be compatible in transportation design with the existing land uses and roadway network in the surrounding area, and the Project would not create a transportation hazard as a result of an incompatible use. The Project's proposed driveways for truck trailers would connect directly to Old Oleander Avenue and Rowland Lane, and all access routes would be

located away from residential uses located generally south of the Project site. All improvements planned as part of the Project would be in conformance with applicable Riverside County roadway standards, and would not result in any hazards due to a design feature and would not result in inadequate emergency access. Accordingly, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

d) Would the proposed Project cause an effect upon, or a need for new or altered maintenance of roads?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that potential impacts to road maintenance from project-related traffic would be offset by fee mechanisms established and required by the Riverside County Transportation Department. Impacts were found to be less than significant, and this topic was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 44-45)

No Substantial Change from Previous Analysis: The Project as proposed is fully consistent with the MFBCSP, and buildout of the Project site with light industrial uses was evaluated as part of EIR No. 466 and its associated IS/NOP. Consistent with the finding of the IS/NOP, the Project would cause an effect on and increase the need for maintenance of roadways in the local area. Additionally, the Project Applicant proposes to construct a new roadway, Rowland Lane, which would abut the northern Project boundary. The Project also would entail improvements to Decker Road and Old Oleander Avenue along the site's frontage, and construction of a community trail along the site's frontage with Decker Road. However, as compared to the Project evaluated in EIR No. 466 and as shown in Table 5-20, the Project would generate approximately 700 fewer ADT (in terms of actual vehicles) than was assumed by EIR No. 466, indicating that Project impacts due to the need for roadway maintenance would be less than was disclosed by and analyzed in EIR No. 466. Moreover, there are no components of the Project that would inhibit the County's ability to continue to maintain roadways in the local area, and property taxes generated by the proposed Project could be utilized by the County to conduct roadway maintenance over the long term. As such, impacts would be less than significant, and implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

e) Would the proposed Project cause an effect upon circulation during the project's construction?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 found that due to the temporary nature of construction activity, the nature of traffic circulation in the MFBCSP area, and established County requirements for traffic control on public roadways during construction, impacts to circulation during construction would be less than significant. As such, this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 43 and 45)

No Substantial Change from Previous Analysis: Under existing conditions, Ole Oleander Avenue and Decker Road along the Project site's frontages are not improved (i.e., paved), while Rowland Lane does not exist. As such, the Project would have no effect upon circulation during the Project's construction phase, as roadways abutting the Project site currently accommodate only nominal amounts of traffic.

Additionally, it is anticipated that surrounding roadways have sufficient capacity to accommodate construction vehicle traffic traveling to and from the site because construction-related traffic would not exceed traffic volumes anticipated upon buildout of the Project. Accordingly, impacts to the circulation network during construction would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

f) Would the proposed Project result in inadequate emergency access or access to nearby uses?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 noted that roadways to access the MFBCSP area were already constructed, thereby facilitating greater emergency access to the MFBCSP area through the provision of a north/south road between Oleander and Cajalco Road. The IS/NOP further found that the MFBCSP would be developed in accordance with County ordinances, standard conditions of approval, and permits related to emergency access. Thus, the IS/NOP concluded that no impact would occur, and this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 43 and 45)

No Substantial Change from Previous Analysis: Consistent with the finding of the IS/NOP prepared for EIR No. 466, major roadway facilities needed to serve buildout of the Project site, as proposed by the Project Applicant, already are in place or would be constructed as part of the Project. Because the roadways that would be improved as part of the Project either do not exist or are unpaved/unimproved roadways, the Project would not have any adverse effects to emergency access or access to nearby uses during construction of the Project. Additionally, the proposed Project would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road provisions. The requirement to provide adequate paved access to the Project site would be required as a condition of Project approval. With required adherence to County requirements for emergency access, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<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"/>

a) Would the proposed Project include the construction or expansion of a bike system or bike lanes?

EIR No. 466 Finding: EIR No. 466 noted that the General Plan identified a Class I Bike Path/Regional Trail along Cajalco Expressway, which would connect to various Community Trails either existing or planned in the area. EIR No. 466 found that the provision of Class I Bike Paths was subject to the approval of the

County Transportation Department. Additionally, EIR No. 466 disclosed that the precise location of regional trails is subject to the approval of the Riverside County Open-Space and Regional Park District. EIR No. 466 indicated that a determination as to the appropriateness of a Class I Bike Path/Regional Trail, immediately adjacent the MFBCSP site, would be made by these agencies during the approval process for implementing development projects adjacent to Cajalco Expressway. EIR No. 466 further noted that if the precise location of this bike path/regional trail is determined at that time to be on the north side of Cajalco Expressway, adjacent to the MFBCSP site, the implementing development project would be required to comply with this regulatory requirement and construct that portion of the trail adjacent to the MFBCSP site. Through compliance with this regulatory procedure and requirement, EIR No. 466 concluded that the MFBCSP's impacts upon bike trails would be below the level of significance. (Webb, 2005, p. IV-215)

No Substantial Change from Previous Analysis: Consistent with the findings of EIR No. 466, Riverside County evaluated the MFBCSP area and determined that no dedicated bike lanes are required along the Project's frontage with Decker Road, Rowland Lane, or Old Oleander Avenue. Old Oleander Avenue, Decker Road, and Rowland Lane would be used to accommodate trucks coming from and going to the Project site, which could result in potentially unsafe conditions for bicycle traffic. Old Oleander Avenue (generally east of Decker Road) and Decker Road (between Old Oleander Road and Harley Knox Boulevard) are anticipated to serve truck traffic associated with buildout of the industrial/commercial uses allowed by the MFBCSP as well as other lands in the area that are designated and zoned for light industrial use. As such, a bike trail along Old Oleander Avenue or Decker Road would result in potentially unsafe conditions and is therefore not proposed or required. As such, no impacts due to the construction or expansion of bike system or lanes would occur because no bike facilities are proposed by or required for the proposed Project. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures

EIR No. 466 identified several mitigation measures to address traffic impacts. These measures are listed below. It should be noted that several of the mitigation measures have since been implemented, while other mitigation measures would be implemented by future developments within the MFBCSP. Specifically, the Project site does not have any frontage with Harvill Avenue, Nandina Avenue, Oleander Avenue (Harley Knox Boulevard), Markham Street, Martin Street, Seaton Avenue, or Cajalco Expressway; thus, Mitigation Measures MM Trans 1, MM Trans 2, MM Trans 3, MM Trans 5, MM Trans 6, MM Trans 7, and MM Trans 8 are not applicable to the proposed Project, and the improvements required as part of these mitigation measures would be implemented as part of future development within the portions of the MFBCSP that have frontage along these roadways. As part of the Project, and consistent with EIR No. 466 Mitigation Measure MM Trans 4, Old Oleander Avenue would be improved along the Project site frontage to its ultimate half-width standard, with 46 feet of travel lanes and an 11-foot parkway with six-foot wide curb-adjacent sidewalk along the site's frontage, while ultimate improvements to this roadway would provide for 78 feet of ROW. Improvements required by Mitigation Measure MM Trans 9 already have been constructed. Improvements identified by Mitigation Measure MM Trans 10, MM Trans 12, and MM Trans 13 are anticipated to be completed in association with development in MFBCSP Planning Areas

2 and 5; however, in the event that construction of the required improvements does not occur, the Project Applicant would be conditioned to contribute a fair share contribution for the total cost of the required improvements in the amount of 13.4% for the intersection of Harvill Avenue and Markham Street, 4.6% for the intersection of Seaton Avenue and Cajalco Expressway, and 7.5% for the intersection of Harvill Avenue and Cajalco Expressway. Although Mitigation Measure MM Trans 11 requires improvements to and installation of a traffic signal at the intersection of Harvill Avenue and Martin Street, the improvements identified by MM Trans 11 already are in place, while this intersection, which is no longer planned to have an eastern leg, no longer warrants a traffic signal; thus Mitigation Measure MM Trans 11 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, Project impacts to study area facilities would be less than significant; thus, payment of DIF and TUMF fees, implementation Project design features, and the Project's conditions of approval would further reduce the Project's traffic-related impacts under all analysis scenarios.

- MM Trans 1:** Construct full width improvements of Harvill Avenue at its ultimate cross-section as a major highway (118' right-of-way) through the project.
- MM Trans 2:** Construct partial width improvements of southerly side of Nandina Avenue at its ultimate cross-section as a secondary highway (100' right-of-way) fronting the project boundary line.
- MM Trans 3:** Construct partial width improvements of Oleander Avenue at its ultimate cross-section as an urban arterial (152' right-of-way) fronting the project boundary line.
- MM Trans 4:** Construct partial width improvements of Old Oleander Avenue at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.
- MM Trans 5:** Construct full width improvements of Markham Street at its ultimate cross-section as a secondary highway (100' right-of-way) through the project.
- MM Trans 6:** Construct partial width improvements of Martin Street at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.
- MM Trans 7:** Construct partial width improvements of easterly side of Seaton Avenue at its ultimate cross-section as a secondary highway (100' right-of-way) fronting the project boundary line.
- MM Trans 8:** Construct partial width improvements of northerly side of Cajalco Expressway at its ultimate cross-section as an Expressway (184' right-of-way) fronting the project boundary line.

MM Trans 9: Install Traffic Signal at intersection of Harvill Avenue and Oleander Avenue using the following geometrics:

Northbound: One free right turn lane. One shared through and left turn lane. One left turn lane.

Southbound: One shared through and right turn lane. One left turn lane.

Eastbound: One shared through and right turn lane. Two through lanes. One left turn lane

Westbound: One shared through and right turn lane. Two through lanes. Two left turn lanes.

MM Trans 10: Install Traffic Signal at intersection of Harvill Avenue and Markham Street using the following geometrics:

Northbound: One right turn lane. Two through lanes. One left turn lane.

Southbound: One right turn lane. Two through lanes. One left turn lane.

Eastbound: One right turn lane. Two through lanes. One left turn lane.

Westbound: One right turn lane. Two through lanes. One left turn lane.

MM Trans 11: Install Traffic Signal at intersection of Harvill Avenue and Martin Street using the following geometrics:

Northbound: One shared through and right turn lane. One through lane. One left turn lane.

Southbound: One shared through and right turn lane. One through lane. One left turn lane.

Eastbound: One right turn lane. One shared left turn and through lane.

Westbound: One shared left, through, and right turn lane.

MM Trans 12: Install Traffic Signal at intersection of Seaton Avenue and Cajalco Expressway using the following geometrics:

Northbound: One left turn lane. Two through lanes. One right turn lane.

Southbound: One left turn lane. Two through lanes. One right turn lane.

Eastbound: One left turn lane. Two through lanes. One right turn lane.

Westbound: Two left turn lanes. Two through lanes. One right turn lane.

MM Trans 13: Install Traffic Signal at intersection of Harvill Avenue and Cajalco Expressway using the following geometrics:

Northbound: One left turn lane. Two through lanes. One free right turn lane.

Southbound: Two left turn lanes. Two through lanes. One right turn lane.

Eastbound: One left turn lane. Two through lanes. One right turn lane.

Westbound: Two left turn lanes. Two through lanes. One right turn lane.

Project Specific Conditions of Approval

The following standard conditions of approval shall apply to the proposed Project:

- The Project Applicant shall contribute appropriate Development Impact Fees pursuant to Riverside County Ordinance No. 659.
- The Project Applicant shall contribute appropriate Transportation Uniform Mitigation Fees pursuant to Riverside County Ordinance No. 824.

5.1.19 Tribal Cultural Resources

	<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>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, 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></p>				
<p>a. Listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or;</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

- b) **Would the proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? (In applying for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)**

EIR No. 466 Finding: Assembly Bill 52 (AB 52) was signed into law in 2014 and added the above-listed thresholds to Appendix G of the CEQA Guidelines. Thus, at the time EIR No. 466 was certified in 2005, AB 52 was not in place and EIR No. 466 did not evaluate these thresholds. Notwithstanding, EIR No. 466 included an extensive analysis of potential impacts to cultural resources. As previously indicated herein in subsection 5.1.5, 15 archaeological sites were identified within the MFBCSP boundaries, none of which were determined to be significant pursuant to CEQA. Additionally, EIR No. 466 found that prehistoric resources may be identified in buried context and impacted during buildout of the MFBCSP. This was disclosed as a potentially significant impact, which would be reduced to less-than-significant levels with the incorporation of mitigation measures. (Webb, 2005, pp. IV-134 through IV-137)

No Substantial Change from Previous Analysis: The above-listed thresholds were added to Appendix G to the CEQA Guidelines pursuant to AB 52. As noted above, AB 52 was signed into law in 2014 while EIR No. 466 was certified on August 23, 2005. AB 52 requires tribal consultation for certain development projects and applies only to projects that have a notice of preparation or notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015. As demonstrated by the analysis herein, the proposed Project is fully within the scope of analysis of EIR No. 466, and the Project would not trigger any of the conditions described in § 15162 of the CEQA Guidelines calling for the preparation of a subsequent EIR. As such, an Addendum to EIR No. 466 has been prepared for the Project pursuant to § 15164 of the CEQA Guidelines, and the Project would not require a notice of preparation or notice of negative declaration or mitigated negative declaration. Therefore, the provisions of AB 52 are not applicable to the Project.

Although AB 52 is not applicable to the proposed Project, the Project would not result in significant impacts to tribal cultural resources. Consistent with the findings of EIR No. 466, in the unlikely circumstance that archaeological resources are encountered during construction of the proposed Project, then Mitigation Measure MM Cultural 1 from EIR No. 466 would apply. Mitigation Measure MM Cultural 1 requires that if any historical, cultural, or archaeological resources are encountered, then all work in the

area must cease until the resource can be evaluated by a qualified archaeologist and an appropriate method of treatment of the resource has been identified. As such, and consistent with the finding of EIR No. 466, the Project’s impacts to tribal cultural resources would be less than significant with implementation of Mitigation Measure MM Cultural 1. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Project Requirements and EIR No. 466 Mitigation Compliance

EIR No. 466 Mitigation Measures MM Cultural 1 and MM Cultural 2, identified above in subsection 5.1.5, shall apply.

5.1.20 Utilities and Service Systems

	<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 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 3-7, water service for Building 21 would occur from direct connections between the northwest and southwest corners of the building to an existing 12-inch water main beneath Decker Road, while domestic water service for Building 22 would occur from direct connections between the northeast and southeast corners of the building to an existing 12-inch

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water main beneath Old Oleander Avenue. Fire water mains and fire hydrants would be constructed on-site surrounding Building 21 and Building 22 to provide adequate fire protection facilities on site. Furthermore, sewer service for the Project would occur from direct connections to an existing 8-inch sewer main located within Old Oleander Avenue. Additionally, all runoff generated on the site would be conveyed to a proposed detention basin on-site and discharged into Lateral B-8A, which would be conveyed to existing drainage facilities within Harley Knox Boulevard.

As disclosed by EIR No. 466 and the WSA prepared for the MFBCSP (contained as Appendix F to EIR No. 466), buildout of the MFBCSP would result in a demand for 0.236 million gallons per day (mgd), or 264 acre feet per year (AF/yr), which EIR No. 466 noted represented only 2.4% of the capacity at the Perris Valley Water Filtration Plant. Based on the findings of the WSA, EIR No. 466 determined that this level of water demand was not considered significant, and concluded that buildout of the MFBCSP would not require significant upgrades to existing water treatment facilities. EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,000 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall Floor Area Ratio (FAR) of approximately 0.51 ($6,215,000 \text{ s.f.} \div 12,163,258.8 \text{ s.f. [279.23 acres]} = 0.51$). The Project Applicant proposes to develop the site with a total of 226,857 s.f. of general warehouse use on a 13.9-acre site, resulting in an overall FAR of 0.37 ($226,857 \text{ s.f.} \div 605,484 \text{ s.f. [13.9 acres]} = 0.37$). 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 23,630 gpd of wastewater requiring treatment ($13.9 \text{ acres} \times 1,700 \text{ gpd/acre} = 23,630 \text{ gpd}$). (EMWD, 2006, Table 1) The Project's daily generation of wastewater represents 0.3% 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 Lateral B-8A and ultimately into existing drainage facilities within Harley Knox Boulevard. Aside from the proposed temporary earthen channel and proposed connection to Lateral B-8A, no off-site improvements are needed to implement the proposed storm drainage system. Additionally, although post-development runoff from the site would slightly increase during 100-year (24-hour duration) storm events (i.e., from 27.1 cfs under existing conditions to 32.3 cfs under post-development conditions), existing storm drainage facilities that would serve the Project, including Lateral B-8A and existing drainage facilities within Harley Knox Boulevard were constructed to accept increased runoff that would occur with development of the Project site and surrounding areas. As such, aside from the proposed site-adjacent drainage improvements, the Project would not require any new or expanded storm drainage facilities downstream (PBLA, 2020a, 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

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facilities. EIR No. 466 assumed that the MFBCSP would be developed with up to 6,215,500 s.f. of industrial uses on approximately 279.23 acres (excluding major roads), for an overall FAR of approximately 0.51 (6,215,500 s.f. ÷ 12,163,258.8 s.f. [279.23 acres] = 0.51). The Project Applicant proposes to develop the 13.9-acre Project site with a total of 308,797 s.f. of warehouse uses and a detention basin, resulting in an overall FAR of 0.37 (226,857 s.f. ÷ 605,484 s.f. [13.9 acres] = 0.37). Thus, the Project would result in a substantial decrease in the amount of building area on site and associated demand for water as compared to what was evaluated and disclosed by EIR No. 466

Moreover, since EIR No. 466 was certified in 2005, there have been a number of regulations and requirements implemented to reduce water demands associated with new developments. Specifically, Riverside County Ordinance No. 859 establishes provisions for water management practices and water waste prevention and creates a structure for planning, designing, installing, maintaining, and managing water-efficient landscapes in new and rehabilitated projects. Adopted to implement the requirements of the 2006 California Water Conservation in Landscaping Act and California Code of Regulations (CCR) Title 23, Division 2, Chapter 2.7, Ordinance No. 859 generally requires new development landscaping to not exceed a maximum water demand of 70% (or lower as may be required by State legislation). Additionally, future development on site would be subject to compliance with the 2019 California Green Building Standards Code (GBSC), which imposes a series of regulations to reduce water consumption both within the building and in landscaping areas outside of the building. Mandatory compliance with applicable regulations adopted since 2005 would ensure that the Project's water consumption would be less than was evaluated in EIR No. 466.

Furthermore, the Project site is located within the service area of the EMWD. The EMWD has prepared an Urban Water Management Plan (UWMP) dated June 2016, which provides an updated and detailed account of current and projected EMWD water supplies and demands under a variety of climactic conditions, and demonstrates that the EMWD would be able to meet its long-term commitments to supply potable water to existing and planned developments. The supply and demand projections in the UWMP are based on buildout of the Riverside County General Plan and the general plans of cities within EMWD's service area (EMWD, 2016a, p. 4-1). As noted previously, the Project site is designated by the General Plan, MVAP, and MFBCSP for light industrial land uses. The proposed Project is fully consistent with the site's underlying General Plan and MFBCSP land use designations, and would result in less building area than was assumed by EIR No. 466. Thus, the Project is fully within the assumptions made by the UWMP, which concluded that EMWD would have adequate supplies to meet existing and projected demands from existing and planned resources during normal, dry, and multiple dry-year conditions.

Based on the foregoing, because the Project is consistent with the General Plan, MVAP, and MFBCSP, the Project would be within the demand projections of the EMWD's UWMP, which demonstrates the EMWD's ability to provide water service within its district during various climactic conditions; thus, the EMWD would have sufficient water supplies available to serve the project from existing entitlements and resources, and no new or expanded resources would be required to serve the proposed Project. Accordingly, impacts to water supply would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<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>				
4I. 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 7 with two warehouse buildings containing up to 226,857 s.f. of building area and a detention basin. Land uses proposed by the Project Applicant are consistent with the MFBCSP and the land uses anticipated for the Project site by EIR No. 466. As discussed in subsection 3.1.1, the Project Applicant proposes sewer lines on site that would connect to an existing sewer main in Old Oleander Avenue. 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 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 23,630 gpd ($13.9 \text{ acres} \times 1,700 \text{ gpd/acre} = 23,630 \text{ gpd}$). (EMWD, 2006, Table 1) The Project's daily generation of wastewater represents 0.3% 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 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 23,630 gpd (13.1 acres × 1,700 gpd/acre = 23,630 gpd). (EMWD, 2006, Table 1) The Project's daily generation of wastewater represents 0.3% 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 checked="" 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 ($6,215,500 \text{ s.f.} \div 12,163,258.8 \text{ s.f. [279.23 acres]} = 0.51$). The Project Applicant proposes to develop the 13.9-acre site with a total of 226,857 s.f. of warehouse uses and a detention basin, resulting in an overall FAR of 0.37 ($226,857 \text{ s.f.} \div 605,484 \text{ s.f. [13.9 acres]} = 0.37$). According to EIR No. 521, which was prepared for the County's 2015 General Plan Update, industrial uses generate approximately 10.8 tons of solid waste per year for each 1,000 s.f. of building area. Thus, because the Project Applicant proposes less building area than assumed by EIR No. 466, the Project would generate less solid waste as compared to the project evaluated by EIR No. 466. Based on the square footage of the proposed buildings, the Project would generate approximately 2,450 tons per year (tpy) of solid waste ($226,857 \text{ s.f.} \times 10.8 \text{ tons}/1,000 \text{ s.f.} = 2,450 \text{ tpy}$), or approximately 6.7 tons per day (tpd). (Riverside County, 2015, Table 4.17-N)

Solid waste generated by the Project ultimately would be disposed of at the El Sobrante Landfill, Lamb Canyon Landfill, and/or Badlands Landfill. Table 5-25, *Permitted and Remaining Capacity of Project-Related Landfills*, depicts the maximum daily capacity and total remaining capacity for these landfills. As shown, the 6.7 tpd that would be generated by the Project would represent 0.04% of the daily capacity of the El Sobrante Landfill, 0.13% of the daily capacity at the Lamb Canyon Landfill, and 0.14% of the daily capacity at the Badlands Landfill. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities for the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill, it is anticipated that these regional facilities would have sufficient daily capacity to accept solid waste generated by the Project. As such, the Project's impacts due to solid waste would be less than significant. Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

Table 5-25 Permitted and Remaining Capacity of Project-Related Landfills

Landfill	Maximum Daily Capacity (Tons/Day)	Permitted Capacity (Cubic Yards)	Remaining Capacity (Cubic Yards)
El Sobrante	16,054	209,910,000	143,977,170 ¹
Lamb Canyon	5,000	38,935,653	19,242,950 ²
Badlands	4,800	34,400,000	15,748,799 ³
Totals:	25,854	258,265,653	180,521,749

¹Remaining capacity as of April 1, 2018, which is the most recent information reported by CalRecycle.

²Remaining capacity as of January 8, 2015, which is the most recent information reported by CalRecycle.

³Remaining capacity as of January 1, 2015, which is the most recent information reported by CalRecycle. (CalRecycle, 2019)

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- b) **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.

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

	<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				
<i>Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?</i>				
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

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extending natural gas service to individual developments be considered a less-than-significant impact. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)

- Communication Systems. The IS/NOP noted that the MFBCSP would use existing communications service provided by Pacific Bell. The IS/NOP indicated that extensions would have to be made to the individual structures within the MFBCSP. However, since service existed within the project area, the IS/NOP concluded that extending communications service to developments within the MFBCSP would be considered a less-than-significant impact. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, p. 49)
- Street Lighting. The IS/NOP indicated that the MFBCSP would require new street lighting along the site's frontage and along internal streets. However, the IS/NOP noted that the amount of new street lighting construction needed would be considered environmentally insignificant. Therefore, the IS/NOP concluded that street lighting construction for the MFBCSP would be a less-than-significant impact and therefore this issue was not evaluated in EIR No. 466. The IS/NOP did, however, indicate that light and glare issues and potential impacts upon the Mt. Palomar Observatory resulting from the street lights would be addressed in the Aesthetics section of EIR No. 466 (as discussed above in subsection 5.1.1). (Webb, 2005, Appendix A, p. 49)
- Maintenance of Public Facilities. Although the IS/NOP indicated that impacts resulting in the need for increased road maintenance from increased traffic would be potentially significant and would be evaluated in EIR No. 466 under the analysis of transportation and traffic, the introductory paragraph in the Transportation/Traffic section of EIR No. 466 erroneously indicated that the IS/NOP determined that impacts associated with maintenance of roads would be less than significant. As such, this issue was not evaluated in EIR No. 466. (Webb, 2005, Appendix A, pp. 49 and 50; Webb, 2005, p. IV-177)

No Substantial Change from Previous Analysis: Consistent with the project evaluated in EIR No. 466 and its associated IS/NOP, implementation of the proposed Project would require the construction of numerous facilities as necessary to provide services to the site, including electrical facilities, natural gas lines, communication systems (telephone/cable), and street lighting. Consistent with the conditions that existed when EIR No. 466 was certified, all facilities needed to serve the Project are available in the immediate area, and the Project would implement improvements on site and within roadways abutting the Project site that would connect to existing facilities available within or adjacent to the Project site. Although the telecommunication provider in the local area is now Time Warner Cable, the Project would be served by the same telecommunications facilities as was assumed by EIR No. 466; thus, the change in service provider does not constitute new information of substantial importance, as no increased physical impacts to the environment would occur beyond what was assumed by EIR No. 466. Impacts associated with the construction of facilities needed to serve the proposed Project are the same as was evaluated by EIR No. 466, and such improvements are inherent to the Project's construction phase and have been evaluated throughout this EIR Addendum accordingly. As concluded herein, the Project's construction-related impacts would be less than significant or would be mitigated to less-than-significant levels with standard regulatory compliance and implementation of the mitigation measures identified by EIR No. 466.

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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				
<i>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:</i>				
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: 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, does not serve as an emergency evacuation route, and there are no designated evacuation routes in the Project vicinity. 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. In fact, the Project would result in improvements to currently unimproved roadways along the site's frontage (i.e., Old Oleander Avenue, Decker Road, and Rowland Lane), and also would result in construction of two travel lanes along Decker Road between Rowland Lane and Harley Knox Boulevard; thus, with improvements proposed by the Project, emergency access in the local vicinity would be improved as compared to existing conditions. The Project would not interfere with an adopted emergency response or evacuation plan, and 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.

- b) Due to slope, prevailing winds, and other factors, would the proposed Project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

EIR No. 466 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in detail in EIR No. 466, EIR No. 466 nonetheless contained enough information about the MFBCSP's potential impacts associated with wildfires that that with the exercise of reasonable diligence, information about the MFBCSP's potential effect on wildfire risks and associated pollutants was readily available to the public.

No Substantial Change from Previous Analysis: The Project site is located within a developed portion of Riverside County. Land uses surrounding the Project site include industrial development to the east, and vacant, undeveloped parcels that are routinely subject to discing for fire abatement purposes to the north, west, and south (Google Earth, 2020). Additionally, the Project area is not designated by Riverside County as a high fire hazard zone. The nearest area subject to wildland fire hazards occurs approximately 1.6 miles south of the Project site and south of Cajalco Road. (Riverside County, 2018, Figure 12) Additionally, the areas surrounding the Project site do not contain any steep slopes, and manufactured slopes proposed by the Project Applicant would be landscaped and irrigated, thereby precluding the potential for wildfire hazards. As such, the Project does not include any components that could exacerbate wildfire risks, and the Project would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

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- c) **Would the proposed Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

EIR No. 466 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in EIR No. 466, EIR No. 466 indicated that the MFBCSP would not involve infrastructure that could exacerbate fire risks or infrastructure that could result in temporary or ongoing impacts to the environment, including fuel breaks.

No Substantial Change from Previous Analysis: The Project site is not identified by Riverside County as being susceptible to wildfires. The nearest area subject to wildland fire hazards occurs approximately 1.6 miles south of the Project site and south of Cajalco Road. (Riverside County, 2018, Figure 12) As such, the Project would not require fuel breaks or emergency water sources that could have temporary or ongoing impacts to the environment. Construction of the proposed proposed fire lanes and fire hydrants are inherent to the Project's construction phase, and there are no impacts to the environment that would specifically result from the construction of such facilities. All utility connections required of the Project are available in the immediate area, and there are no components of the Project's utility connections that could result in or exacerbate fire hazards. As such, impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

- d) **Would the proposed Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

EIR No. 466 Finding: This threshold question was added to Appendix G to the CEQA Guidelines as part of the December 2018 update to the CEQA Guidelines. Although this issue was not specifically addressed in EIR No. 466, EIR No. 466 nonetheless contained enough information about potential flooding and landslide risks that with the exercise of reasonable diligence, information about the MFBCSP's potential risks associated with wildfire hazards, including downslope or downstream flooding or landslides, post-fire slope instability, or drainage changes was readily available to the public. Specifically, EIR No. 466 Section IV, Public Services, disclosed that the MFBCSP was not within an area susceptible to wildfire hazards, thereby indicating that buildout of the MFBCSP area also would not result in fire-related hazards, such as fire-related downstream flooding, landslides, slope instability, or drainage changes (Webb, 2005, p. IV-174). Additionally, EIR No. 466 Section IV, Hydrology and Water Quality, disclosed that the MFBCSP area is not subject to flood hazards, and also included a discussion demonstrating that runoff from the MFBCSP site would be controlled by existing and planned drainage facilities in order to preclude substantial on- and off-site soil erosion, downstream flooding, and downstream landslides (Webb, 2005, pp. IV-139 through IV-151). Moreover, and consistent with existing conditions, the MFBCSP area does not contain and is not surrounded by areas of steep slopes that could be subject to landslides as a result of fire activity (Webb, 2005, p. IV-27). As such, the information provided in EIR No. 466 was sufficient to demonstrate that the MFBCSP would not expose people or structures to significant risks, including

downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

No Substantial Change from Previous Analysis: The Project site is not identified by the County as being susceptible to wildfires. The nearest area subject to wildland fire hazards occurs approximately 1.6 miles south of the Project site and south of Cajalco Road. (Riverside County, 2018, Figure 12) Additionally, the Project site occurs in a portion of Riverside County that does not contain prominent hillforms or other topographic features that could subject the Project site or surrounding areas to risks associated with flooding or landslides caused by wildfires. There are no components of the Project that could contribute to or cause significant risks to people or structures as a result of fire-related flooding or landslides resulting from runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

e) Would the proposed Project expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

EIR No. 466 Finding: The IS/NOP prepared for EIR No. 466 determined that the MFBCSP site was not located within a County-designated hazardous fire area. The IS/NOP disclosed that the MFBCSP site was bounded on the east by Interstate 215 freeway, residential development to the south and west, and the MARB Wastewater Treatment Plant and the Riverside National Cemetery to the north. The IS/NOP noted that in the event of a fire, these properties do not present a significant wildland fire threat to the MFBCSP site; therefore, the IS/NOP concluded that risks associated with hazardous fire areas would be less than significant and this issue was not addressed in EIR No. 466. (Webb, 2005, Appendix A, pp. 25 and 26)

No Substantial Change from Previous Analysis: Consistent with the conditions that existed at the time EIR No. 466 was certified, the Project site is not identified as being susceptible to wildfires. The nearest area subject to wildland fire hazards occurs approximately 1.6 miles south of the Project site and south of Cajalco Road. (Riverside County, 2018, Figure 12) Additionally, the Project site is located adjacent to land uses that do not pose a high fire risk, including industrial development to the east, and vacant, undeveloped parcels that are routinely subject to discing for fire abatement purposes to the north, west, and south (Google Earth, 2020). 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>
<p>45. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</p>	<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 habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

	<i>New Significant Impact</i>	<i>More Severe Impacts</i>	<i>New Ability to Substantially Reduce Significant Impact</i>	<i>No Substantial Change from Previous Analysis</i>
<p>46. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Substantial Change from Previous Analysis: Cumulative effects that would result from implementation of the Project have been evaluated throughout this EIR Addendum, which concludes that such impacts would not occur, would be less than significant, or would be reduced to the maximum feasible extent with implementation of the mitigation measures specified by EIR No. 466 (as modified/supplemented herein). Additionally, this EIR Addendum concludes that the Project as proposed would

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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 EIR Addendum (e.g., Air Quality, Geology/Soils, Noise, etc.). Where potentially significant impacts are identified, mitigation measures from EIR No. 466 have been imposed, as modified or supplemented by this EIR Addendum to EIR No. 466, to reduce these adverse effects to the maximum feasible extent. There are no components of the proposed Project that could result in substantial adverse effects on human beings that are not already evaluated and disclosed throughout this EIR Addendum and/or by EIR No. 466. Accordingly, no additional impacts would occur. Therefore, implementation of the proposed Project would not result in any new impacts not already analyzed in EIR No. 466 or increase the severity of a significant impact previously identified and analyzed in EIR No. 466.

5.2 EARLIER ANALYSES

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

Earlier Analyses Used, if any:

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- 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 Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

6.0 References

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Plot Plan No. 180033 (Buildings 21 & 22)

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7.0 Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180033 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. 180033	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180033	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 MFBSCP, impacts to aesthetics would be less than significant.	No mitigation is required.	NOT APPLICABLE TO PP No. 180033		180033	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. 180033			Not applicable.	Less than significant
5.1.3. Air Quality (Construction-Related Emissions)	The project will exceed the SCAQMD recommended daily thresholds for VOC and NO _x in all years for all development scenarios, and CO in all years under the light industrial only and warehouse/ distribution only scenarios, but exceeded only in Years 2, 6, and 7 of the light industrial plus commercial and warehouse/ distribution plus commercial scenarios. However, emissions of SO ₂ and PM ₁₀ for all scenarios for all years will be below the SCAQMD thresholds.	Project construction characteristics would be similar to what was evaluated by EIR No. 466. Additionally, due to more stringent regulations and advancements in technology since 2005, it is likely that Project-related construction activities would result in reduced emissions in comparison to what was evaluated by EIR No. 466. Additionally, it is highly unlikely that Project construction activities would exceed the SCAQMD thresholds for CO.	MM Air 1: During construction, mobile construction equipment will be properly maintained at an offsite location prior to mobilization to the site, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. MM Air 2: Legible, durable, weather-proof signs shall be placed at all passenger vehicle parking areas prohibiting 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	Review and approval of monthly inspection reports of grading operations.	Building and Safety Department.	Applicable.	RR: CARB's Large Spark-Ignition (LSI) Rule shall apply, which requires in-use fleets to achieve specific hydrocarbon (HC) + NO _x fleet average emission level (FAEL) standards that become more stringent over time. Operators are required to label, maintain records, and report each piece of equipment subject to FAEL. The lowest FAEL for large and medium fleets with 25 horsepower or more (greater than 19 kilowatts for 2005 and later model year engines) was to be achieved in 2013. Beginning June 30, 2017, and until June 30, 2023, operators must maintain records, report, and label each piece of equipment subject to a FAEL standard.	Significant direct and cumulative impacts.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180033 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. 180033	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180033	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.3: Air Quality (Operational-Related Emissions)	Daily operations of the project will exceed the daily thresholds set by SCAQMD for all the criteria pollutants except SO ₂ .	The Project would result in substantially less traffic than was evaluated in EIR No. 466, and thus the Project's impacts due to mobile source air quality emissions would be reduced in comparison to what was disclosed by EIR No. 466. Additionally, due to more stringent regulations and advancements in technology since 2005, air quality emissions associated with Project traffic would be less than was assumed in EIR No. 466. Furthermore, the Project would not result in or contribute to a CO "hot spot."	County of Riverside shall conduct a site inspection to ensure that the signs are in place. <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	Set forth as Condition of Approval on all development prior to implementing application approval.	Planning Department.	Applicable.	Performance Requirements to meet fleet averages or 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.	Significant direct and cumulative impacts.

IMPACT CATEGORY	EIR NO. 466 IMPACT (PER THE EIR NO. 466 MMP)	PLOT PLAN NO. 180033 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. 180033	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180033	EIR NO. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>Inspection to ensure that the signs are in place. Prohibit all diesel trucks from idling in excess of ten 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>	<p>Implementing development design reviewed for compliance.</p>	<p>Planning Department.</p>	<p>Applicable.</p>	<p>PDF: The Project does not propose any truck access from residential streets.</p>	<p>Significant direct and cumulative impacts.</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 7'2" vertical clearance.</p> <p>MM Air 9: Local transit agencies</p>	<p>Set forth as Condition of development prior to implementing development application approval.</p> <p>Set forth as Condition of development prior to implementing development application approval.</p> <p>Set forth as Condition of development prior to implementing development application approval.</p>	<p>Planning Department.</p> <p>Planning Department.</p> <p>Planning Department.</p>	<p>Applicable.</p> <p>Applicable.</p> <p>Applicable.</p>	<p>PDF: The Project does not propose refrigerated space, and thus would not attract any TRUs.</p> <p>None.</p>	<p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p> <p>Significant direct and cumulative impacts.</p>
			<p>RR: The 2019 Cal Green Code § 5.106.5.2 requires that new projects or additions or alterations that add 10 vehicles or more vehicular parking spaces provide designated parking for any combination of low-emitting fuel-efficient and carpool/van pool vehicles.</p>	<p>Local transit approval.</p>	<p>Planning Department.</p>	<p>Applicable.</p>	<p>None.</p>	<p>Significant direct and cumulative impacts.</p>

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180033 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. 180033	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180033	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			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. <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>	agency to be contacted during implementing development application review.	Department.	180033		direct and cumulative impacts.
			<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> <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> <u>b) All scrapers, excavators, graders, and rubber-tired dozers shall be CARB Tier 3 compliant or better.</u> <u>c) Construction contractors shall notify their workers about Riverside County's Rideshare Program.</u>	Although not specified by EIR No. 466, Mitigation Measure MM Air 10 shall be implemented prior to grading permit issuance and throughout the duration of construction activities.	Planning Department.	Applicable.	None.	Significant direct and cumulative impacts.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR NO. 466 MMP)	PLOT PLAN NO. 180033 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. 180033	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180033	EIR NO. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<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 unpaved roads.</p> <p>f) Architectural coating work shall comply with SCAQMD Rule 1113. "Architectural Coatings." Rule 1113 places limits on grams of VOC per liter of coating material and colorants (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</p>					
				Although not specified by EIR No. 466, Mitigation Measure MM Air 11 shall be implemented prior	Planning Department.	Applicable.	None.	Significant direct and cumulative impacts.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN NO. 180033 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. 180033	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180033	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>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</p>	<p>to issuance of building permits and prior to final building inspection.</p>	<p>Planning Department.</p>	<p>Applicable.</p>	<p>None.</p>	<p>Significant direct and cumulative impacts.</p>

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180033 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. 180033	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180033	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 Appendix Technical Appendix A) demonstrates that the Project would not exceed the SCAQMD thresholds of significance for cancer or non-cancer health risks.	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. <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> Implementation of the above- listed MM Air 3 through MM Air 6 will reduce potential impacts due to diesel exhaust.	buildings.	Planning Department.	Applicable.	None.	Significant direct and cumulative impacts.
				Not applicable.	No applicable.	--	None; Project impacts due to cancer and non-cancer health risks would be less than significant.	Significant direct and cumulative effects

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MIMP)	PLOT PLAN No. 180033 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. 180033	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180033	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.4: Biological Resources (Nesting Birds)	Sensitive bird species that were directly observed on site, or those that have a moderate or high potential to occur on-site are protected under the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. If prior to project construction any of these species establishes an active nest on the project site loss of that nest during construction could result in a conflict with these regulations.	Consistent with the finding of EIR No. 466, the Project has the potential to result in impacts to nesting birds during construction.	<p>MM Bio 1. In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code site-preparation activities (removal of trees and vegetation) shall be avoided, to the greatest extent possible, during the nesting season (February 1 to August 15 September 15) of potentially occurring native and migratory bird species.</p> <p>If site-preparation activities are to occur during the nesting/breeding season (February 1 through July 31 September 15), a pre-activity field survey shall be conducted by a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or the California Fish and 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</p>	Construction Start.	Project construction manager(s).	Applicable.	None; Mitigation Measure MM Bio 1 (as revised) shall apply.	Less than Significant

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMF)	PLOT PLAN NO. 180033 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. 180033	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180033	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.4: Biological Resources (Burrowing Owl)	Due to the migratory nature of the burrowing owl, it is 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.	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. <u>MM Bio 2: Prior to issuance of grading permits, the Project Applicant shall prepare, and the County of Riverside and California Department of Fish and Wildlife (CDFW) shall review and approve, a burrowing owl relocation plan. As a condition of grading permit issuance, and in accordance with the approved burrowing owl relocation plan, a 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</u>	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 MIMP)	PLOT PLAN NO. 180033 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. 180033	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN NO. 180033	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
			<p>may be passively relocated. To adequately avoid active nests during the breeding season (February 1 through August 31), no grading or heavy equipment activity shall take place within 250 feet of an active nest.</p> <p>If burrowing owls occupy the site and cannot be avoided, passive relocation shall be used to exclude owls from their burrows, as required by the Riverside County Environmental Programs Department. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors should be left in place 48 hours to ensure owls have left the burrow. The project area should be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe should be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.</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><u>MM Cultural 1:</u> 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 shall be <u>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 qualified Archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss evaluate the nature and <u>significance of the finds. At the meeting, with the</u> <u>forementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resources. Resource evaluations shall be limited to non-destructive analysis. Further ground-disturbing activities shall not resume within the area of the discovery until the appropriate treatment has been accomplished. the finds</u></u></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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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.	<p>determined to be on historical or unique archaeological resources, 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> <p>No mitigation is required.</p>	During construction.	Project construction manager(s).	Applicable.	COA: If human remains are found on this site, the developer/permit holder or any successor of interest shall comply with State Health and Safety Code Section 7050.5. In addition, Mitigation Measure MM Cultural 2 shall apply.	Less than significant.
NOT APPLICABLE TO PP No. 180033								
None.								
Less than significant.								

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 180033 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. 180033	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180033	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.7: Geology and Soils	Impacts to geology and soils were determined by the IS/NOP for EIR No. 466 to be less than significant.	With mandatory compliance with the CBC, Project-specific geotechnical study, and future soils reports required as part of future grading permit applications, Project impacts due to geology and soils would be less than significant.	No mitigation is required.	NOT APPLICABLE TO PP No. 180033		None.		Less than significant.
5.1.8: Greenhouse Gas Emissions	The issue of Greenhouse Gas (GHG) emissions was not evaluated in EIR No. 466.	The Project Applicant would be required to demonstrate as part of future building permit applications that the Project will achieve a minimum of 100 points per the Riverside County Climate Action Plan (CAP) and will implement CAP Measure R2-CE1.	EIR No. 466 did not identify any measures to address GHGs; however, Mitigation Measures MM Air 1, MM Air 2, MM Air 3, MM Air 8, and MM Air 9 would apply and would serve to reduce the Project's GHG emissions.	NOT APPLICABLE TO PP No. 180033			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 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 E). The conceptual measures may be replaced with other measures as listed in Technical Appendix E, 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. COA: Prior to issuance of building permits, and in accordance with measure R2-CE1 of the County's Climate Action Plan Update, the proposed Project shall be required to offset its energy demand by 20 percent of the energy demand. This is anticipated to be accommodated	Less than significant.

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMMP)	PLOT PLAN No. 180033 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. 180033	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180033	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
5.1.9: Hazards and Hazardous Materials (Hazardous Materials, evacuation plans, and fire hazards)	Impacts due to hazards and hazardous materials were determined by the IS/NOP for EIR No. 466 to be less than significant (with exception of airports, as discussed below).	The Project would not result in significant impacts due to the transportation, use, or storage of hazardous materials, and the Project site is not identified as having any Recognized Environmental Concerns (RECs). Additionally, the Project site does not serve as an evacuation route and is not located within or adjacent to a high fire hazard zone.	No mitigation is required.	NOT APPLICABLE TO PP No. 180033			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. None.	Less than significant
5.1.9: Hazards and Hazardous Materials (Airports)	Due to the project site's proximity to March Air Reserve Base, the project site is subject to potential noise impacts due to high single-event noise levels from airplanes flying over the project site. However,	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	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	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

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	<p>Industrial, warehouse and distribution, and commercial/ retail land uses are not considered to be sensitive receivers and the impacts from these single-event noise levels are below the level of significance. The project site is subject to Part 77 height limitations and use restrictions that have been incorporated into the proposed project. Outdoor lighting could adversely affect pilots utilizing March Air Reserve Base at night.</p>	<p>conditions would be imposed on the proposed Project by Riverside County as Conditions of Approval (COAs). With mandatory compliance with the ALUC COAs, which would be imposed by Riverside County as COAs for the proposed Project, the Project would not result in a safety hazards for people working in the Project area, and a less-than-significant impact would occur. Therefore, implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact analyzed in EIR No. 466.</p>		<p>building permits.</p>		180033	<p>and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan:</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>COA: The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris</p>	

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							<p>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 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</i></p>	

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							<p>11010(b)(13)(A)."</p> <p>COA: 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.</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 230,292 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</p>	

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							<p>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 Nos. 2019-AWP-17884-OE and 2018-AWP-17885-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.</p> <p>COA: The proposed buildings shall not exceed a height of 46 feet above ground level and a maximum elevation at top point of 1,634 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</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) and long-term WQMP, 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	Prior to the issuance of grading permits.	Department of Building and Safety	Applicable.	<p>Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.</p> <p>COA: Temporary construction equipment used during actual construction of the structure(s) shall not exceed 46 feet in height and a maximum elevation of 1,634 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://oseaaa.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 basins, and with mandatory compliance with the Project's Water Quality Management Plan (WQMP), operational impacts to water quality would be less than significant.	<p>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.</p> <p>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.</p>	<p>Draft WQMP to be submitted prior to approval of each implementing development application.</p> <p>Final WQMP to be submitted prior to issuance of grading permits.</p>	Department of Building and Safety	Applicable.	<p>PDF: A Project-specific Preliminary WQMP was prepared for Plot Plan No. 180033.</p> <p>Additionally, Mitigation Measure MM Hydro 2 shall apply.</p>	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 basins, and with mandatory compliance with the Project's Water Quality Management Plan (WQMP), operational impacts to water quality would be less than significant.	<p>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</p>	<p>Prior to the issuance of grading permits.</p> <p>Prior to October 1 of each year following issuance of occupancy permits.</p>	<p>Department of Building and Safety.</p> <p>Regional Water Quality Control Board</p>	Applicable.	<p>None; Mitigation Measure MM Hydro 3 shall apply.</p>	Less than significant.

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5.1.10: Hydrology and Water Quality (Storm Drain Capacity)	Impacts due to increased runoff that has the potential to exceed the capacity of downstream drainage facilities would be potentially significant prior to mitigation.	Due to drainage infrastructure constructed as part of the "Oakwood Business Park" (CFD 88-8) and with implementation of the Project's proposed drainage plan, including the proposed detention/bio-retention basin, impacts would be less than significant.	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.	Prior to the approval of implementing development applications.	Flood Control District	Applicable.	PDF: A Project-specific hydrology study was prepared for the Project and reviewed by the Riverside County Flood Control and Water Conservation District (RCFCWCD), which demonstrates that Plot Plan No. 180033 would not exceed the capacity of existing or planned storm drains with installation of the proposed detention/water quality basin.	Less than significant.
5.1.11: Land Use and Planning	The IS/NOP prepared for EIR No. 466 determined that impacts to land use and planning would be less than significant.	The Project would not result in any direct or indirect impacts to land use and planning.	No mitigation is required.	NOT APPLICABLE TO PP No. 180033				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 TO PP No. 180033				No impact.
5.1.13: Noise	The increased traffic on roadways surrounding the project site will contribute to an overall increase in ambient noise levels in excess of 3dB (the increase in dB that is audible to the human ear) which is considered significant	Project traffic-related noise impacts would be less than significant with implementation of the proposed Project.	No mitigation measures are proposed to reduce or eliminate this impact and a Statement of Overriding Consideration would be required prior to project approval.	NOT APPLICABLE TO PP No. 180033				Significant direct and cumulative effects

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	<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 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>Construction-related noise was determined to be less than 85 dBA and thus were concluded to be less than significant. With respect to operational noise, noise levels affecting nearby sensitive receptors was determined to be less than significant during both daytime and nighttime operations.</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 areas shall not be located close to any occupied residence.</p> <p>MM Noise 4: No combustion powered equipment, such as pumps or generators, shall be allowed to operate within 500 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.</p> <p>MM Noise 5: The following sound barriers shall be constructed along the project's perimeter at the 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 	<p>During project construction.</p> <p>During project construction.</p> <p>During project construction.</p> <p>During project construction.</p>	<p>Building and Safety Department.</p> <p>Building and Safety Department.</p> <p>Building and Safety Department.</p> <p>Building and Safety Department.</p>	<p>Applicable.</p> <p>Applicable.</p> <p>Applicable.</p> <p>Applicable, unless it can be demonstrated noise impacts would be less than significant.</p>	<p>None; Mitigation Measure MM Noise 1 shall apply.</p> <p>None; Mitigation Measure MM Noise 2 shall apply.</p> <p>None; Mitigation Measure MM Noise 3 shall apply.</p> <p>None; Mitigation Measure MM Noise 4 shall apply.</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 noise levels exceeding the County's daytime (55 dBA CNEI) or nighttime (45 dBA CNEI) noise level limit. As such, Mitigation Measure MM Noise 5 shall no longer apply to Plot Plan No. 180033.</p>	<p>Less than significant.</p> <p>Less than significant.</p> <p>Less than significant.</p> <p>Less than significant.</p>
						<p style="text-align: center;">NOT APPLICABLE TO PP No. 180033</p>		<p>Less than significant.</p>

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5.1.1.4: 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	<p>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> <p>These wall heights can be reduced by performing a subsequent acoustical analysis after the final grading plan is complete.</p> <p>MM Noise 6: No nighttime loading/unloading shall occur within 100 feet of any residence. No combined trucking movements and unloading/loading shall occur within 200 feet of any residence from 10:00 p.m. to 7:00 a.m.</p>			<p>NOT APPLICABLE TO PP No. 180033</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 (55 dBA Leq) or nighttime (45 dBA Leq) noise level limits. Moreover, truck docking areas proposed as part of the Project would be located more than 200 feet from any residence. As such, Mitigation Measure MM Noise 6 shall not apply to the proposed Project.</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</p>	Less than significant.
			No mitigation is required.			<p>NOT APPLICABLE TO PP No. 180033</p>		Less than significant.

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		conditions of approval for projects located in areas with "High" paleontological sensitivity.					<p>appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:</p> <ol style="list-style-type: none"> 1. Description of the proposed site and planned grading operations. 2. Description of the level of monitoring required for all earth-moving activities in the Project area. 3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring. 4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens. 5. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County 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 	

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							<p>small fossil invertebrates and vertebrates.</p> <p>8. Procedures and protocol for collecting and processing of samples and specimens.</p> <p>9. Fossil identification and curation procedures to be employed.</p> <p>10. Identification of the permanent repository to receive any recovered fossil material. (Pursuant the County "SABER Policy," paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet.) A written agreement between the property owner/developer and the repository must be in place prior to site grading.</p> <p>11. All pertinent exhibits, maps and references.</p> <p>12. Procedures for reporting of findings.</p> <p>13. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.</p>	

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5.1.15: Population and Housing	Impacts to population and housing were determined by the IS/NOP for EIR No. 466 to be less than significant.	The proposed Project would not displace substantial numbers of people or housing; would not create a substantial demand for additional housing; would not adversely affect a County Redevelopment Project Area; would not exceed regional or local population projections; and would not induce substantial population growth. Impacts to population and housing would be less than significant.	No mitigation is required.				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. Not applicable.	Less than significant
5.1.16: Public Services	The construction of the project could necessitate the provision of new, expanded, or physically-	Consistent with the findings of EIR No. 466, although the Project has the potential to result in	No mitigation is required.				RR: The Project Applicant shall pay appropriate fees pursuant to Riverside County Ordinance No. 659 prior to occupancy permits.	Less than significant

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TO PP No. 180033**

IMPACT CATEGORY	EIR No. 466 IMPACT (PER THE EIR No. 466 MMP)	PLOT PLAN No. 180033 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. 180033	CONDITIONS OF APPROVAL (COA), REGULATORY REQUIREMENTS (RR), AND PROJECT DESIGN FEATURES (PDF) APPLICABLE TO PLOT PLAN No. 180033	EIR No. 466 LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>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 and therefore the potential physical and environmental impacts of the new fire station were not evaluated by EIR No. 466. Nevertheless, the potential impacts resulting from the construction of this fire station will be determined through a separate environmental review pursuant to the provisions of the California Environmental Quality Act once a site has been chosen.</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</p>	<p>impacts to fire protection services, police protection libraries, and health services, impacts would be less than significant with mandatory payment of DIF fees and SB 18 fees.</p>					<p>RR: The Project Applicant shall pay appropriate fees to the Val Verde Unified School District pursuant to Senate Bill 50 and the school impact fees adopted at the time of occupancy permits.</p>	

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5.1.17: Recreation	<p>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 recreation were determined by the IS/NOP for EIR No. 466 to be less than significant.</p>	<p>Aside from proposed 10-foot wide community trail proposed along the site's frontage with Decker Road, no recreational facilities are proposed by or required for the proposed Project. Impacts associated with trail construction are evaluated throughout the EIR Addendum which concludes impacts would be less than significant or would be reduced to less-than-significant levels with the incorporation of mitigation measures from EIR No. 466 or applicable regulatory requirements.</p>	<p>No mitigation is required.</p>	<p>NOT APPLICABLE TO PP No. 180033</p>	<p>NOT APPLICABLE TO PP No. 180033</p>	<p>None.</p>	<p>Less than significant</p>	
5.1.18: Transportation and Traffic	<p>The proposed project will cause Level of Service (LOS) thresholds on area roadways to be exceeded.</p>	<p>The proposed Project would result in less-than-significant impacts to study area facilities.</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>MM Trans 2: Construct partial width improvements of southerly</p>	<p>NOT APPLICABLE TO PP No. 180033</p>	<p>NOT APPLICABLE TO PP No. 180033</p>	<p>The Project site does not front along Harvill Avenue, which is located approximately 0.3 mile east of the Project site; thus, Mitigation Measure MM Trans 1 is not applicable to the proposed Project.</p>	<p>Less than significant.</p>	
				<p>NOT APPLICABLE TO PP No. 180033</p>	<p>NOT APPLICABLE TO PP No. 180033</p>	<p>The Project site does not front along Nandina Avenue, which is located</p>	<p>Less than significant.</p>	

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			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.				approximately 0.4 mile north of the Project site. Thus, Mitigation Measure MM Trans 2 is not applicable to the proposed Project.	Less than significant.
			MM Trans 4: Construct partial width improvements of Old Oleander Avenue at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.		Transportation Department	Applicable	PDF: The Project Applicant proposes to construct curb, gutter, and sidewalk improvement along the site's frontage with Old Oleander Avenue, and would complete half-width improvements to provide for a total of 46 feet of drive aisles.	Less than significant.
			MM Trans 5: Construct full width improvements of Markham Street at its ultimate cross-section as a secondary highway (100' right-of-way) through the project.		Transportation Department	NOT APPLICABLE TO PP No. 180033	These improvements have been constructed. Thus, Mitigation Measure MM Trans 5 is not applicable to the proposed Project.	Less than significant.
			MM Trans 6: Construct partial width improvements of Martin			NOT APPLICABLE TO PP No. 180033	The Project site does not front along Martin Street, which is located	Less than significant.

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			Street at its ultimate cross-section as a collector street (74' right-of-way) fronting the project boundary line.				approximately 1.0 mile south of the Project site. These improvements have been partially constructed, while the remaining portions would be improved in conjunction with buildout of MFCSP Planning Area 3. Thus, Mitigation Measure MM Trans 6 is not applicable to the proposed Project.	
			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.		NOT APPLICABLE TO PP No. 180033		The Project site does not front along Seaton Avenue, which is located approximately 0.5 mile southeast of the Project site. Thus, Mitigation Measure MM Trans 3 is not applicable to the proposed Project.	Less than significant.
			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. 180033		The Project site does not front along Cajalco Expressway, which is located approximately 1.3 mile south of the Project site. Improvements to Cajalco Expressway would occur in conjunction with buildout of MFCSP Planning Area 2. Thus, Mitigation Measure MM Trans 8 is not applicable to the proposed Project.	Less than significant.
			MM Trans 9: Install Traffic Signal at Intersection of Harvill Avenue and Oleander Avenue using the following geometrics: Northbound: One free right turn lane. One shared through and left turn lane. One left turn lane. Southbound: One shared through and right turn lane. One left turn lane.		NOT APPLICABLE TO PP No. 180033		The required improvements to the intersection of Harvill Avenue and Oleander Avenue (Harley Knox Boulevard) have been constructed, and the Project would not result in any impacts to this intersection. Accordingly, Mitigation Measure MM Trans 9 is not applicable to the proposed Project.	Less than significant.

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			<p>Eastbound: One shared through and right turn lane. Two through lanes. One left turn lane</p> <p>Westbound: One shared through and right turn lane. Two through lanes. Two left turn lanes.</p> <p>MM Trans 10: Install Traffic Signal at intersection of Harvill Avenue and Markham Street using the following geometrics:</p> <p>Northbound: One right turn lane. Two through lanes. One left turn lane.</p> <p>Southbound: One right turn lane. Two through lanes. One left turn lane.</p> <p>Eastbound: One right turn lane. Two through lanes. One left turn lane.</p> <p>Westbound: One right turn lane. Two through lanes. One left 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 shared through and right turn lane. One through lane. One left turn lane.</p> <p>Southbound: One shared through and right turn lane. One through lane. One left turn lane.</p>	<p>Prior to issuance of certificate of occupancy.</p>	<p>Transportation Department</p>	<p>Applicable</p>	<p>Improvements required by this mitigation measure are anticipated to be implemented in conjunction with Plot Plan Nos. 180038 and/or 190003. In the event that construction does not occur, then the following condition of approval shall apply:</p> <p>COA: Prior to final building inspection, in the event that the intersection of Harvill Avenue and Markham Street is not improved in accordance with EIR No. 466 Mitigation Measure MM Trans 10, then the Project Applicant shall make a fair-share contribution towards the cost of improving this intersection. The Project's fair share amount is 13.4%.</p> <p>With exception of the traffic signal, the improvements required by Mitigation Measure MM Trans 11 have been completed. Because this intersection is no longer planned to have an eastern leg, a traffic signal is no longer necessary. Thus, the remaining portions of Mitigation Measure MM Trans 11 are not applicable to the proposed Project.</p>	<p>Less than significant.</p>
						<p style="text-align: center; font-size: 24pt; font-weight: bold;">NOT APPLICABLE TO PP No. 180033</p>		<p>Less than significant.</p>

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			<p>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 left turn lane. Two through lanes. One right turn lane. Southbound: One left turn lane. Two through lanes. One right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane.</p> <p>MM Trans 13: Install Traffic Signal at intersection of Harvill Avenue and Cajalco Expressway using the following geometrics:</p> <p>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.</p>	<p>Prior to issuance of certificate of occupancy.</p>	<p>Transportation Department</p>	<p>Applicable.</p>	<p>Improvements required by this mitigation measure are anticipated to be implemented in conjunction with Plot Plan No. 180028. In the event that construction does not occur, then the following condition of approval shall apply:</p> <p>COA: Prior to final building inspection, in the event that the intersection of Seaton Avenue and Cajalco Expressway is not improved in accordance with EIR No. 466 Mitigation Measure MM Trans 12, then the Project Applicant shall make a fair-share contribution towards the cost of improving this intersection. The Project's fair share amount is 4.6%.</p>	<p>Less than significant.</p>
			<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>--</p>	<p>Improvements required by this mitigation measure are anticipated to be implemented in conjunction with Plot Plan No. 180028. In the event that construction does not occur, then the following condition of approval shall apply:</p> <p>COA: Prior to final building inspection, in the event that the intersection of Harvill Avenue and Cajalco Expressway is not improved in accordance with EIR No. 466 Mitigation Measure MM Trans 12, then the Project Applicant shall make a fair-share contribution towards the cost of improving this intersection. The Project's fair share amount is 7.5%.</p> <p>The following regulatory requirements/</p>	<p>N/A</p>

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5.1.19: Tribal Cultural Resources	<p>According to the RCP Circulation Element there are plans to construct a Class I Bike trail along the ultimate buildout of Cajalco Expressway. However, because there are no details on exactly where the trail will be located, it cannot be determined at this time if the project proponent will be required to construct the bike trail.</p> <p>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.</p>	<p>Aside from the proposed 10-foot wide community trails along Decker Road, there are no public transit, bikeways, or pedestrian facilities planned in the Project area, and the Project would not decrease the performance of any facilities promoting transit, bikeways, or pedestrian facilities.</p> <p>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</p>	<p>No mitigation is required.</p>	<p>N/A</p>	<p>N/A</p>	<p>NOT APPLICABLE TO PP No. 180033</p>	<p>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>RR: The Project Applicant shall contribute Development Impact Fees (DIF) pursuant to Riverside County Ordinance No. 659.</p> <p>RR: The Project Applicant shall contribute fees towards the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program pursuant to Riverside County Ordinance No. 824.</p> <p>Aside from the proposed 10-foot wide community trail proposed along the site's frontage with Decker Road, roadways abutting the Project site are not planned for development with trails.</p>	<p>Less than significant.</p> <p>N/A</p>

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5.1.20: Utilities and Service Systems	<p>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.</p>	<p>Project grading activities. Aside from minor connections to existing facilities in surrounding roadways, the Project would not require extensive off-site improvements for water service. Additionally, the Project would result in a substantial decrease in the amount of building area on site and associated demand for water as compared to what was evaluated and disclosed by EIR No. 466. Moreover, mandatory 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. 180033</p>	<p>NOT APPLICABLE TO PP No. 180033</p>	<p>None.</p>	<p>None.</p>	<p>Less than significant</p>
	<p>The proposed project is expected to generate 0.5525 mgd of wastewater. The project will contribute</p>	<p>Aside from minor connections to existing facilities in surrounding roadways, the Project</p>	<p>No mitigation is required.</p>	<p>NOT APPLICABLE TO PP No. 180033</p>	<p>NOT APPLICABLE TO PP No. 180033</p>	<p>None.</p>	<p>None.</p>	<p>Less than significant</p>

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	<p>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>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>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</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 26,630 gpd of wastewater. The Project's daily generation of wastewater represents 0.3% 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</p>	<p>No mitigation is required.</p>	<p style="text-align: center; border: 1px solid black; padding: 10px;">NOT APPLICABLE TO PP No. 180033</p>			<p>None.</p>	<p>Less than significant</p>

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	<p>that EMWD will be required to reduce the wastewater diversions from elsewhere within the District to the PVRWRF. However, because EMWD's wastewater diversions are operational decisions, the amount that is diverted to the PVRWRF is variable. There is sufficient capacity in EMWD's other wastewater treatment facilities to accommodate any additional wastewater flows sent to them whenever diversions from other parts of the District to the PVRWRF are reduced. Overall, EMWD has sufficient capacity to treat all wastewater generated by the proposed project, both during project phasing and after project build out. Therefore, no significant impact upon EMWD's ability to treat wastewater will occur.</p>	<p>demand in addition to the EMWD's existing commitments.</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</p>	<p>The 6.7 tpd that would be generated by the Project would represent 0.04% of the daily capacity of the El Sobrante Landfill, 0.13% of the daily capacity at the Lamb Canyon Landfill, and 0.14% 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</p>	<p>MM Utilities 1: The applicant shall submit a Recyclables Collection and Loading Area plan to the Riverside County Waste-Management-Department for each implementing development. The plans are required to conform to the Waste Management-Department's Design Guidelines for Recyclables Collection and Loading Areas.</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>

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	considered less than significant. However, the mitigation measures listed will further reduce the project's impact on county solid waste facilities.	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.	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-DWB, and verified by the Riverside County Building and Safety Department through site inspection.	Prior to the issuance of certificate of occupancy.	Waste Management Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 2 shall apply.	Less than significant.
			MM Utilities 2: In addition to solid waste dumpsters, the project development will include recycling containers for aluminum cans, glass, plastics, paper and cardboard.	Prior to the issuance of certificate of occupancy.	Waste Management Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 3 shall apply.	Less than significant.
			MM Utilities 3: The project development will recycle construction and demolition (C&D) waste generated during construction activities.	Prior to the issuance of certificate of occupancy.	Waste Management Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 4 shall apply.	Less than significant.
			MM Utilities 4: The property owner shall require landscaping contractors to practice grass recycling and/or grass composting to reduce the amounts of grass material in the waste stream.	Prior to the issuance of certificate of occupancy.	Waste Management Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 5 shall apply.	Less than significant.
			MM Utilities 5: The property owner shall require landscaping contractors to use mulch and/or compost for the development and maintenance of project site landscaped areas.	Prior to the issuance of certificate of occupancy.	Waste Management Department of Waste Resources.	Applicable.	None; Mitigation Measure MM Utilities 5 shall apply.	Less than significant.
5.4.21: 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	No mitigation is required.				None.	Less than significant.
NOT APPLICABLE TO PP No. 180033								

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		pose a high fire risk, Project Impacts due to wildfire would be less than significant.						



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

Juan C. Perez
Agency Director



11/10/20, 7:42 am

PPT180033

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT180033. 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 (PPT180033) 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. 180033 is a proposal for the construction and operation of a total of 215,424 square foot warehouse/distribution/manufacturing development consisting of 2 buildings on 15.12-acres (gross). The 2 buildings consist of a 106,552 square foot building (identified as Building 21) and a 108,872 square foot building (identified as Building 22).

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 8/27/20.

Exhibit B (Elevations), Sheets 1-2, dated 8/27/20.

Exhibit C (Floor Plans), Sheets 1-2, dated 8/27/20.

Exhibit L (Conceptual Landscaping and Irrigation Plans), Sheets 1-8, dated 8/27/20.

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.

1- The maximum allowable are per for S1 occupancy type IIIB construction with fire sprinkler is 70,000 SF per table 508.4. to qualify for unlimited are per 507, the building must be surrounded by 60 feet clear yard or reduced yard minimum 40' as indicated per 507.2.1.

** Building 21 has 37' setback from the property line. please revise the plans to comply with the above requirements.

2- EV PARKING:

Revise the site plan to show the required designated EV parking per CGC.

DISABLED ACCESS GUIDLINE:

EVCS are not considered parking spaces by the code. In addition, the required accessible parking spaces shall not double as required EVCS. 11B-208.1.

Required Number of Accessible EVCS

Where EVCS are provided for public use or common use, accessible EVCS shall be provided in accordance with the table below. (11B-228.3.1) (11B-228.3.2) (11B-228.3.2.1)

Electric Vehicle Charging Stations for Public Use and Common Use

Total Number of EVCS at a Facility¹ Minimum Number (by type) of Accessible EVCS Required

1 to 4: Van Accessible – 1; Standard Accessible – 0; Ambulatory - 0

5 to 25: Van Accessible – 1; Standard Accessible – 1; Ambulatory - 0

26 to 50: Van Accessible – 1; Standard Accessible - 1; Ambulatory - 1

51 to 75: Van Accessible – 1; Standard Accessible - 2; Ambulatory - 2

76 to 100: Van Accessible – 1; Standard Accessible – 3; Ambulatory – 3

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

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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)

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1

Gen - Custom (cont.)

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)

BS-Plan Check. 1

Gen - Custom

NOTIFICATIONS:

ACCESSIBLE PATH OF TRAVEL:

1- Please provide a revised site plan to indicate the required continuous accessible paved path of travel. The accessible path of travel details shall include;

1. Accessible path construction type (Asphalt or concrete).
2. Accessible path width.
3. Accessible path directional slope % and cross slope %.
4. All accessible ramp and curb cut-out locations and details where applicable.

The Accessible path of travel shall:

1. Connect to the public R.O.W.
2. Connect to all building(s).
3. Connect to all accessible parking loading/unloading areas.
4. Connect to accessible sanitary facilities.
5. Connect to areas of public accommodation.

Please be aware that the approved site plan with accessibility requirements should be included with any building plan 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:

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

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1

Gen - Custom (cont.)

Total Number of EVCS at a Facility¹ Minimum Number (by type) of Accessible EVCS Required

Van Accessible Standard Accessible Ambulatory

1 to 4: Van Accessible – 1; Standard Accessible – 0; Ambulatory - 0

5 to 25: Van Accessible – 1; Standard Accessible – 1; Ambulatory - 0

26 to 50: Van Accessible – 1; Standard Accessible - 1; Ambulatory - 1

51 to 75: Van Accessible – 1; Standard Accessible - 2; Ambulatory - 2

76 to 100: Van Accessible – 1; Standard Accessible – 3; Ambulatory – 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.

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)

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)

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 (2019 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

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1

Gen - Custom (cont.)

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.

William Peppas

951-955-1889

wpeppas@rivco.org

E Health

E Health. 1

ECP Comments

The Environmental Cleanup Program (ECP) has reviewed the environmental site assessment report submitted for this project. Based on the information provided in the reports by and with the provision that the information was accurate and representative of site conditions, the ECP 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 facility shall obtain potable water 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 record keeping.

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.

* Based on the design of this project, the applicant shall provide a lot line merger or a right of way dedication, prior to fire approval.

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 1 Gen - Fire (cont.)

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.

Flood

Flood. 1 Flood Haz. Report

9/9/2020

Plot Plan (PP) 180033 is a proposal to construct a 106,552 square foot building (Building 21) and a 108,872 square foot building (Building 22) on a 13.9-acre site in Perris area. The project site is located south of Harley Knox Blvd. and west of Harvill Avenue. This project is related to SP00341 and EIR0466.

The topography of the site is a mild west-to-easterly slope. This site receives runoff from a tributary offsite drainage area of approximately 58 acres from the hills to the west. The project site is within Specific Plan 341, which contains District maintained drainage facilities that were constructed by Community Facilities District (CFD) 88-8 in conformance with the Perris Valley Master Drainage Plan (MDP). The offsite runoff from approximately 53 acres is tabled to drain to District owned and maintained Perris Valley MDP Lateral B-8A (project# 4-0-00458 / drawing # 4-1060). The rest of the offsite runoff is tabled to drain to proposed MDP Lateral F-4 and the existing Perris Valley MDP Line F Stg 2-F4 (project# 4-0-00492 / drawing # 4-0652) in Oleander Ave.

Lateral B-8A picks up 131 cfs 100-year offsite runoff from the west at a catch basin located near the northeast corner of the project site. The runoff is conveyed via underground storm drain facilities northerly to Harley Knox Boulevard, and confluences with the flows from Lateral B-8 Stage 2 in Lateral B-8. Lateral B-8 extends easterly to Harvill Avenue in Harley Knox Boulevard, and connects to Riverside County Transportation Department (RCTD) maintained channel at southeast corner of Harley Knox Boulevard and Harvill Avenue. Lateral B-8 then outlets 195 cfs flow to Caltran's drainage facilities through the channel.

Line F Stg 2 - F4 picks up 122 cfs 100-year offsite runoff from the west at an interim 42-in connector pipe inlet approximately 300 ft. east of southeast corner of the project site. The runoff is conveyed through underground storm drain facilities easterly along Oleander Avenue, turn southerly to Harvill Avenue, then extend easterly onto Nance Street. The underground facility then transitions to a concrete lined trapezoidal channel along west side of County Transportation railroad right-of-way before connects to a District owned detention basin located at the northwest corner of railroad right-of-way and Commerce Center Drive. The discharge from the detention basin is conveyed across railroad property and to a vacant field located downstream (east) of the freeway.

District has reviewed the submitted Concept Grading Plan dated July 28, 2020.

Based on the submitted grading plan, the project proposes to construct 500-ft District proposed 42-in MDP Lateral B-8 in Decker Rd. to northwest corner of the property to protect the site from a portion of

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1 Flood Haz. Report (cont.)

offsite runoffs from the west. And the Lateral B-8 will release the flow to a proposed 3-ft wide earthen trapezoidal channel along the north side of proposed Rowland Ln. The channel will convey the flows to the Lateral B-8A inlet at northeast corner of the site. Due to a significant amount of flow will be released to this channel, erosion will likely happen in the channel, therefore erosion protection shall be considered and implemented.

This earthen channel may encroach into adjacent neighbor's property. Written permission from the affected property owner(s) allowing proposed grading and construction of facilities outside of the project boundaries may be necessary. Please note, whenever offsite drainage improvements are required, the facilities shall be located within dedicated drainage easements obtained from the affected property owner(s). See comments 60 and 80 OFFSITE EASEMENT OR REDESIGN.

Connecting the channel to Lateral B-8A requires for encroachment permits from the District due to the performed work will be within District right-of-way and involving District facilities. See comments 60 and 80 - ENCROACHMENT PERMIT REQUIRED.

The proposed interim Lateral B-8 in Decker Road shall conform to District design, maintenance, and operation standards for future adoption. Please note, District will not take over or maintain Lateral B-8 until the ultimate facility is completed, which is the entire upstream facility of Lateral B-8A.

To convey the rest of offsite tributary flow from the west, the project will improve half street and convey the flow from Decker Road to Oleander Ave. A portion of street flow from Oleander Ave. will be captured and treated in the proposed basin for water quality purpose. Per the discussion with the engineer, the project will extend the existing Lateral F-4 approximately 300 feet to the southeast corner of project site from the current 42-inch stub out to capture the flows from Oleander Ave. An additional onsite basin outlet will be proposed and connected to Lateral F-4 extension to discharge the flows that are tabled to drain to Lateral F-4 in order to mitigate the flow diversion. Based on the previous submittal, the Lateral F-4 extension will be a 36-in RCP, the facility will be maintained by County Transportation. Either the Transportation or District will review the improvement plans for maintenance of this facility.

There is a general lack of drainage infrastructure downstream of the project site. The impervious area proposed within this development will generate an increase in peak flow rates that will adversely impact the downstream property owners. The project proposes a detention basin along the eastern property boundary to mitigate the water quality impacts due to this development and provide increased runoff mitigation. Though the northwestern portion of the onsite flows are tabled to drain to Lateral B-8A and the rest to Lateral F-4, the project sized the basin to treat the entire onsite flows and discharge to existing Lateral B-8A via a proposed 24-in storm drain. The submitted Preliminary Drainage Study analyzed the 1-hour, 3-hour, 6-hour and 24-hour duration precipitation events for the 100-year return frequency. This analysis is sufficient for entitlement, however some parameters used in the report may need to be adjusted during the final design. If necessary, revise hydraulic calculations to demonstrate there are no adverse effects to the downstream storm drain facility Lateral B-8A. The final analysis and calculations supporting the adequacy of the mitigation feature shall be submitted to the District for review and approval during final design.

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1 Flood Haz. Report (cont.)

The site is located within the bounds of the PERRIS VALLEY Area Drainage Plan (ADP) for which drainage fees and mitigation fees have been established by the Board of Supervisors. Applicable ADP/mitigation 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. The fee is payable to the Flood Control District by cashier's check or money order only. The District will not accept personal or company checks. The drainage fee is required to be paid prior to the issuance of the grading permits or issuance of the building permits if grading permits are not issued.

Every effort has been made to identify all potential areas of concern for which the District will recommend conditions of approval should this case be filed. However, if during further review of the site and development proposal, additional public safety and health issues are discovered, the District reserves the right to bring such issues to the attention of the hearing body.

Any questions pertaining to this project may be directed to Han Yang at 951-955-1348 or hyang@RIVCO.org.

Flood. 2 Flood Increased Runoff Criteria

A complete drainage study including, but not limited to, hydrologic and hydraulic calculations for the proposed detention basin shall be submitted to the District for review and approval. The applicant's engineer shall analyze the 1-hour, 3-hour, 6-hour and 24-hour duration precipitation events for the 2-year, 5-year and 10-year return frequencies. The detention basin(s) volume and outlet(s) sizing shall ensure that none of the above referenced storm events has a higher peak discharge in the post-development condition than in the pre-development condition. For the 2-year and 5-year events the loss rate will be determined using an AMC I condition. For the 10-year event, AMC II shall be used. Constant loss rates shall be used for the 1-hour, 3-hour and 6-hour events. A variable loss rate shall be used for the 24-hour events.

Low Loss rates will be determined using the following:

1. Undeveloped Condition --> LOW LOSS = 90%
2. Developed Condition --> LOW LOSS = .9 - (.8 X % IMPERVIOUS)
3. Basin Site --> LOW LOSS = 10%

Where possible and feasible, the on-site flows should be mitigated before combining with off-site flows to 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

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 2 **Flood Increased Runoff Criteria (cont.)**

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.

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 **15 - PLANNING - Landscape Requirement**

Landscape Requirement

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

The developer/ permit holder shall:

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

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 1

15 - PLANNING - Landscape Requirement (cont.)

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. 2

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 notice as attached in ALUC's January 17, 2019 letter shall be given to all prospective purchasers of

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 2

ALUC General Conditions (cont.)

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 230,292 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-17884-OE and 2018-AWP-17885-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 1,634 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

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 2 **ALUC General Conditions (cont.)**

46 feet in height and a maximum elevation of 1,634 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.

Planning. 3 **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. 4 **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. 5 **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. 6 **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. 7 **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

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Planning

Planning. 7 Existing R/R – In-Use Off-Road Diesel (cont.)

for medium fleets, and 2019 for smaller fleets.

Planning. 8 Expiration Date Use Case

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. 9 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. 10 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. 11 Logistics/Warehouse – General/Operational Measures

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

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Planning

Planning. 11 Logistics/Warehouse – General/Operational Measures (cont.)

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.
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.

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Planning

Planning. 17 **Noise Monitoring Reports (cont.)**

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-CUL

Planning-CUL. 1 **Human Remains**

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

Planning-CUL. 2 **Unanticipated Resources**

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:

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 **GEO180047 ACCEPTED**

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Planning-GEO

Planning-GEO. 1

GEO180047 ACCEPTED (cont.)

County Geologic Report GEO No. 180047, submitted for the project PPT180033, was prepared by Kleinfelder, Inc, and is titled; "Report of Geotechnical Study, Majestic Freeway Business Center, Building No. 21, Northeast Corner of Oleander Avenue and Decker Road, Riverside County, California, Kleinfelder Project No. 20192021.001A" dated November 7, 2018. In addition, Kleinfelder has submitted the following report:

"Report of Geotechnical Study, Majestic Freeway Business Center, Building No. 22, North of Oleander Avenue, East of Decker Road, Riverside County, California, Kleinfelder Project No. 20192021.001A" dated November 8, 2018.

"Report of Geotechnical Study, Majestic Freeway Business Center, Building No. 21, Northeast Corner of Oleander Avenue and Decker Road, Riverside County, California, Kleinfelder Project No. 20192021.001A" dated November 13, 2018 (Revised May 6, 2019).

"Report of Geotechnical Study, Majestic Freeway Business Center, Building No. 22, Northeast Corner of Oleander Avenue and Decker Road, Riverside County, California, Kleinfelder Project No. 20192021.001A" dated November 13, 2018 (Revised May 6, 2019).

GEO180047 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. Dry seismically-induced settlement is calculated to be less than 1 inch.
8. Expansion index testing indicated an Expansion Index of 0 (Very Low).

GEO180047 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 2 feet from existing grade and at least 2 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. 180047 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes.

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Planning-GEO

Planning-GEO. 1 GEO180047 ACCEPTED (cont.)

GEO No. 180047 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, it is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.
2. The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.
3. A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.
4. Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.
5. If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.
6. The Project shall install street name sign(s) in accordance with County Standard No. 816 and as directed by the Transportation Department.
7. All corner cutbacks shall be applied per Standard 805, Ordinance 461.
8. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.
9. The project shall comply with the most current ADA requirements. Ramps shall be constructed at all 4 legs of 4-way intersections per draft Standard No. 403, sheets 1 through 7 of Ordinance 461.
10. Vacating/abandoning excess public rights-of-way requires a separate request from the Project that is approved by the Board of Supervisors. If said excess public rights-of-way is also County owned land, it may

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 RCTD - GENERAL (cont.)

be necessary to enter into an agreement with the County for its purchase or exchange.

11. 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.

12. 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

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 based on the traffic study assumptions.

Decker Road (NS) at:
Harley Knox Boulevard (EW)

Decker Road (NS) at:
Rowland Lane (EW)

Decker Road (NS) at:
Driveway 1 (EW)

Decker Road (NS) at:
Old Oleander Avenue (EW)

Driveway 2 (NS) at:
Rowland Lane (EW)

Driveway 3 (NS) at:
Old Oleander Avenue (EW)

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Transportation

Transportation. 2

RCTD-USE - TS/General (cont.)

Driveway 4 (NS) at:
Rowland Lane (EW)

Driveway 5 (NS) at:
Rowland Lane (EW)

Driveway 6 (NS) at:
Old Oleander Avenue (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 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

ADVISORY NOTIFICATION DOCUMENT

Waste Resources

Waste Resources. 1

Waste General (cont.)

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

Flood

060 - Flood. 1 6 Items to Accept Facility (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.

060 - Flood. 2 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. 3 Mitcharge - Use Not Satisfied
This project is located within the limits of the Perris Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area pursuant to Ordinance No. 460 Section 10.25.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. Fees shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

060 - Flood. 4 Off-site Easement or Redesign Not Satisfied
Whenever offsite drainage improvements are required, the facilities shall be located within dedicated drainage easements obtained from the affected property owner(s). Document(s) shall be recorded and a copy submitted to the District prior to recordation of the Final Map or issuance of grading or building permits. If the Applicant cannot obtain such rights, the map shall be redesigned to eliminate the need for the easement(s).

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60. Prior To Grading Permit Issuance

Flood

060 - Flood. 5 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 grading final inspection or building permit whichever occurs first. 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.

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.
8. Construction equipment maintenance records and data sheets, which includes equipment design

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 2 Logistics/Warehouse – Grading Plan Notes (cont.) Not Satisfied
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 prior to 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 Tier 3 compliant 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.

060 - Planning. 5 MM Noise 1-4 – Grading Plan Notes Not Satisfied

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 5 MM Noise 1-4 – Grading Plan Notes (cont.) 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-CUL

060 - Planning-CUL. 1 Feature Relocation Not Satisfied

Feature Relocation

Site(s) CA-RIV-7467, CA-RIV-7468, CA-RIV-7469 and CA-RIV-12931 cannot be avoided through Project redesign. Prior to grading permit issuance, the Project Supervisor and Project Archaeologist shall meet on-site to determine the strategy, if feasible, for relocating the milling features to a permanent open space area predetermined and designated on a confidential map. Before construction activities are allowed to start and using professional archaeological methods, any visible artifacts shall be recovered and recorded, photo documentation of each feature in situ shall occur. The current Department of Parks and Recreation forms for the sites shall be updated, detailing which features were relocated, the process through which this was done, and updated maps using sub meter GIS technology to document the new location of each feature. The relocation information shall be included in the Phase IV Monitoring Report.

Controlled Grading- The bedrock milling features at cultural site(s) CA-RIV-_____ will be impacted during construction activities and the soils surrounding them will be disturbed. To address controlled grading in this area, a plan will be developed by the Project Archaeologist. The controlled grading plan shall require the systematic removal of the ground surface to allow for the identification, documentation and recovery of any subsurface cultural deposits. Results of the controlled grading program shall be included in the Phase IV monitoring report.

Temporary Fencing - Temporary fencing shall be required for the protection of cultural site(s) CA-RIV-_____ during any grading activities. Prior to commencement of grading or brushing, the project archaeologist shall confirm the site boundaries and determine an adequate buffer for protection of the site(s). The applicant shall direct the installation of fencing under the supervision of the project archaeologist and if required, Native American Monitor. The fencing can be removed only after grading operations have been completed.

Preservation Plan- The Applicant and Project Archaeologist with input from the Tribes, shall develop a Preservation Plan for the long term care and maintenance of CA-RIV-_____. The plan shall indicate at a minimum, the specific areas to be included in and excluded from long-term maintenance, prohibited activities, methods of preservation to be employed, the party responsible for the long term maintenance, appropriate protocols, monitoring and necessary emergency protocols.

060 - Planning-CUL. 2 Native American Monitor Not Satisfied

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60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 2 Native American Monitor (cont.) Not Satisfied

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

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

The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.

This agreement shall not modify any condition of approval or mitigation measure.

060 - Planning-CUL. 3 Project Archaeologist Not Satisfied

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

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

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.

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60. Prior To Grading Permit Issuance

Planning-PAL

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

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.
14. 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)

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 (24x36 inches) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The Standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 2 RCTD - SUBMIT GRADING PLANS (cont.) Not Satisfied

060 - Transportation. 3 RCTD-MAP-WQ - Santa Ana Region - FINAL WQMP REQUIII Not Satisfied

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

"Alternative Compliance" will not be allowed for this project but instead it appears that the on-site basin is over-sized to include a theoretical street Vbmp, whether the street flows enter the basin or not. The project's overall Vbmp mitigation appears to be sufficient with the oversized basin.

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

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

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

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

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

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

070 - Planning-CUL. 2 Phase IV Monitoring Report Not Satisfied

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such

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70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 2 Phase IV Monitoring Report (cont.) Not Satisfied
reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 NO BUILDING PERMIT W/O GRADING PERMIT Not Satisfied
Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2 ROUGH GRADE APPROVAL Not Satisfied

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 Soils 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 Not Satisfied
Based on the design of this project, the applicant shall provide a lot line merger or a right of way dedication, prior to fire approval.

080 - Fire. 2 Prior to permit Not Satisfied
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 1/2" x 2 1/2") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3)

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80. Prior To Building Permit Issuance

Flood

080 - Flood. 1 6 Items to Accept Facility (cont.) Not Satisfied
maintenance standards.

2) The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.

3) The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.

4) All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon 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 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.

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 pursuant to Ordinance No. 460 Section 10.25.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. Fees shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

080 - Flood. 4 Off-site Easement or Redesign Not Satisfied

Whenever offsite drainage improvements are required, the facilities shall be located within dedicated drainage easements obtained from the affected property owner(s). Document(s) shall be recorded

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80. Prior To Building Permit Issuance

Flood

080 - Flood. 4 Off-site Easement or Redesign (cont.) Not Satisfied
and a copy submitted to the District prior to recordation of the Final Map or issuance of grading or building permits. If the Applicant cannot obtain such rights, the map shall be redesigned to eliminate the need for the easement(s).

080 - Flood. 5 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 building 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.

Planning

080 - 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.

080 - Planning. 2 ALUC - FAA Max Height Not Satisfied
The proposed building shall not exceed a height of 46 feet above ground level and a maximum elevation at top point of 1,634 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.

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 5 CAP Screening Table Measures (cont.) Not Satisfied

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 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.

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80. Prior To Building Permit Issuance

Planning

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.
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

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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

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 prior to 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 Tier 3 compliant 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.

080 - Planning. 12 MM Air 11 – EV Charging Stations Not Satisfied

The minimum number of automobile electric vehicle (EV) charging stations required by the California Code of Regulations Title 24 shall be provided, unless an additional amount is required pursuant to Ordinance No. 348 requirements. 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 1-4 – 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

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Planning

080 - Planning. 13 MM Noise 1-4 – Building Plan Notes (cont.) Not Satisfied

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. 14 Parcel Merger Not Satisfied

Prior to the issuance of a building permit, the applicant, in accordance with Ordinance No. 460, shall obtain either an approved Parcel Merger (with potentially a lot line adjustment) establishing the whole site as one parcel, or an approved Tentative Parcel Map and Final Parcel Map establishing legal parcels for each building site. Documentation showing the recordation of the Parcel Merger or the Final Parcel Map shall be submitted to the Planning Department prior to issuance of the first building permit for Plot Plan No. 180033. 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. 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 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.

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 17 Renewable Energy Generation R2-CE1 (cont.) Not Satisfied

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.

Survey

080 - Survey. 1 RCTD - SURVEY MONUMENT Not Satisfied

1. The Project shall install survey monumentation as directed by the Transportation Department, or bond and enter into an agreement with the Transportation Department.

2. The project proponent, by his/her design, is requesting a vacation of the existing dedicated rights of way along Oleander Avenue (project side). The project proponent shall apply under a separate application with the County Surveyor for a conditional vacation of Rider 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 80 - TRANSPORTATION - Landscape Inspection Deposit Re Not Satisfied

Landscape Inspection Deposit Required

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

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Transportation

080 - Transportation. 1 80 - TRANSPORTATION - Landscape Inspection Deposit Re Not Satisfied

The developer/ permit holder shall:

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

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

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

The developer/ permit holder shall:

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

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

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 2 80 - TRANSPORTATION - Landscape Plot Plan/Permit Requ Not Satisfied
be located outside of the ROW and dimensions shall be provided on the plan; and/or,
7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for
reference.

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

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

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

080 - Transportation. 3 80 - TRANSPORTATION - Landscape Project Specific Requi Not Satisfied
Landscape Project Specific Requirements

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, 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 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.

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 5 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 along Oleander Avenue, Decker Road, and Rowland Lane.
- (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. 6 RCTD - COORDINATION WITH OTHERS Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition.

The project proponent shall coordinate with PPT190011 and P/P 957-N.

080 - Transportation. 7 RCTD - LANDSCAPING DESIGN PLANS Not Satisfied

Landscaping within public road right of-way shall comply with Transportation Department standards, Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859 and shall require approval by the Transportation Department.

Landscaping plans shall be designed within Oleander Avenue, Decker Road, and Rowland Lane (along project boundaries) and submitted to the Transportation Department. Landscaping Plans shall be submitted on standard County format (24x36). Landscaping plans shall with the street improvement plans.

080 - Transportation. 8 RCTD - LIGHTING PLAN Not Satisfied

A separate street light plan shall be approved by the Transportation Department. Street lighting shall be designed in accordance with County Ordinance 460 and Streetlight Specification Chart found in Specification Section 22 of Ordinance 461. For projects within SCE boundaries use County of Riverside Ordinance 461, Standard No. 1000 or No. 1001.

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80. Prior To Building Permit Issuance

Transportation

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:

Harvill Avenue (NS) at Markham Street (EW) - signal 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 this improvement.

Seaton Avenue (NS) at Cajalco Expressway (EW) - signal eligible for fee credit if installed in the ultimate location.

NOTE: Building 1, 3, and 4 will improve the intersection as outline in the Specific Plan geometric conditions. If construction does not occur, the 4.6 percentage of fair share for these improvements shall be paid for this improvement.

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. If construction does not occur, the 7.5 percentage of fair share for these improvements shall be paid for this improvement.

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 improved to provide the following geometrics:

Northbound Approach: One left-turn lane, two through lanes

Southbound Approach: One left-turn lane, two through lanes, one right-turn lane

Eastbound Approach: One left-turn lane, one through lane, one right-turn lane

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80. Prior To Building Permit Issuance

Transportation

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

Westbound Approach: One left-turn lane, one shared through/right-turn lane

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 this improvement.

The intersection of Seaton Avenue (NS) at Cajalco Expressway (EW) shall be improved to provide the following geometrics:

Northbound Approach: One left-turn lane, one shared through/right turn-lane
Southbound Approach: One left-turn 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 through lane, one right turn-lane

NOTE: Building 1, 3, and 4 will improve the intersection as outline in the Specific Plan geometric conditions. If construction does not occur, the 4.6 percentage of fair share for these improvements shall be paid for this improvement.

The intersection of Harvill Avenue (NS) at Cajalco Expressway (EW) shall be improved to provide the following geometrics:

Northbound: one left turn lane, two through lane, one free right turn lane
Southbound: two left turn lane, two through lane, one right turn lane
Eastbound: one left turn lane, two through lane, one right turn lane
Westbound: two left turn lane, two through lane, one right turn lane

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. If construction does not occur, the 7.5 percentage of fair share for these improvements shall be paid for this improvement.

The intersection of Decker Road (NS) at Harley Knox Boulevard (EW) – Install All-Way-Stop (AWS) control at the cross-street and shall be improved to provide the following geometrics:

Northbound Approach: One shared through/right turn-lane
Southbound Approach: One shared left-through-lane
Eastbound Approach: N/A
Westbound Approach: One shared left-right turn-lane

The intersection of Decker Road (NS) at Rowland Lane (EW) – Install a stop control on the westbound approach and shall be improved to provide the following geometrics:

Northbound Approach: One shared through/right turn-lane
Southbound Approach: One shared left-through-lane
Eastbound Approach: N/A
Westbound Approach: One shared left-right turn-lane

The intersection of Decker Road (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. 11 RCTD-USE - TS/Geometrics (cont.) Not Satisfied
approach and shall be improved to provide the following geometrics:

Northbound Approach: One shared through/right turn-lane
Southbound Approach: One shared left-through-lane
Eastbound Approach: N/A
Westbound Approach: One shared left-right turn-lane
NOTE: Decker Road via Driveway # 1- Full access for passenger cars ONLY.

The intersection of Decker Road (NS) at Old Oleander Avenue (EW) – Install a stop control on the southbound approach and shall be improved to provide the following geometrics:

Northbound Approach: N/A
Southbound Approach: One left turn-lane
Eastbound Approach: N/A
Westbound Approach: One right turn-lane

The intersection of Driveway # 2 (NS) at Rowland Lane (EW) – Install a stop control on the northbound approach and shall be improved to provide the following geometrics:

Northbound Approach: One shared left-right turn lane
Southbound Approach: N/A
Eastbound Approach: One shared through-right turn lane
Westbound Approach: One shared left-through-lane

The intersection of Driveway # 3 (NS) at Old Oleander Avenue (EW)– Install a stop control on the southbound approach and shall be improved to provide 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 Rowland Lane (EW)– Install a stop control on the northbound approach and shall be improved to provide the following geometrics:

Northbound Approach: One shared left-right turn lane
Southbound Approach: N/A
Eastbound Approach: One shared through-right turn lane
Westbound Approach: One shared left-through lane

NOTE: Rowland Avenue via Driveway # 4- Full access for passenger cars ONLY.

The intersection of Driveway # 5 (NS) at Rowland Lane (EW)– Install a stop control on the northbound approach and shall be improved to provide the following geometrics:

Northbound Approach: One left-turn lane
Southbound Approach: N/A
Eastbound Approach: One right-turn lane

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 11 RCTD-USE - TS/Geometrics (cont.) Not Satisfied
Westbound Approach: N/A

The intersection of Driveway # 6 (NS) at Old Oleander Avenue (EW)– Install a stop control on the southbound approach and shall be improved to provide 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.

080 - Transportation. 12 RCTD-USE-WQ - ESTABLISH WQMP MAINT ENTITY Not Satisfied

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

080 - Transportation. 13 RCTD-USE-WQ - IMPLEMENT WQMP Not Satisfied

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

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. 1 Recyclables Collection and Loading Area (cont.) Not Satisfied

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

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

Flood

090 - Flood. 1 Facility Completion - Use Not Satisfied

The District will not release occupancy permits for any commercial lot prior to the District's acceptance of the drainage system for operation and maintenance.

Planning

090 - Planning. 1 Accessible Parking Not Satisfied

A minimum of 12 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.

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90. Prior to Building Final Inspection

Planning

090 - Planning. 1 Accessible Parking (cont.) Not Satisfied

The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense. Towed vehicles may be reclaimed at _____ or by telephoning _____."

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

090 - Planning. 2 CAP Screening Table Measures Not Satisfied

Prior to building permit final/occupancy, appropriate pre-operation measures shall apply to achieve the minimum 100 points on the Riverside County Climate Action Plan Commercial Screening Tables. The conceptual measures anticipated for the project are included as an appendix to the project 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 \$60,316 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

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90. Prior to Building Final Inspection,

Planning

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

trucks is to be conducted within designated areas and not within the surrounding community or on public streets.

4. Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services, if these services are not available onsite.

5. Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information should be provided to the County and updated annually, and signs should be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. These signs shall also identify the website and contact information for the South Coast Air Quality Management District.

6. Signs shall be posted in accordance with Ordinance No. 348, which may be amended from time to time.

090 - Planning. 6 MM Air 8 and Existing R/R – Carpool/Vanpool Not Satisfied

Prior to final inspection, the project shall provide preferential parking spaces for carpools and vanpools. Those parking spaces dedicated for vanpool access shall have a minimum 7'2" vertical clearance.

The 2019 Cal Green Code § 5.106.5.2 requires that new projects or additions or alterations that add 10 vehicles or more vehicular parking spaces provide designated parking for any combination of low-emitting fuel-efficient and carpool/van pool vehicles.

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

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90. Prior to Building Final Inspection

Planning

090 - Planning. 10 Roof Equipment Shielding (cont.) Not Satisfied
Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

Transportation

090 - Transportation. 1 90 - TRANSPORTATION - 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. 2 RCTD - COMPLETE ANNEXATION INTO L&LMD OR OTHER MAINTENANCE 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. 3 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 Oleander Avenue, Decker Road, and Rowland Lane.

090 - Transportation. 4 RCTD - OFF-SITE ACCESS Not Satisfied

The project proponent shall provide/acquire a sufficient public off-site rights-of-way to provide for paved access road to a paved and maintained road. Said access road shall be constructed with 32 feet of AC pavement within a 60 foot dedicated right-of-way in accordance with County Standard No. 106, Section A (32 feet/60 feet) at a grade and alignment approved by the Transportation Department.

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4 RCTD - OFF-SITE ACCESS (cont.) Not Satisfied

The project proponent shall provide the appropriate environmental clearances for said off-site improvements prior to recordation or the signature of any street improvement plans.

Said off-site access road shall be the northerly extension of Decker Road to a paved County maintained Decker Road.

090 - Transportation. 5 RCTD - PART-WIDTH IMPROVEMENT Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall provide the following improvements:

1. Decker Road along project boundary is designated as a SECONDARY HIGHWAY and shall be improved with 46 foot part-width AC pavement (32 feet project side and 14 feet on the other side of the centerline), 6 inch concrete curb and gutter, concrete sidewalk, and trail (project side) within the 75 foot, minimum, (58 feet project side and 17 feet on the other side of the centerline) dedicated right-of-way in accordance with County Standard No. 94, and 405, Ordinance 461.

a. A 6 foot concrete sidewalks shall be improved adjacent to the curb-line within the 26 foot parkway.

b. A driveway shall be constructed in accordance with County Standard No. 207(A), Ordinance 461.

c. A 10 foot wide decomposed granite (d.g) Community Trail with PVC split rail fence shall be installed in addition to a 6' concrete sidewalk along Decker Road within the 26 foot parkway as directed by the Planning Department and Director of Transportation.

2. Oleander Avenue along project boundary is designated as INDUSTRIAL COLLECTOR ROAD and shall be improved with 46 foot part-width AC pavement (28 feet project side and 18 feet on the other side of the centerline), 6 inch concrete curb and gutter, and concrete sidewalk (project side) within the 60 foot part-width dedicated right-of-way (39 feet project side and 21 feet, minimum, on the other side of the centerline) dedicated right-of-way in accordance with County Standard No. 111, Ordinance 461.

a. A 6 foot concrete sidewalks (project side) shall be improved adjacent to the curb-line within the 11 foot parkway.

b. Driveways shall be constructed in accordance with County Standard No. 207(A), Ordinance 461.

3. Rowland Lane along project boundary shall be improved as a COLLECTOR ROAD with 42 foot part-width AC pavement (22 feet project side and 20 feet north of the centerline), 6 inch concrete curb and gutter, and concrete sidewalk (project side) within the 63 foot (33 feet project side and 30 feet on the other side of the centerline) part-width dedicated right-of-way in accordance with County Standard No. 104, Section A, and Standard No. 800(A), Ordinance 461.

a. A 6 foot concrete sidewalks (project side) shall be improved adjacent to the curb line within the 11 foot parkway.

b. Driveways shall be constructed in accordance with County Standard No. 207(A), Ordinance 461.

c. A 6" AC Berm (on the opposite side of the centerline) shall be constructed as directed by the Director of Transportation.

090 - Transportation. 6 RCTD - PAYMENT OF TRANSPORTATION FEES Not Satisfied

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 6 RCTD - PAYMENT OF TRANSPORTATION FEES (cont.) 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. 7 RCTD - STREETLIGHTS INSTALL Not Satisfied

Install streetlights along the streets associated with development in accordance with the approved street lighting plan and standards of County Ordinances 461.

Streetlight annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

It shall be the responsibility of the developer to ensure that streetlights are energized along the streets associated with this development where the developer is seeking Building Final Inspection (Occupancy).

090 - Transportation. 8 RCTD - UTILITY INSTALL Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. This also applies to all overhead lines below 34 kilovolts along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets where the Project is seeking Building Final Inspection (Occupancy).

090 - Transportation. 9 RCTD-USE-WQ - WQMP COMPLETION Not Satisfied

Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department's Business Storm Water Compliance Program Section.

Waste Resources

090 - Waste Resources. 1 Waste 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-Recyclables Collection and Loading Area Inspection Not Satisfied

Prior to final building inspection, the applicant shall construct the recyclables collection and loading

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90. Prior to Building Final Inspection

Waste Resources

090 - Waste Resources. 2 Waste-Recyclables Collection and Loading Area Inspection (c Not Satisfied
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-Recycling and Organics Compliance Not Satisfied

Prior to final permit 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 7, 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: 1st District (Jeffries)
Planning Commissioner: 1st District (Shaffer)
City of Riverside 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. 180033 – Applicant: Majestic Realty – Engineer/Representative: T&B Planning, Inc. – First Supervisorial District – March Area – Mead Valley Area Plan: Community Development: Light Industrial (CD:LI) – Location: Northerly of Old Oleander Avenue, east of Decker Road, west of Harvill Avenue, south of Harley Knox Boulevard – 14.89 Gross Acres – Zoning: Manufacturing – Medium (M-M) and Industrial Park (I-P) – **REQUEST:** The Plot Plan is a proposal for the construction and operation of a total of 230,292 square foot warehouse/distribution/manufacturing development consisting of 2 buildings on 14.89-acres (gross). The 2 buildings consist of a 115,016 square foot building (identified as Building 21) and a 115,276 square foot building (identified as Building 22). – APNs: 295-310-018, 295-310-041, 295-310-042, 295-310-043, 295-310-044. Related Cases: SP00341, EIR0466 – **BBID: 267-113-369**

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 December 27, 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.

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:

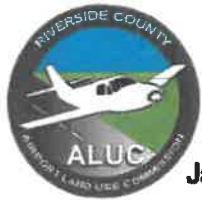
COMMENTS:

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

January 17, 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.: ZAP1343MA18
Related File Nos.: PPT180033 (Plot Plan)
APNs: 295-310-018; 295-310-041 through 295-310-044

Dear Mr. Hildebrand:

On January 10, 2019, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case No. PPT180033 (Plot Plan), a proposal to construct two industrial manufacturing buildings totaling 230,292 square feet on a total of 14.88 acres located easterly of Decker Road, northerly of Old Oleander Avenue, westerly of Harvill Avenue and southerly of Nandina Avenue 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 updated at the ALUC meeting to include Federal Aviation Administration Obstruction Evaluation Service (FAA OES) conditions pursuant to the FAA OES letters dated December 20, 2018 (added conditions 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 230,292 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 January 10, 2019 ALUC hearing.

11. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study Nos. 2018-AWP-17884-OE and 2018-AWP-17885-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 46 feet above ground level and a maximum elevation at top point of 1,634 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 46 feet in height and a maximum elevation of 1,634 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 structures(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 2018-AWP-17884-OE and 2018-AWP-17885-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\ZAP1343MA18\ZAP1343MA18.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)



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2018-AWP-17884-OE

Issued Date: 12/20/2018

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 21
 Location: Riverside County, CA
 Latitude: 33-51-35.03N NAD 83
 Longitude: 117-16-09.56W
 Heights: 1588 feet site elevation (SE)
 46 feet above ground level (AGL)
 1634 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 06/20/2020 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.

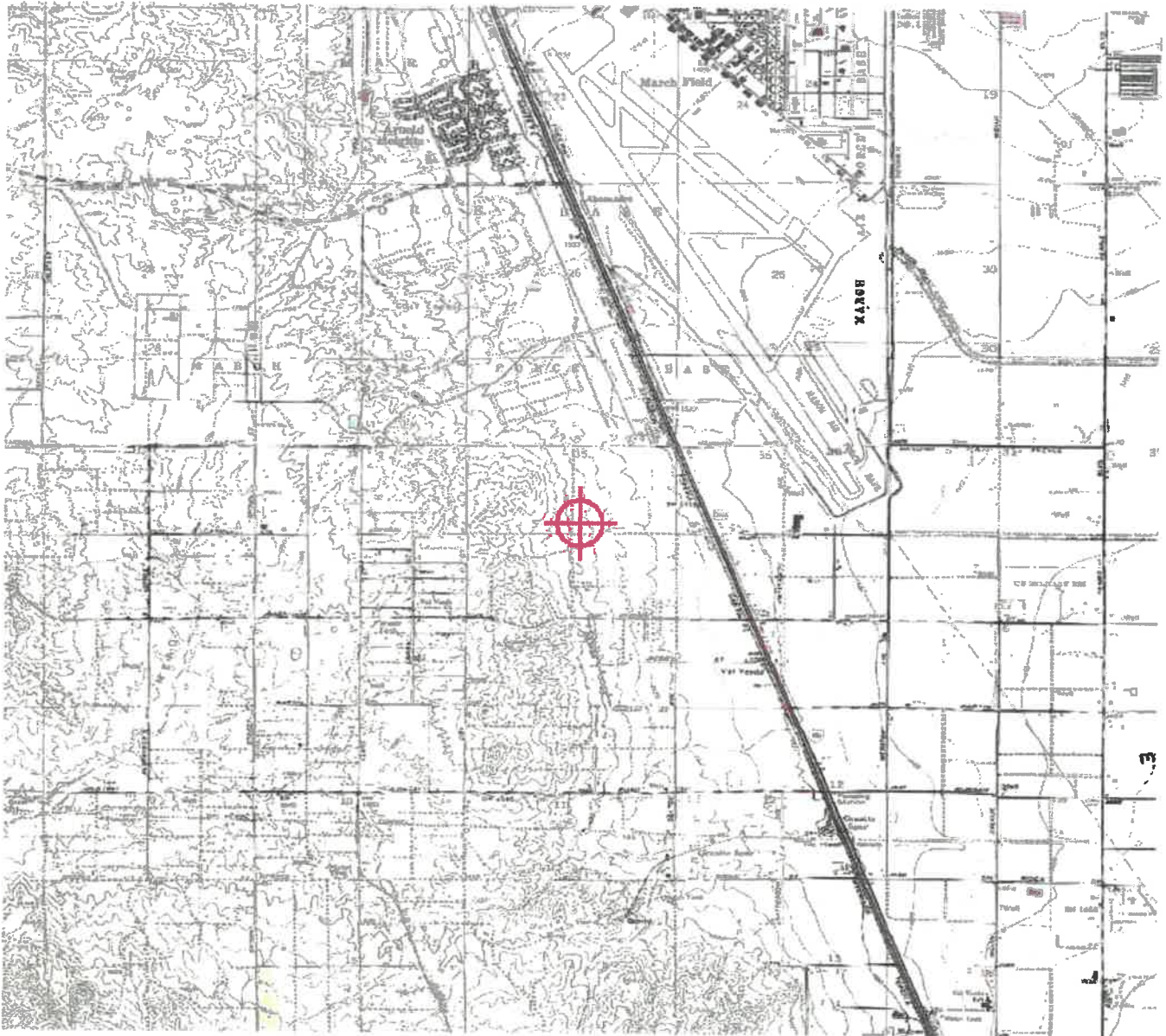
If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-17884-OE.

Signature Control No: 391598037-392856555
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-17884-OE





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2018-AWP-17885-OE

Issued Date: 12/20/2018

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 22
 Location: Riverside County, CA
 Latitude: 33-51-35.24N NAD 83
 Longitude: 117-16-03.76W
 Heights: 1573 feet site elevation (SE)
 46 feet above ground level (AGL)
 1619 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 06/20/2020 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.

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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.

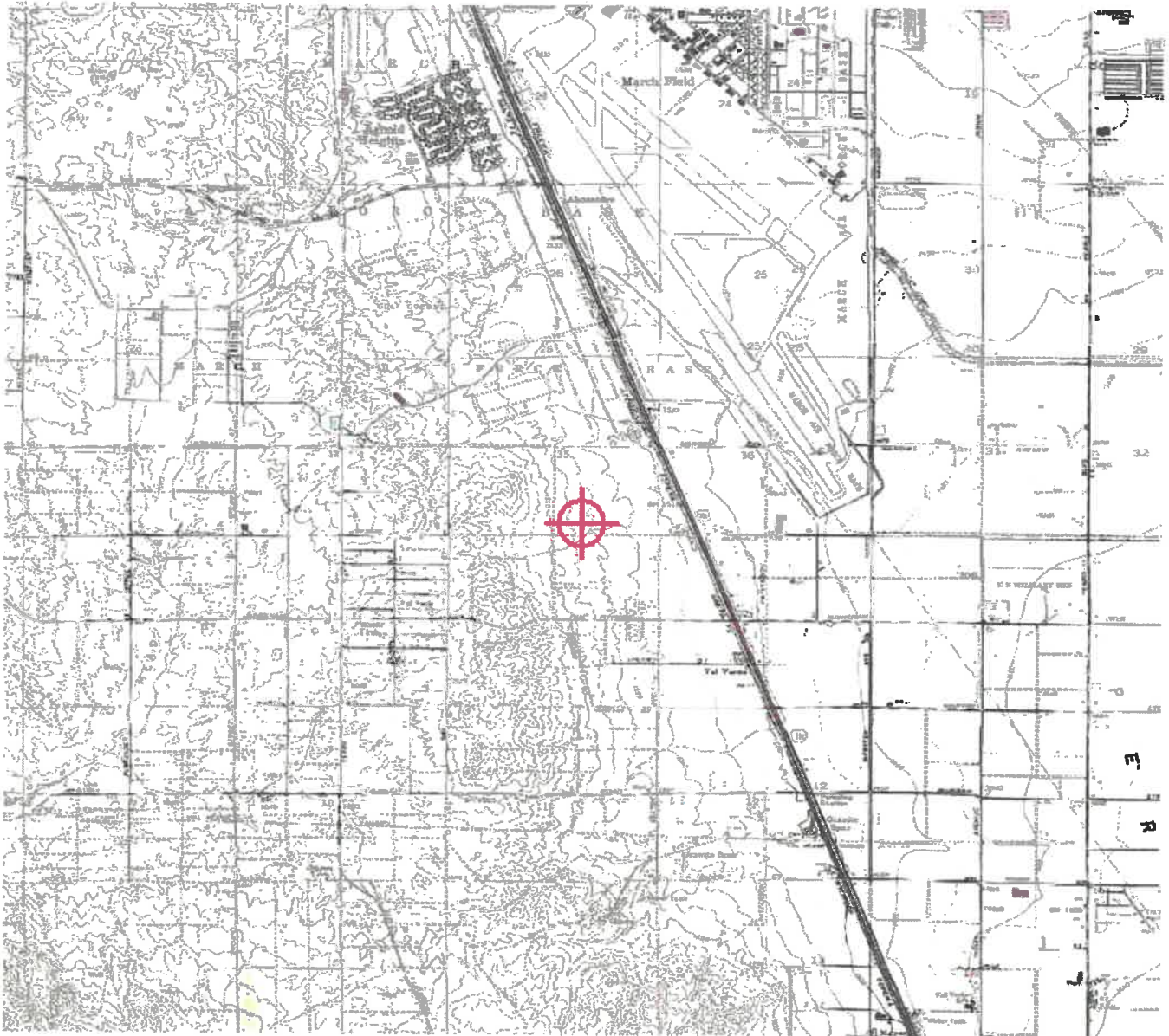
If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-17885-OE.

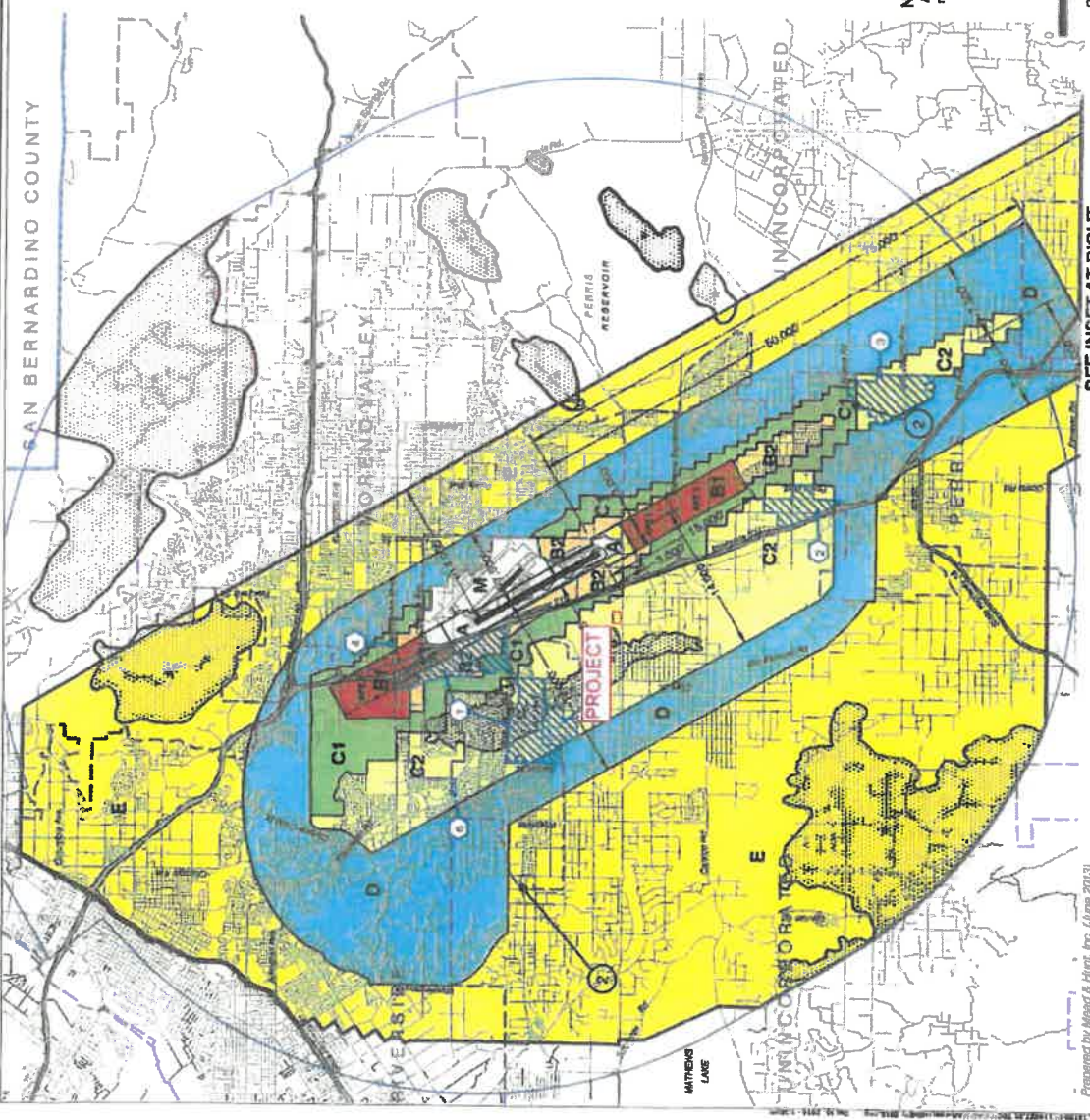
Signature Control No: 391598041-392856557
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2018-AWP-17885-OE





LEGEND

Compatibility Zones

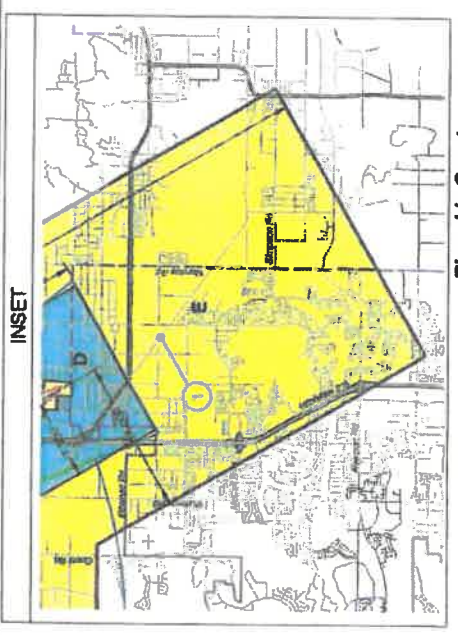
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

1 March JPA, March Business Center/Meridian
2 Perris: Harvest Landing
3 Perris: Park West
4 Moreno Valley: Affordable Housing
5 March JPA, Ben Clark Training Center
6 Riverside: Ridge Crest Subdivision

1 Point at which aircraft on Runway 35, ILS approach descend less than 3,000 feet above runway end. Airport Elevation is 1,435 feet MSL.
2 Point at which departing aircraft typically reach 3,000 feet above runway end.



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

Note:
 All dimensions are measured from runway end and centerlines.

4 MILES

Map MA-1

Compatibility Map
 March Air Reserve Base / Inland Port Airport

SEE INSET AT RIGHT

Base map source: County of Riverside 2013

RIVERSIDE COUNTY

March Air Reserve Base

NANDINA AVE

NANDINA AVE

DECKER RD

HARVILL AVE

PERRIS

OLD OLEANDER AVE

OLD OLEANDER AVE

PROJECT SITE

215

PATTERSON AVE

DAY ST

MARKHAM ST

HARVILL AVE

MARKHAM ST

PERRY ST

RIVERSIDE COUNTY

PERRY ST

SEATON AVE

MARTIN ST

CAJALCO EXP

Source(s): ENRI, RCTLMA (2018)

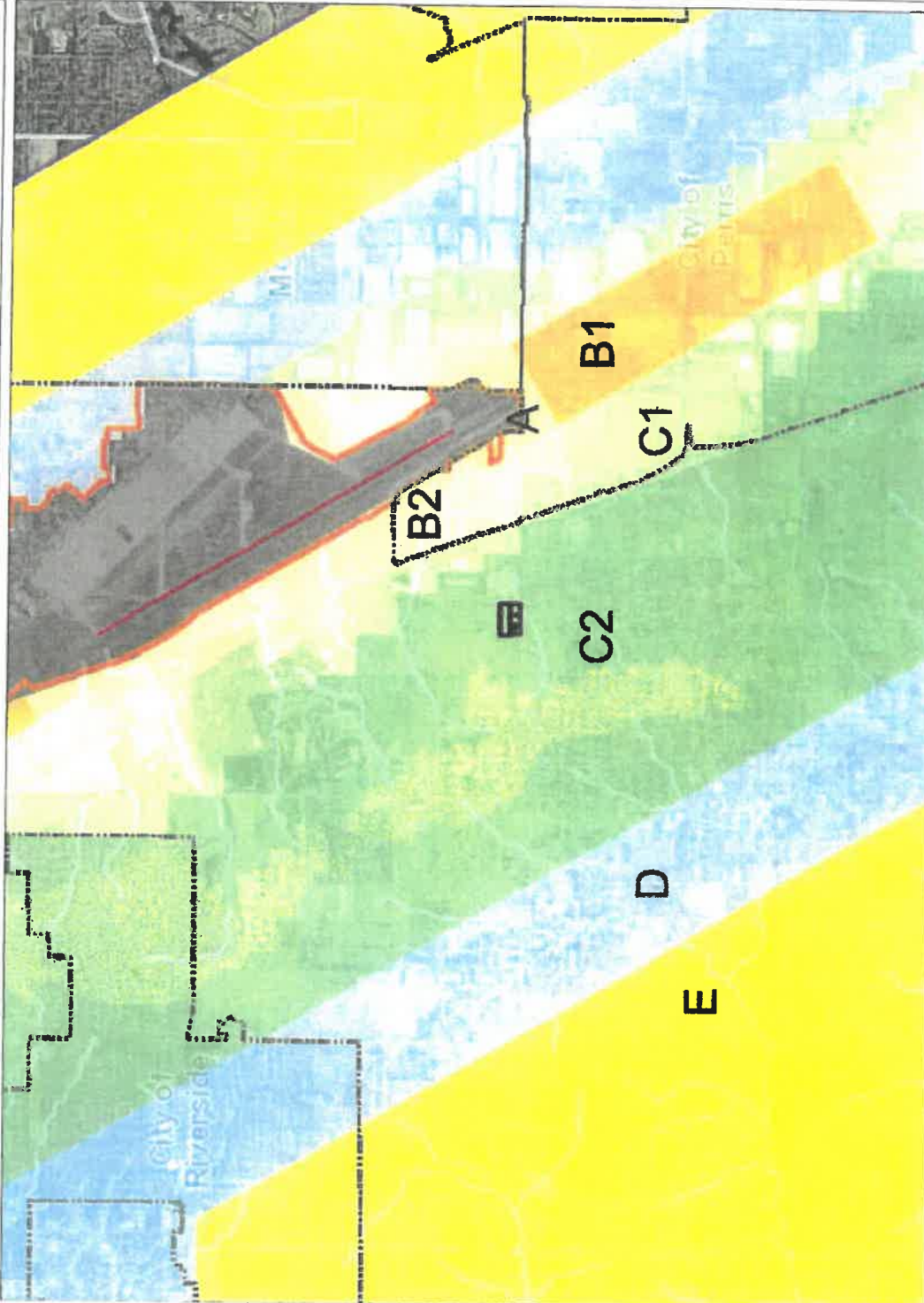
MAJESTIC FREEWAY BUSINESS CENTER - BUILDINGS 21 & 22

Date: November 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-EXC8

Notes

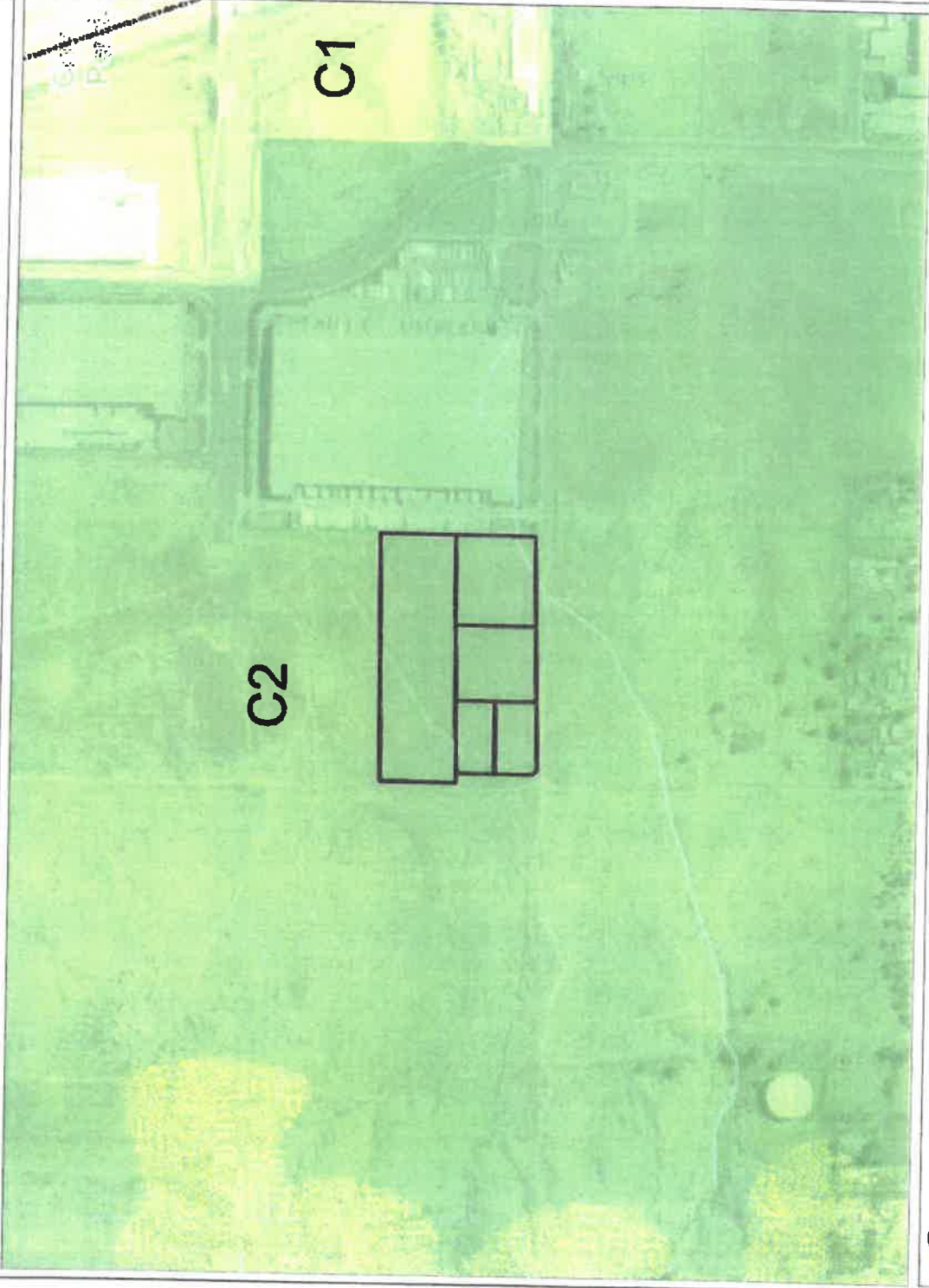
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Map My County Map



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

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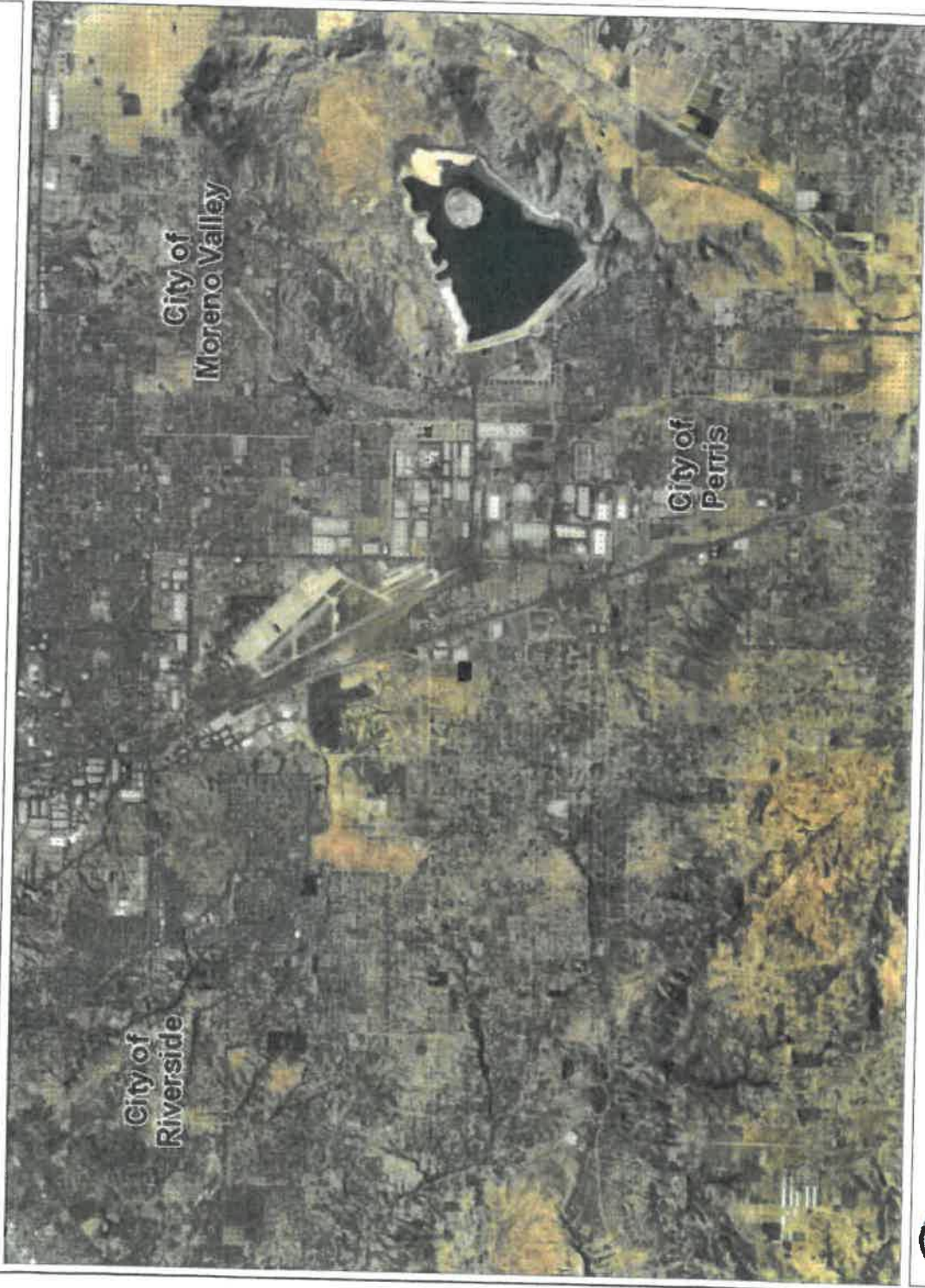
REPORT PRINTED ON... 11/30/2018 8:38:58 AM
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Map My County Map



- Legend**
- City Areas
 - World Street Map



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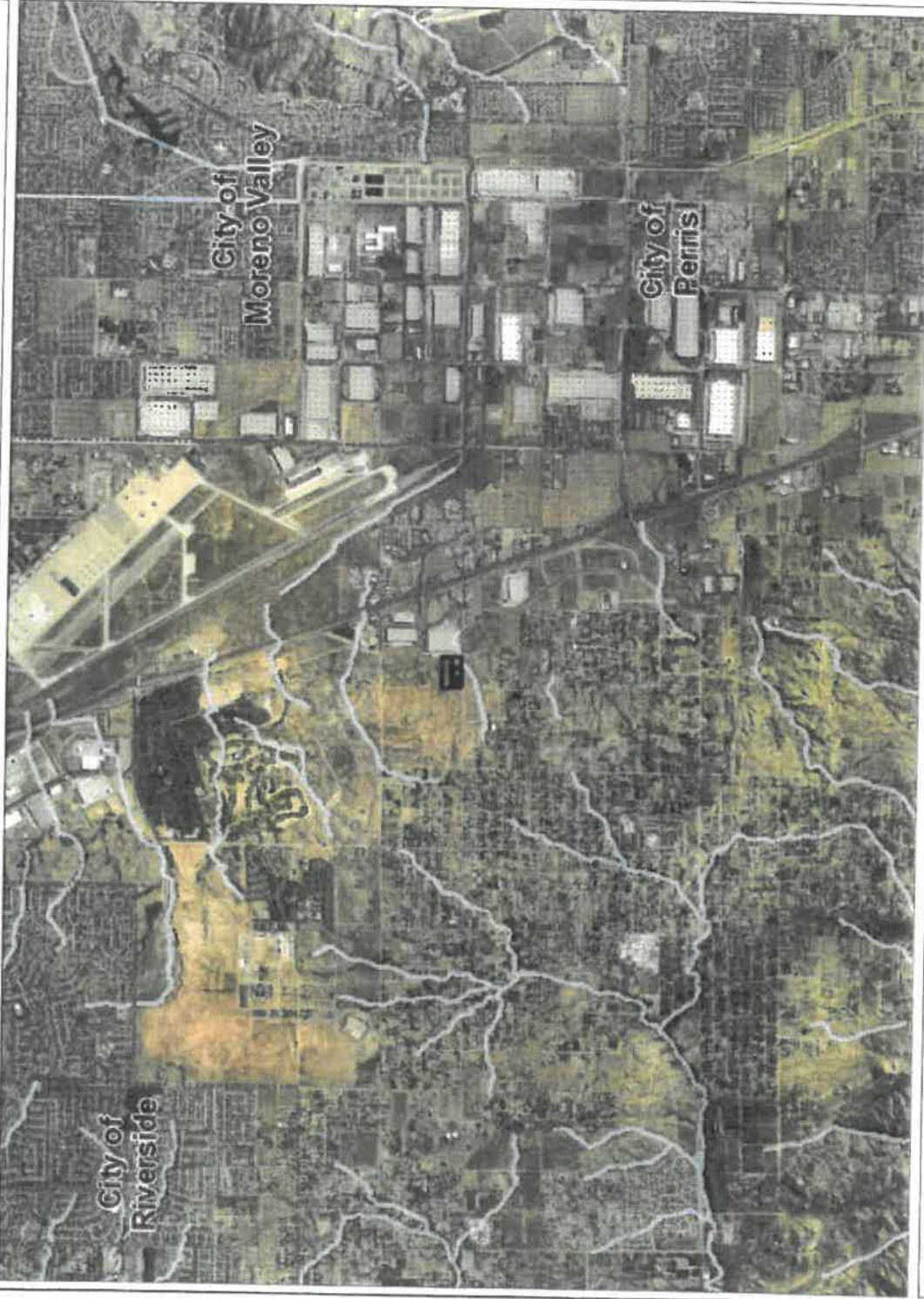
Notes

Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



Notes

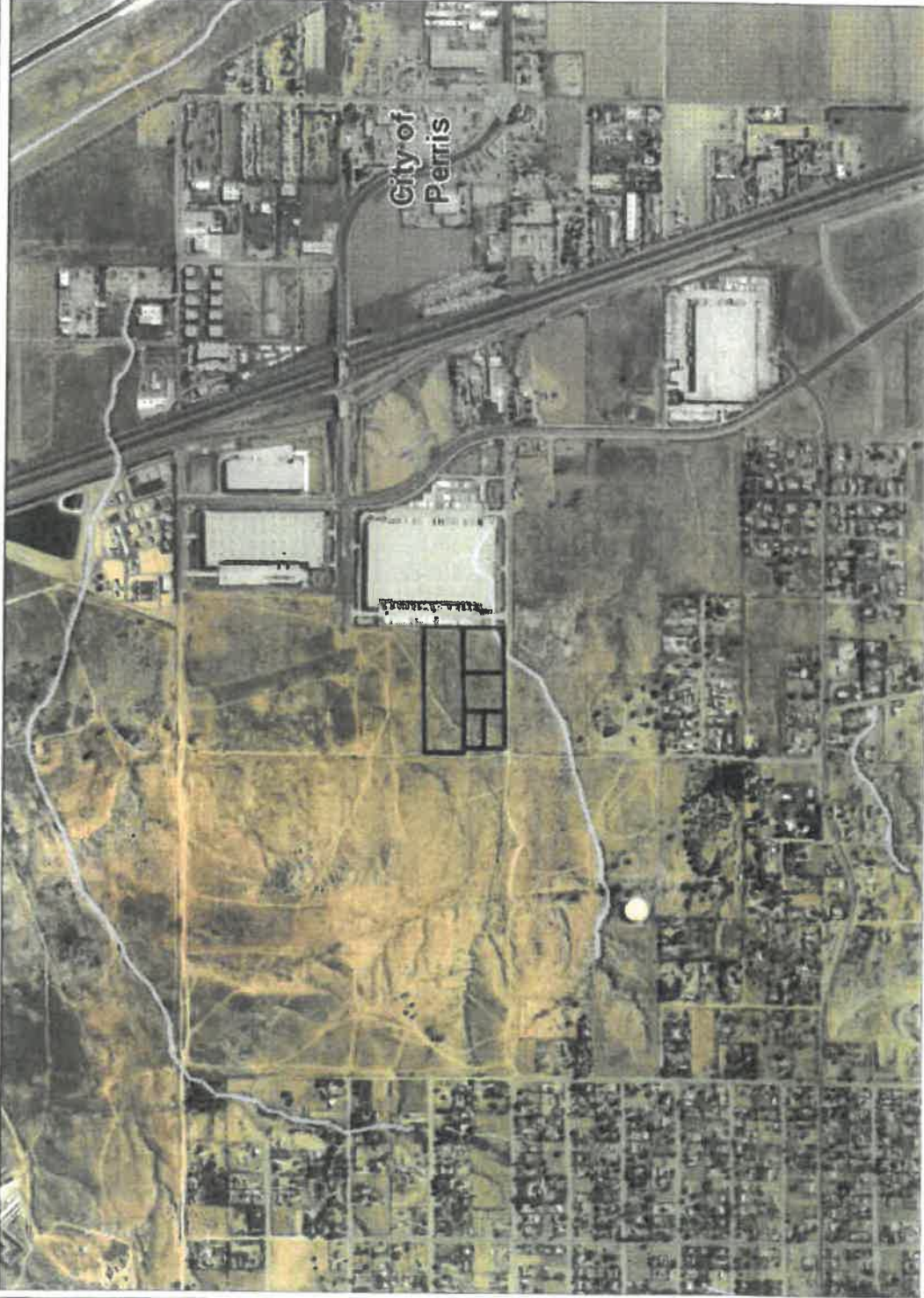
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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.

REPORT PRINTED ON... 11/30/2018 8:39:22 AM

© Riverside County GIS



Map My County Map



Los Angeles



San Diego



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: 11/30/2018 8:39:44 AM

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Notes

Map My County Map



Los Angeles



San Diego
Tijuana
Mexico

Legend

- Blue Line Streams
- City Areas
- World Street Map



0 758 1,516 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... 11/30/2018 8:37:27 AM

© Riverside County GIS

Notes

ZONING & LAND USE INFORMATION:
 COUNTY OF RIVERSIDE GENERAL PLAN 4441
 LIGHT INDUSTRIAL - "L1"
 EXISTING LAND USE IS LIGHT INDUSTRIAL.
 ALSO THE SURROUNDING AREA
 IS ZONED L1-100. SEE THE GENERAL PLAN
 MAPS FOR MORE INFORMATION.

Parking Stalls:
 All Parking Stalls Are 8'11" x 18'6" Minimum With 6'0" Drive
 Ramps 11'0" Minimum. All Accessible Stalls Follow ADA
 Guidelines

Assessor Parcel Map (S):
 285-310-001
 285-310-002
 285-310-003
 285-310-004

Legal Description:
 Parcel 13.3.1 A Portion of Parcel 3794.171833, A Portion
 of Parcel 3794.171833
 Parcel 13.3.1 B A Portion of Parcel 3794.171833, A Portion of
 Parcel 3794.171833

Thomas Brothers:
 Project: 17-062-87
 Permit: 17-062-87

APPLICANT (OWNER):
 BUSINESS CENTER LLC
 1337 CASSIDIAN DRIVE, SUITE 118
 COSTA MESA, CA 92626
 (949) 953-3443

DESIGNER:
 COMMERCIAL CONSTRUCTION CO.
 15151 VAN DYKE AVENUE, SUITE 100
 CITY OF INDUSTRIAL, CA 91706
 (949) 953-3443

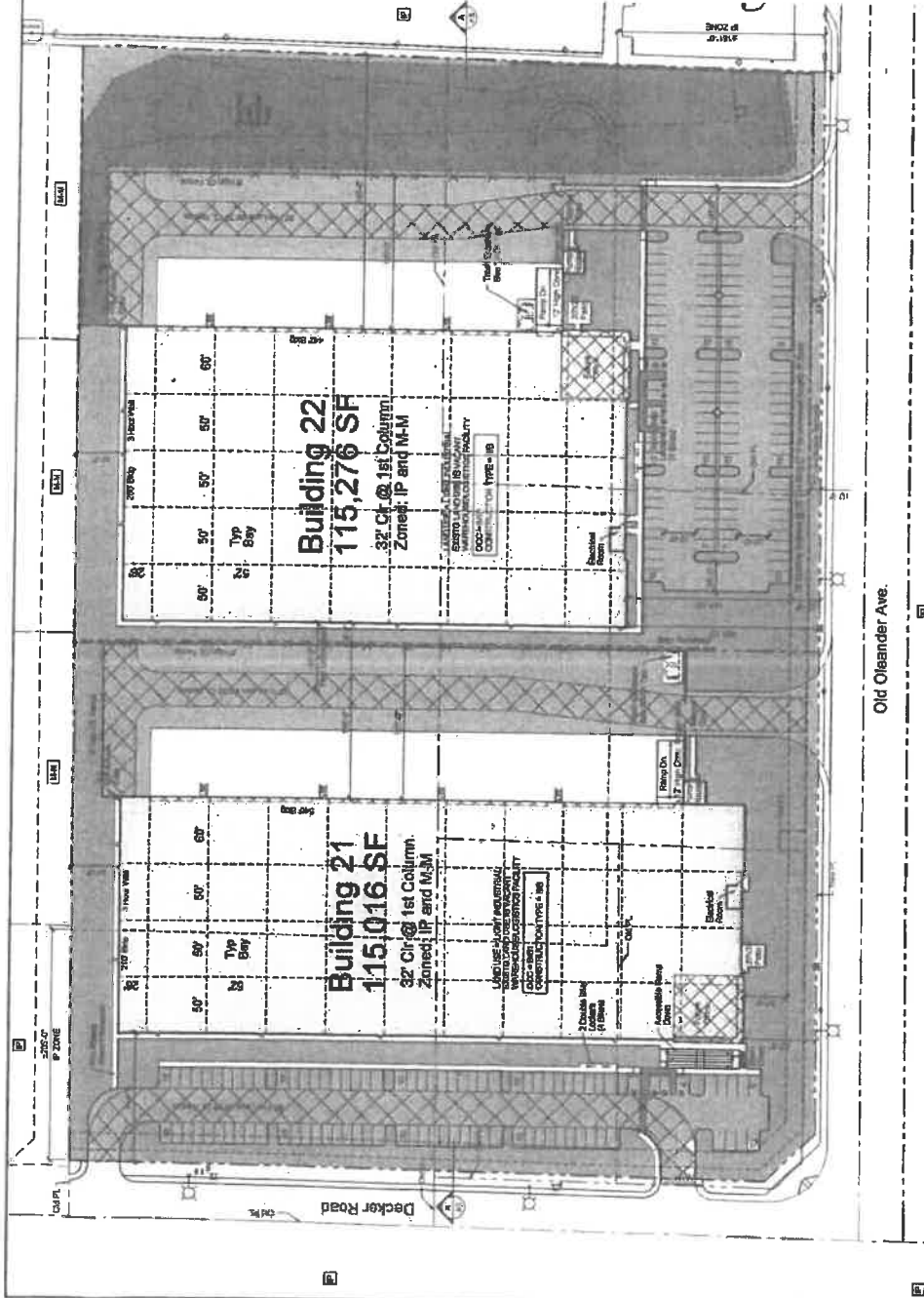
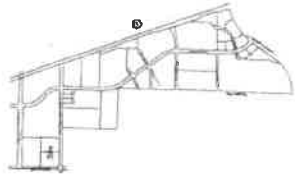
CONTRACTOR:
 COMMERCIAL CONSTRUCTION CO.
 15151 VAN DYKE AVENUE, SUITE 100
 CITY OF INDUSTRIAL, CA 91706
 (949) 953-3443

SCHEMAS:
 GARY HERRERA
 gary.herrera@commcon.com
 15151 VAN DYKE AVENUE, SUITE 100
 CITY OF INDUSTRIAL, CA 91706
 (949) 953-3443

EASTERN MEDICAL MATERIALS, INC.:
 15151 VAN DYKE AVENUE, SUITE 100
 CITY OF INDUSTRIAL, CA 91706
 (949) 953-3443

THE WINDERS GROUP:
 15151 VAN DYKE AVENUE, SUITE 100
 CITY OF INDUSTRIAL, CA 91706
 (949) 953-3443

VAL VERDE LANDSCAPE ARCHITECTURE:
 15151 VAN DYKE AVENUE, SUITE 100
 CITY OF INDUSTRIAL, CA 91706
 (949) 953-3443



Site Area	Site Area Not Building Area (Acres)	Building Area (SF)	Impervious Area (SF)	Landscaping Area (SF)	Landscaping Area (Acres)	Landscaping Area (%)	Landscaping Area (SF)	Landscaping Area (%)	Landscaping Area (SF)	Landscaping Area (%)	Landscaping Area (SF)	Landscaping Area (%)	Landscaping Area (SF)	Landscaping Area (%)
Building 21	7.2775	8,840	11,076	32,507	11,076	0.3251	32,507	0.3251	32,507	0.3251	32,507	0.3251	32,507	0.3251
Building 22	7.6522	7,783	11,279	34,148	11,279	0.3374	34,148	0.3374	34,148	0.3374	34,148	0.3374	34,148	0.3374

SCALE: 1" = 10'-0"

SCALE: 1" = 10'-0"

SCALE: 1" = 10'-0"

SUBMITTAL (2018 11 26)

SITE PLAN A

A1.21

MAJESTIC FREEMAN BUSINESS CENTER
 BUILDING 21-22
 RIVERSIDE, CA

COMMERCE CONSTRUCTION CO., LP
 15151 VAN DYKE AVENUE, SUITE 100
 CITY OF INDUSTRIAL, CA 91706
 (949) 953-3443

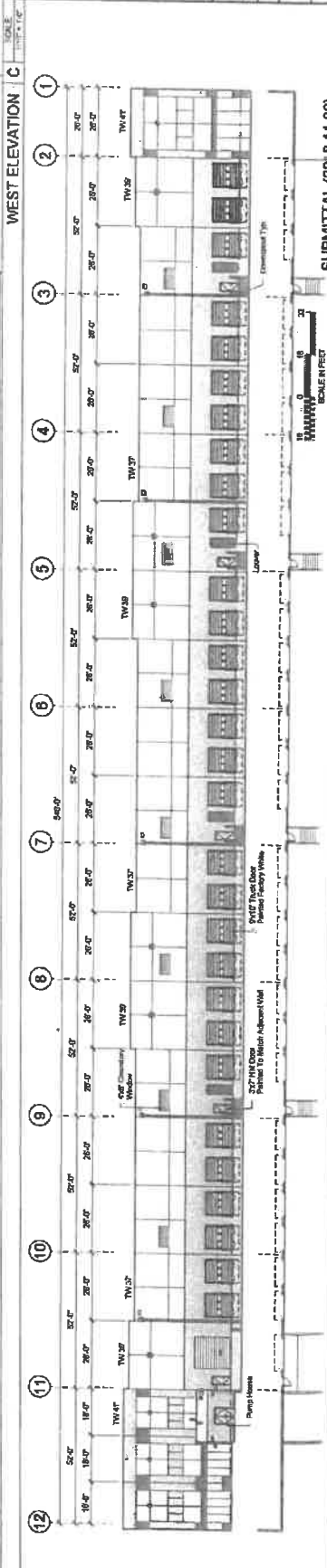
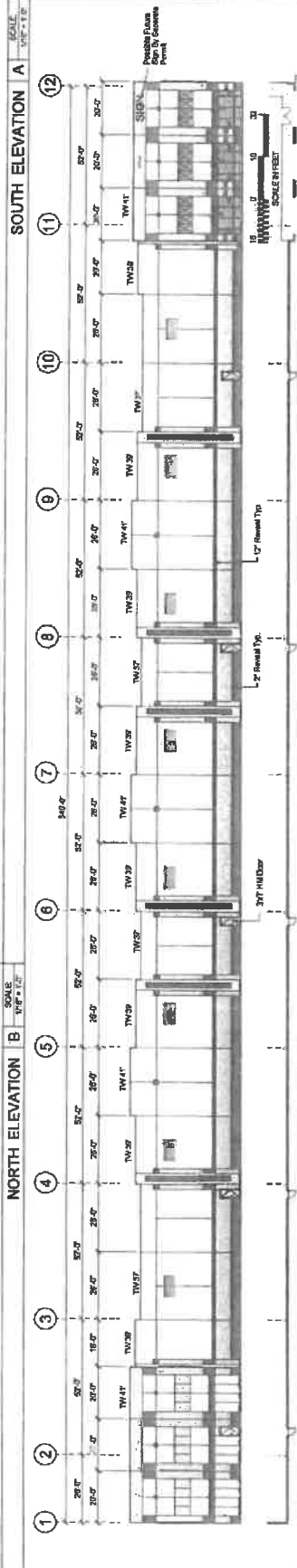
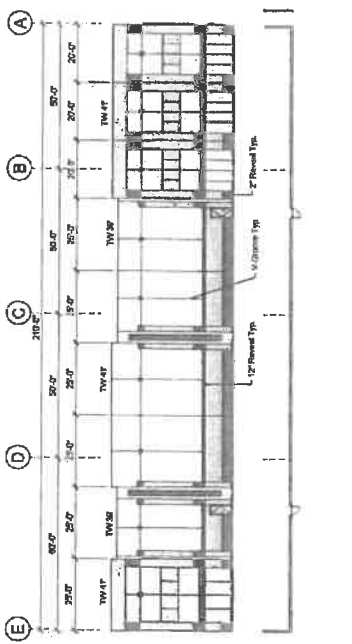
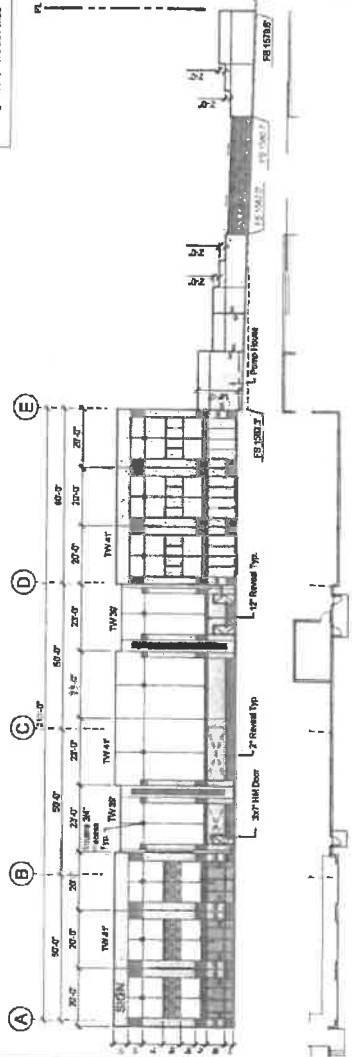
Permit No. 17-062-87
 SHEET NO. 6712
 CODED AND AM 11-20-18

COLOR LEGEND

[Color Box]	RESIDENTIAL WALLS SAY 7033 PURE WHITE
[Color Box]	RESIDENTIAL WALLS SAY 7033 MONSIEUR BLANC
[Color Box]	RESIDENTIAL WALLS SAY 7033 VALLEYVIEW
[Color Box]	GLAZING SAY 7033 SAY 48 CHOC. GRAY

Double to 1/2" Un-Coated Primed

Provide Best Two Samples of All A.C. Units For County of Riverside Selection



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

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

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

EAST ELEVATION D SCALE: 1/8" = 1'-0"

COMMERCE CONSTRUCTION CO., L.P.
10000 Wilshire Blvd., Suite 200
Beverly Hills, CA 90210
Tel: (310) 276-8833
Fax: (310) 276-8833
License No. 72002

CENTER

MAJESTIC FREEMAN BUS BUILDING 21
RIVERSIDE, CA 92504

6712
SERVNO
A3.21A

SUBMITTAL (2018 11 28)

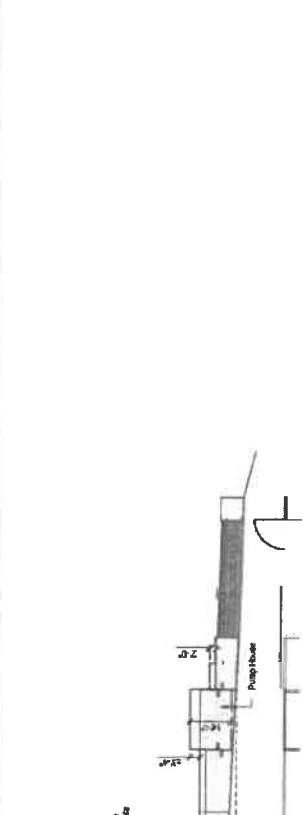
COLOR LEGEND

[Color Swatch]	BRICK WALLS
[Color Swatch]	PURE WHITE
[Color Swatch]	BRICK WALLS
[Color Swatch]	MONUMENTAL SLIVER
[Color Swatch]	BRICK WALLS
[Color Swatch]	WALL FINISH
[Color Swatch]	BLANK
[Color Swatch]	BRICK WALL
[Color Swatch]	BRICK WALL

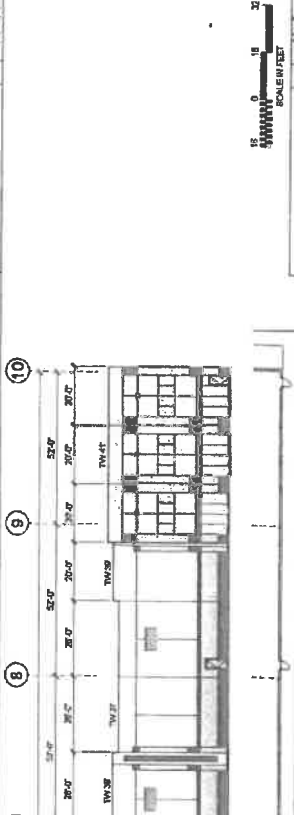
Building is to be concrete finish.

Provide Part Two Scheduling of All Materials and Methods of Construction.

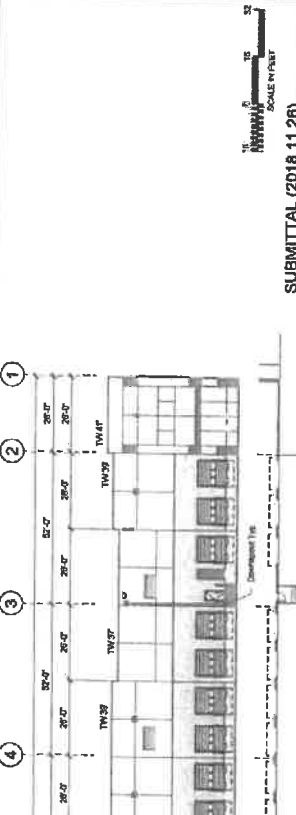
NORTH ELEVATION A
SCALE: 1/8" = 1'-0"



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



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



EAST ELEVATION D
SCALE: 1/8" = 1'-0"



REV	DATE	DESCRIPTION

COMBINE CONSTRUCTION CO., L.P.
13811 DREAMCATCHER DRIVE, SUITE 100
DALLAS, TEXAS 75244
PHONE: (972) 412-4444
FAX: (972) 412-4445

MAJESTIC FREEWAY BUS CENTER
BUILDING 21
FREEMAN, TEXAS
ELEVATIONS

PROJECT NO. 0112
DATE: JAN 11, 2018
SHEET NO. A3.21

SUBMITTAL (2018 11 26)

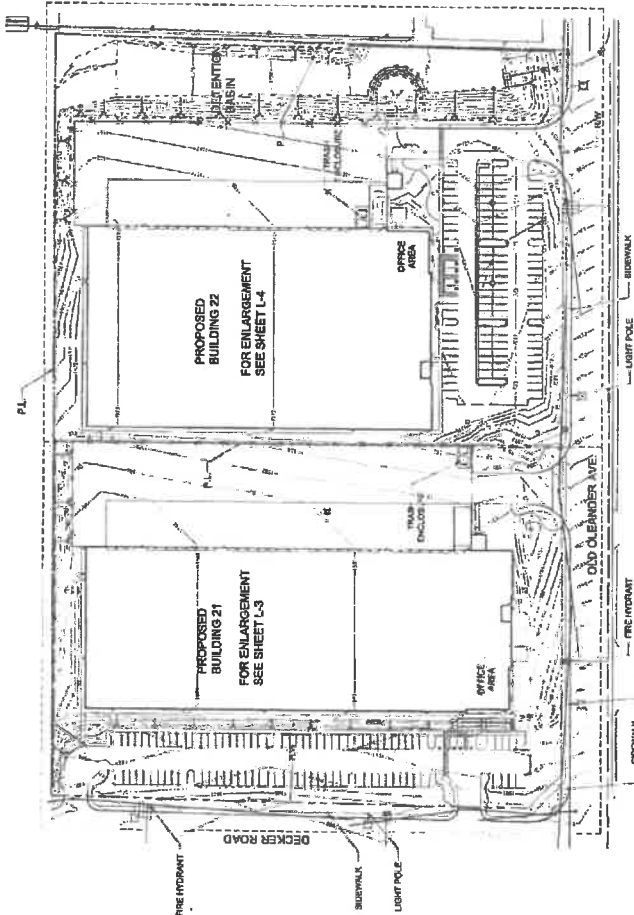
BUILDINGS 21 & 22

MAJESTIC FREEWAY BUSINESS CENTER

RIVERSIDE, CA

LANDSCAPE PLANS

COUNTY OF RIVERSIDE



KEY MAP
NOT TO SCALE

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

SHEET INDEX

COVER SHEET	L-1
PRELIMINARY LANDSCAPE PLANS	L-2 - L-4
SHADE PLAN AND GRADE CALCULATIONS	L-5
HYDROZONE MAP	L-6
SITE PHOTO PLAN	L-7



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

REVISIONS

NO.	DATE	DESCRIPTION

PROJECT: MAJESTIC FREEWAY BUSINESS CENTER
BUILDINGS 21 & 22
RIVERSIDE, CA



CRENSHAW CONSTRUCTION CO., L.P.
1818 CRENSHAW PARKWAY
SUITE 100
RIVERSIDE, CA 92504
TEL: (951) 514-1100

DESIGNED BY: THOMAS BROS. MAPS
DRAWN BY: [Name]
CHECKED BY: [Name]
DATE: [Date]

PROJECT: MAJESTIC FREEWAY BUSINESS CENTER
BUILDINGS 21 & 22
RIVERSIDE, CA

SHEET TITLE: COVER SHEET

DATE: [Date]

SCALE: 1" = 1'-0"

COMPOUND: L-1

DATE: 11/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Name]

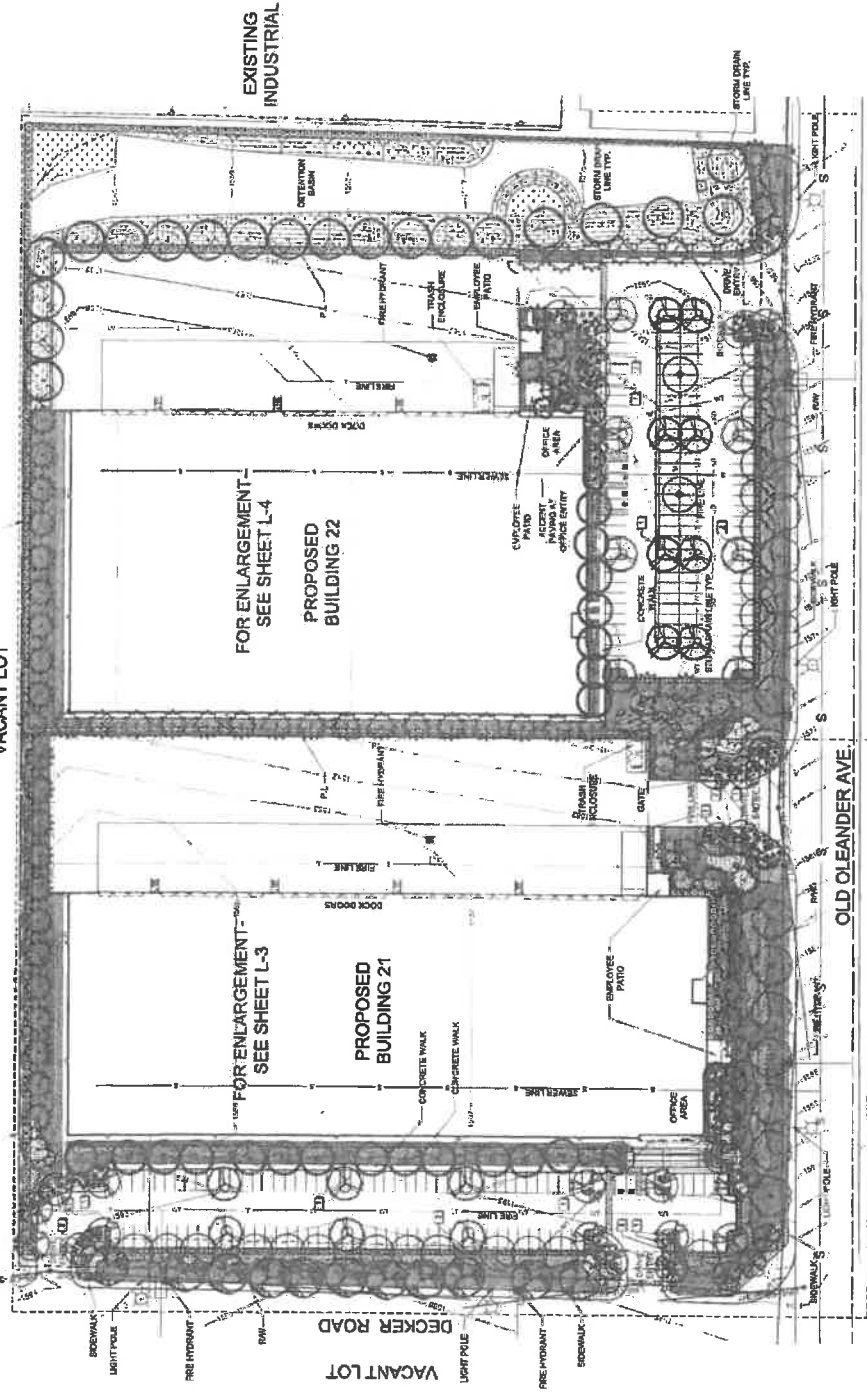
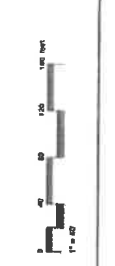
NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMITTING	11/11/11	[Name]
2	ISSUED FOR CONSTRUCTION	11/11/11	[Name]



ENVITONS
 1000 S. GARDEN AVENUE, SUITE 100
 ANAHEIM, CA 92805
 TEL: 714.944.1111
 FAX: 714.944.1112
 WWW.ENVITONS.COM

PROJECT TITLE: PRELIMINARY LANDSCAPE PLAN
 CLIENT: MAJESTIC FREEMAN BUSINESS CENTER
 ADDRESS: BUILDINGS 21 & 22
 LOCATION: MERRISSE, CA

DATE: 11/11/11
 SHEET NO: L-2
 OF: 2



PLANT SCHEDULE

NO.	SYMBOL	PLANT NAME	QUANTITY
1	(Symbol)	PLANTING	100
2	(Symbol)	PLANTING	50
3	(Symbol)	PLANTING	25
4	(Symbol)	PLANTING	10
5	(Symbol)	PLANTING	5
6	(Symbol)	PLANTING	2
7	(Symbol)	PLANTING	1
8	(Symbol)	PLANTING	1
9	(Symbol)	PLANTING	1
10	(Symbol)	PLANTING	1
11	(Symbol)	PLANTING	1
12	(Symbol)	PLANTING	1
13	(Symbol)	PLANTING	1
14	(Symbol)	PLANTING	1
15	(Symbol)	PLANTING	1
16	(Symbol)	PLANTING	1
17	(Symbol)	PLANTING	1
18	(Symbol)	PLANTING	1
19	(Symbol)	PLANTING	1
20	(Symbol)	PLANTING	1

CONCEPT PLANT SCHEDULE

1. ALL PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE PLANTING SCHEDULE AND THE NOTES HEREON.

2. ALL PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE PLANTING SCHEDULE AND THE NOTES HEREON.

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REFERENCE NOTES SCHEDULE

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CHAMBERLAIN CONSTRUCTION CO., L.P.
 1000 UNIVERSITY AVENUE, BERKELEY, CA
 Telephone: (415) 863-1200
 City of Berkeley, California 94702-1017

CHAMBERLAIN CONSTRUCTION CO., L.P.
 1000 UNIVERSITY AVENUE, BERKELEY, CA
 Telephone: (415) 863-1200
 City of Berkeley, California 94702-1017

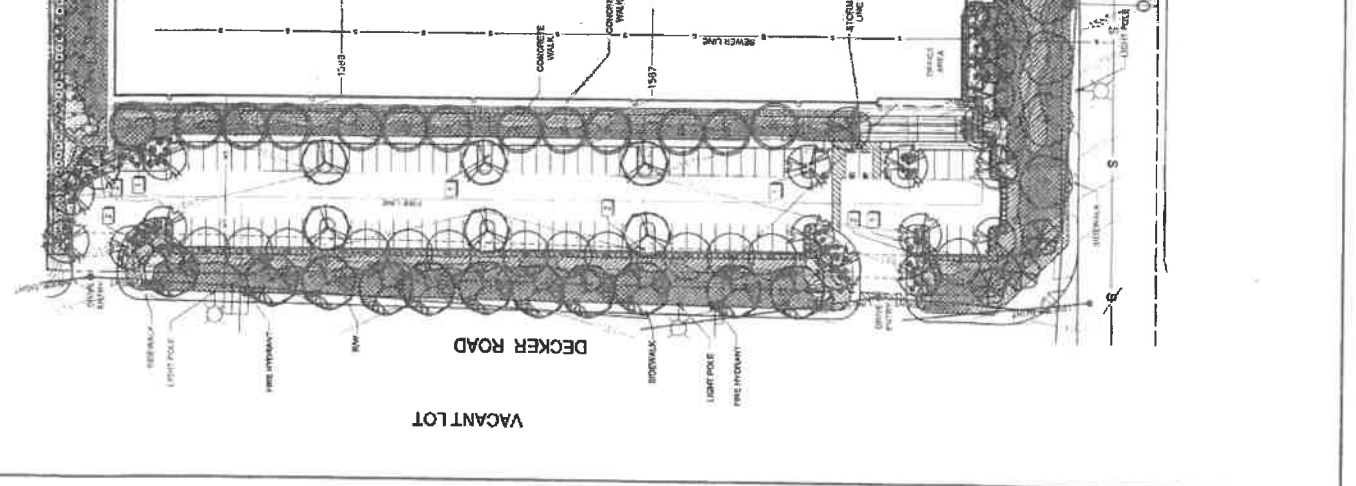
AREA	MATERIALS/CONSTRUCTION	DETAIL	SCALE	SEE
Concrete Slab	Concrete Slab	100	1/4" = 1'-0"	24
Formwork	Formwork	101	1/4" = 1'-0"	24
Rebar	Rebar	102	1/4" = 1'-0"	24
Foundation	Foundation	103	1/4" = 1'-0"	24
Roofing	Roofing	104	1/4" = 1'-0"	24
Interior Finishes	Interior Finishes	105	1/4" = 1'-0"	24
Exterior Finishes	Exterior Finishes	106	1/4" = 1'-0"	24
Lighting	Lighting	107	1/4" = 1'-0"	24
Landscaping	Landscaping	108	1/4" = 1'-0"	24

PLANT SCHEDULE
 1. ALL PLANTING SHALL BE AS SHOWN IN THIS SCHEDULE UNLESS OTHERWISE NOTED.
 2. ALL PLANTING SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
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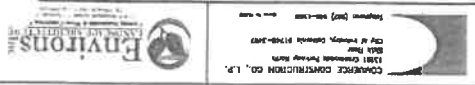
NOTES
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PROJECT: SHADE PLAN & SHADE CALCULATIONS
 SHEET: BUILDINGS 21 & 22
 DATE: 12/15/17
 ENGINEER: [Signature]
 FIRM: [Firm Name]



CONTRACT NO. 5
 DATE: 12/15/17
 SHEET: BUILDINGS 21 & 22
 PROJECT: SHADE PLAN & SHADE CALCULATIONS

REFERENCE NOTES SCHEDULE

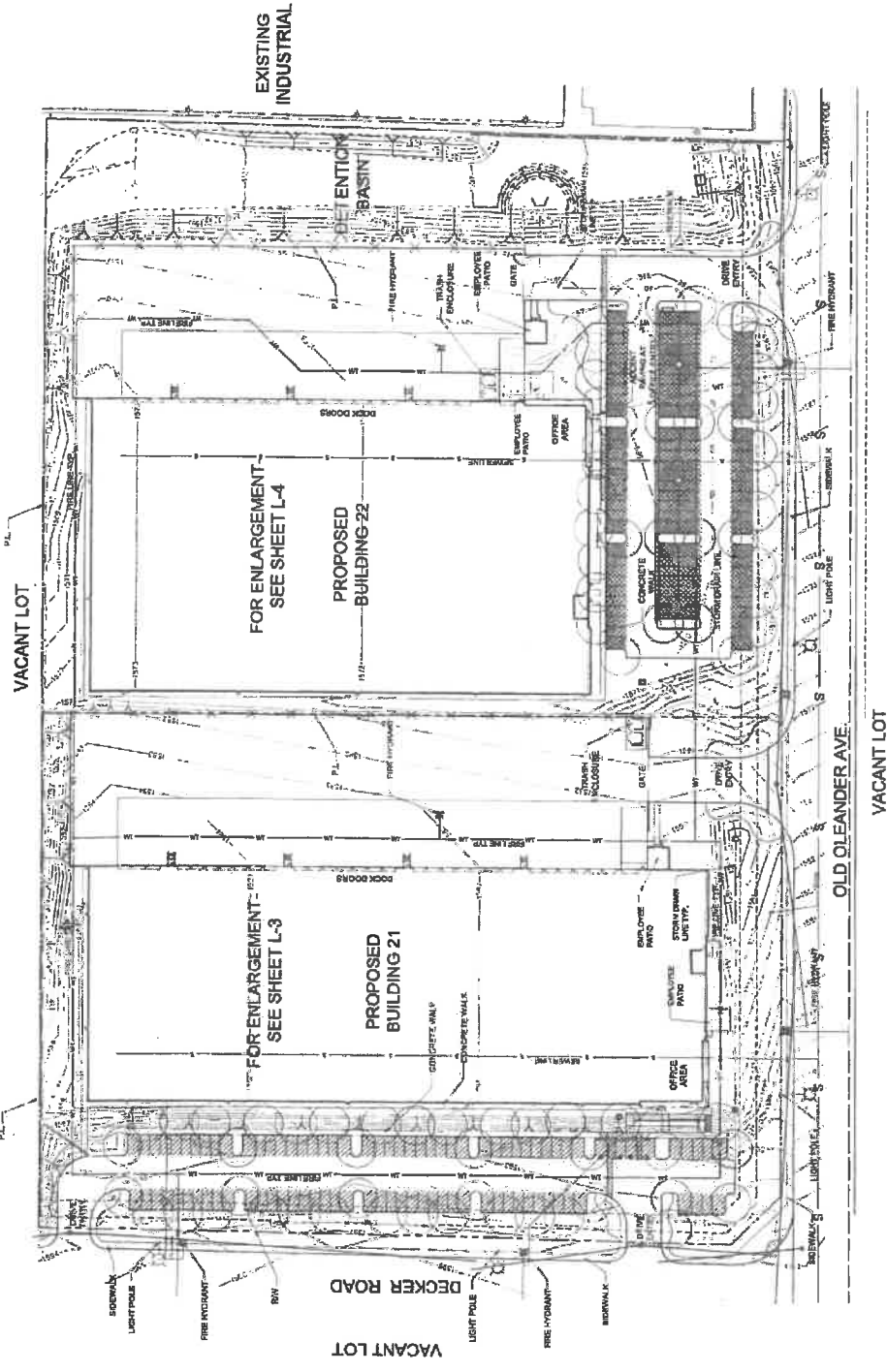
SYMBOL	DESCRIPTION	QTY	AREA (sq ft)
[Hatched Box]	BUILDING 21 - PARKING AREA	10,212	10,212 SF
[Dotted Box]	BUILDING 22 - PARKING AREA	10,662	10,662 SF
[Cross-hatched Box]	BUILDING 21 - TREE SHADE AREA	16,981	16,981 SF
[Diagonal Lines]	BUILDING 22 - TREE SHADE AREA	20,029	20,029 SF

BUILDING 21 - SHADE TABULATION

Parking area = 10,212 s.f.
 Shade provided = 16,981 s.f.
 Percentage of parking area shaded by trees = 80%

BUILDING 22 - SHADE TABULATION

Parking area = 10,662 s.f.
 Shade provided = 20,029 s.f.
 Percentage of parking area shaded by trees = 64%



EXISTING INDUSTRIAL

FOR ENLARGEMENT - SEE SHEET L-4

FOR ENLARGEMENT - SEE SHEET L-3

VACANT LOT

VACANT LOT



DATE: 05/11/2011
 DPK: 10/11/2011
 COMC00077
 9-16
 5.21.2011

BUILDING 21- HYDROZONE LEGEND

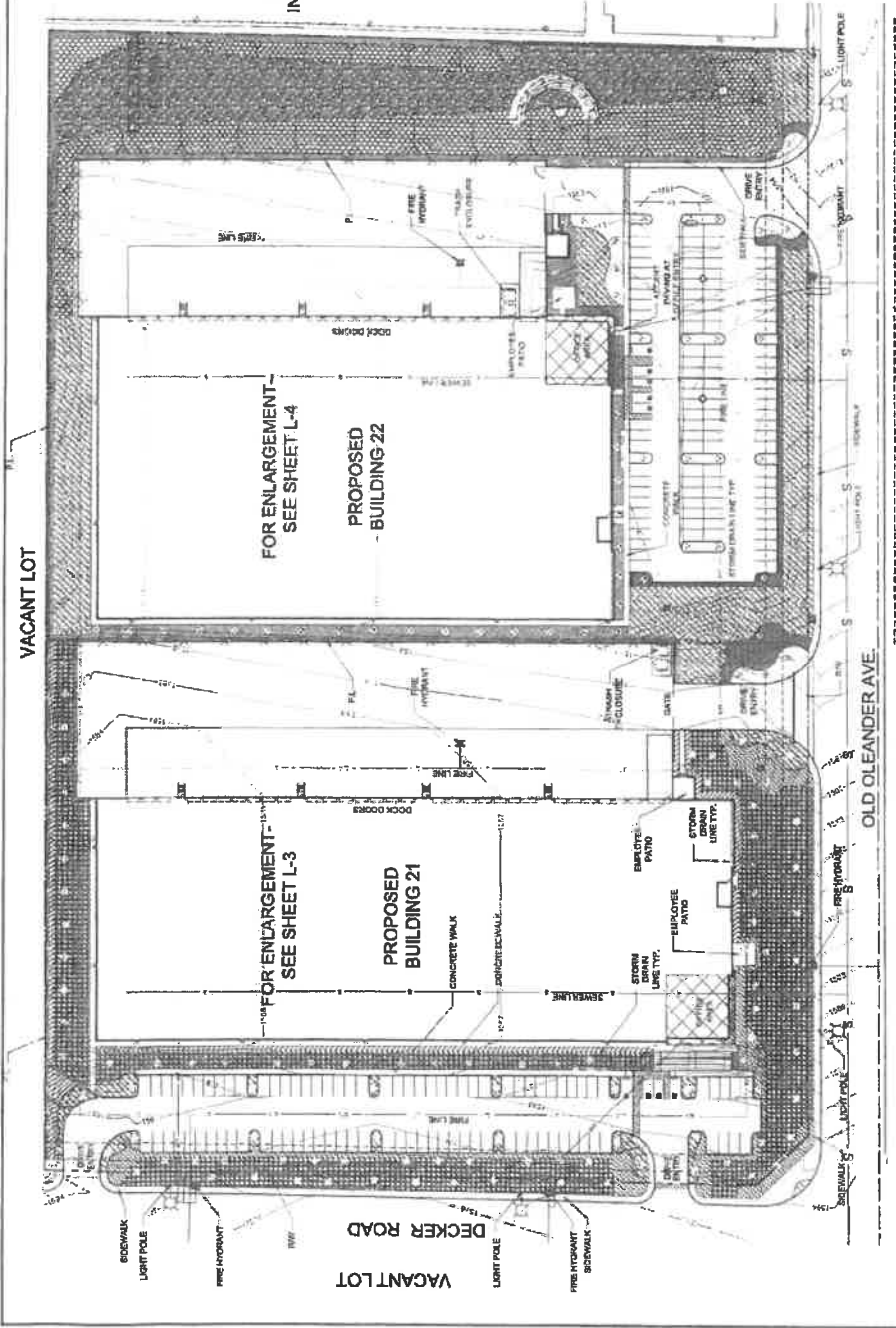
SYMBOL	DESCRIPTION	QTY	UNIT
[Symbol]	CONCRETE	5,000	sq ft
[Symbol]	ASPH/FLT ROOF	10,000	sq ft
[Symbol]	WALLS	10,000	sq ft
[Symbol]	GLAZING	10,000	sq ft
[Symbol]	MECHANICAL	10,000	sq ft
[Symbol]	ELECTRICAL	10,000	sq ft
[Symbol]	PLUMBING	10,000	sq ft
[Symbol]	PAVING	10,000	sq ft
[Symbol]	LANDSCAPE	10,000	sq ft

BUILDING 22- HYDROZONE LEGEND

SYMBOL	DESCRIPTION	QTY	UNIT
[Symbol]	CONCRETE	5,000	sq ft
[Symbol]	ASPH/FLT ROOF	10,000	sq ft
[Symbol]	WALLS	10,000	sq ft
[Symbol]	GLAZING	10,000	sq ft
[Symbol]	MECHANICAL	10,000	sq ft
[Symbol]	ELECTRICAL	10,000	sq ft
[Symbol]	PLUMBING	10,000	sq ft
[Symbol]	PAVING	10,000	sq ft
[Symbol]	LANDSCAPE	10,000	sq ft

EXISTING INDUSTRIAL

SYMBOL	DESCRIPTION	QTY	UNIT
[Symbol]	CONCRETE	5,000	sq ft
[Symbol]	ASPH/FLT ROOF	10,000	sq ft
[Symbol]	WALLS	10,000	sq ft
[Symbol]	GLAZING	10,000	sq ft
[Symbol]	MECHANICAL	10,000	sq ft
[Symbol]	ELECTRICAL	10,000	sq ft
[Symbol]	PLUMBING	10,000	sq ft
[Symbol]	PAVING	10,000	sq ft
[Symbol]	LANDSCAPE	10,000	sq ft



1. Hydrozone Legend

SYMBOL	DESCRIPTION	QTY	UNIT
[Symbol]	CONCRETE	5,000	sq ft
[Symbol]	ASPH/FLT ROOF	10,000	sq ft
[Symbol]	WALLS	10,000	sq ft
[Symbol]	GLAZING	10,000	sq ft
[Symbol]	MECHANICAL	10,000	sq ft
[Symbol]	ELECTRICAL	10,000	sq ft
[Symbol]	PLUMBING	10,000	sq ft
[Symbol]	PAVING	10,000	sq ft
[Symbol]	LANDSCAPE	10,000	sq ft

2. Building 21 - Hydrozone Legend

SYMBOL	DESCRIPTION	QTY	UNIT
[Symbol]	CONCRETE	5,000	sq ft
[Symbol]	ASPH/FLT ROOF	10,000	sq ft
[Symbol]	WALLS	10,000	sq ft
[Symbol]	GLAZING	10,000	sq ft
[Symbol]	MECHANICAL	10,000	sq ft
[Symbol]	ELECTRICAL	10,000	sq ft
[Symbol]	PLUMBING	10,000	sq ft
[Symbol]	PAVING	10,000	sq ft
[Symbol]	LANDSCAPE	10,000	sq ft

3. Building 22 - Hydrozone Legend

SYMBOL	DESCRIPTION	QTY	UNIT
[Symbol]	CONCRETE	5,000	sq ft
[Symbol]	ASPH/FLT ROOF	10,000	sq ft
[Symbol]	WALLS	10,000	sq ft
[Symbol]	GLAZING	10,000	sq ft
[Symbol]	MECHANICAL	10,000	sq ft
[Symbol]	ELECTRICAL	10,000	sq ft
[Symbol]	PLUMBING	10,000	sq ft
[Symbol]	PAVING	10,000	sq ft
[Symbol]	LANDSCAPE	10,000	sq ft

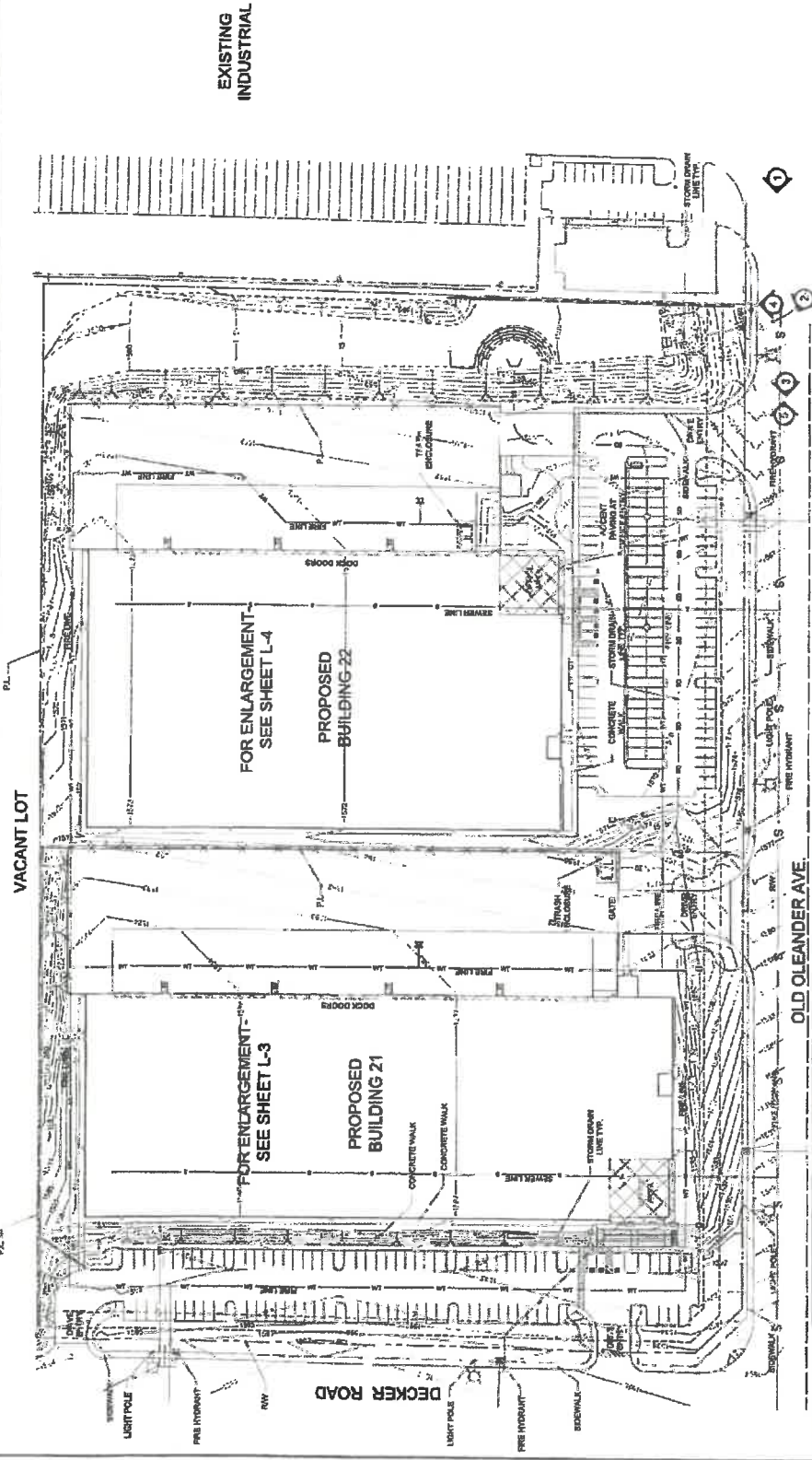
RECORDS
CITY OF LOS ANGELES
PLANNING DEPARTMENT
100 N. GARDEN STREET, 10TH FLOOR
LOS ANGELES, CALIFORNIA 90012
TELEPHONE: (213) 475-1000
FAX: (213) 475-1001
WWW.LAPLANNING.COM

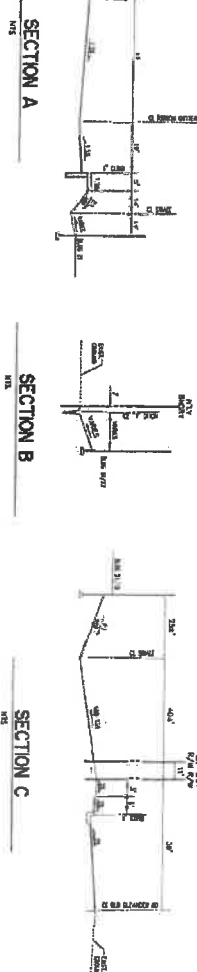
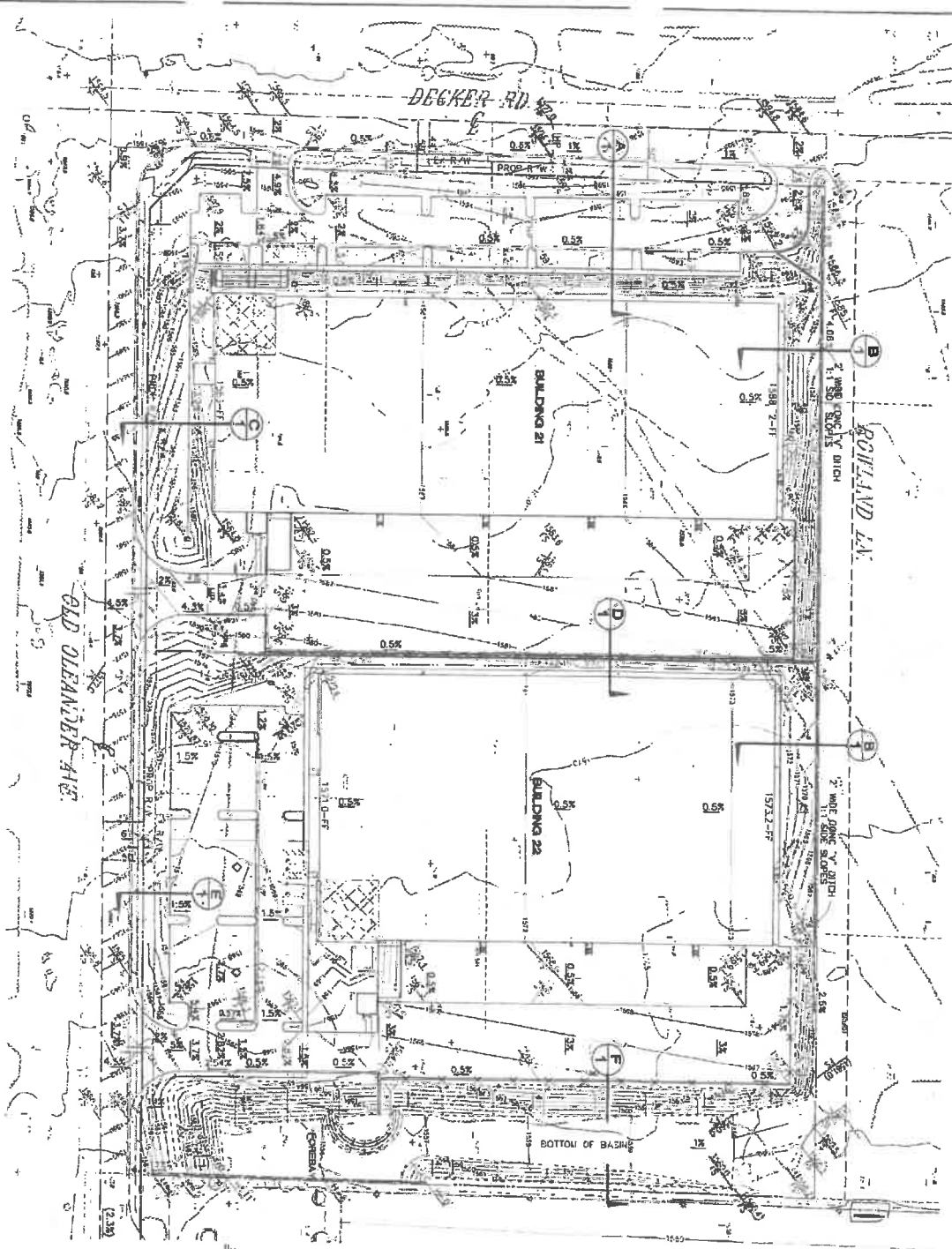
DATE	11/15/11
BY	XXX
CHECKED	XXX
APPROVED	XXX



CHARMERE CONSTRUCTION CO., L.P.
1818 Greenwood Plaza
City of Industry, California 91744-3487
Telephone: (626) 994-0200

PROJECT NAME: SITE PHOTOS
PROJECT NUMBER: 11-0000-0000
SHEET NUMBER: 1-7
DATE: 11/15/11





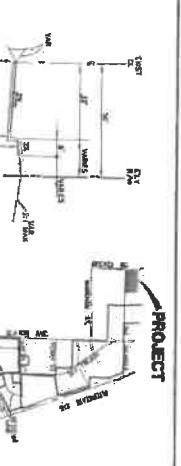
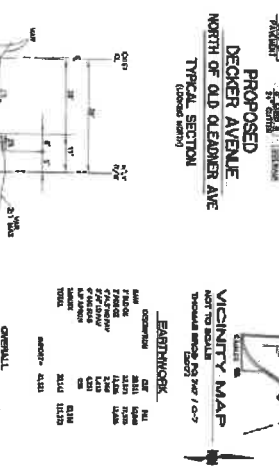
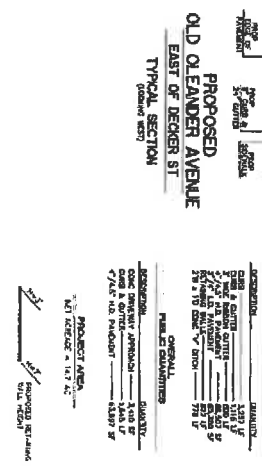
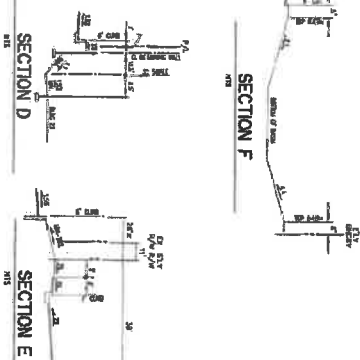
PROJECT INFORMATION

PROJECT NO.	100-07
DATE	10/1/02
SCALE	1" = 40'
DRAWN BY	W.C.
CHECKED BY	W.C.
DATE	10/1/02

CONCEPT GRADING PLAN

PROJECT NO.	100-07
DATE	10/1/02
SCALE	1" = 40'
DRAWN BY	W.C.
CHECKED BY	W.C.
DATE	10/1/02

NOTES: SEE SET GRADING PLANS FOR ALL DIMENSIONS AND ELEVATIONS. SEE SET FOR ALL DIMENSIONS AND ELEVATIONS. SEE SET FOR ALL DIMENSIONS AND ELEVATIONS.

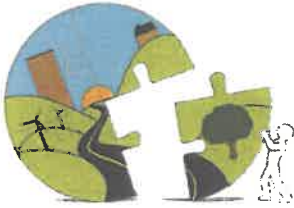


ESTIMATED QUANTITIES

DESCRIPTION	QUANTITY
PAVEMENT	10,000 SQ YD
GRAVEL	5,000 CU YD
CONCRETE	1,000 CU YD
STEEL	100 TONS
WATER	100,000 GAL
SEWER	100 LF
STORM	100 LF
LANDSCAPE	100 SQ YD
UTILITIES	100 LF
CONCRETE	100 CU YD
STEEL	100 TONS
WATER	100,000 GAL
SEWER	100 LF
STORM	100 LF
LANDSCAPE	100 SQ YD
UTILITIES	100 LF

PROJECT AREA

PROJECT AREA	100-07
DATE	10/1/02
SCALE	1" = 40'
DRAWN BY	W.C.
CHECKED BY	W.C.
DATE	10/1/02



PPT 190033

RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA 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: Majestic Realty Co.

Contact Person: John Semcken E-Mail: JSemcken@majesticrealty.com

Mailing Address: 13191 Crossroads Parkway 6th Floor

City of Industry Street CA 91746
City State ZIP

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 Street CA 92780
City State ZIP

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 Street CA 91746
City State ZIP

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

Riverside Office • 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 • Fax (951) 955-1811

Desert Office • 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 • Fax (760) 863-7555

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APPLICATION FOR LAND USE AND DEVELOPMENT

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

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the record owner(s) or authorized agent, and that the information filed is true and correct to the best of my knowledge, and in accordance with Govt. Code Section 65105, acknowledge that in the performance of their functions, planning agency personnel may enter upon any land and make examinations and surveys, provided that the entries, examinations, and surveys do not interfere with the use of the land by those persons lawfully entitled to the possession thereof.

(If an authorized agent signs, the agent must submit a letter signed by the owner(s) indicating authority to sign on the owner(s)'s behalf, and if this application is submitted electronically, the "wet-signed" signatures must be submitted to the Planning Department after submittal but before the use permit is ready for public hearing.)

Edward P. Roski, Jr (Majestic Freeway Business Center, LLC)



PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The applicant authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of this application, the applicant will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be **NO** refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 295-310-018; 295-310-041, -042, -043, -044

Approximate Gross Acreage: 14.9

General location (nearby or cross streets): North of Old Oleander Avenue, South of Harley Knox Boulevard, East of Decker Road, 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 11a, Subsection 11.26.n (M-M)

Number of existing lots: 5

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	120,767*	41**	Whse: 1; Offices: 2	Warehouse w/ Office Spaces		
2	121,040*	41**	Whse: 1; Offices: 2	Warehouse w/ Office Spaces		
3				*Square feet indicated is approximately 5% higher than shown on the Plot Plan exhibit to account for potential future fluctuations.		
4				**Building height is measured from the finished floor to the top of the highest architectural parapet		
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:

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 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: 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 295 Page 31

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 11/06/18

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. (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

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INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

- *If the property owner is a Limited Liability Corporation, provide a copy of the operating agreement for the LLC documenting who has authority to bind the LLC and to sign on its behalf.*

If the signing entity is also a corporate entity, Limited Liability Company, partnership or trust, the above documentation must also be submitted with this application. For any out of State legal entities, provide documentation showing registration with the California Secretary of State.

In addition to the above, provide a copy of a Preliminary Title Report for the property subject to this application. The Preliminary Title Report must be issued by a title company licensed to conduct business in the State of California and dated less than six months prior to the date of submittal of this application. The Assistant TLMA Director may waive the requirement for a Preliminary Title Report if it can be shown to the satisfaction of the Assistant TLMA Director that the property owner(s) has owned the property consistently for at least the last five years.

If the application is for a plot plan for a Wireless Communication Facility, the property owner(s) and the cellular service provider must sign the indemnification paragraph above. If the application is for a plot plan for a wireless communication co-location, only the co-locating service provider needs to sign the indemnification paragraph above.

NOTICE OF PUBLIC HEARING
and
INTENT TO CONSIDER AN ADDENDUM TO AN
ENVIRONMENTAL IMPACT REPORT (EIR)

A PUBLIC HEARING has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the **RIVERSIDE COUNTY DIRECTOR'S HEARING** to consider a proposed project in the vicinity of your property, as described below:

PLOT PLAN NO. 180033 (PPT180033) – Intent to Consider an Addendum to an Environmental Impact Report – EIR466 – Applicant: Majestic Realty – Engineer/Representative: T&B Planning, Inc. – First Supervisorial District – March Area – Mead Valley Area Plan: Community Development: Light Industrial (CD-LI) – Location: Northerly of Old Oleander Avenue, easterly of Decker Road, westerly of Harvill Avenue, and southerly of Harley Knox Boulevard – 15.12 Gross Acres – Zoning: Manufacturing – Medium (M-M) – Industrial Park (I-P) – REQUEST: The Plot Plan is a proposal for the construction and operation of a total of 215,424 sq. ft. warehouse/distribution/manufacturing development consisting of two (2) buildings on 15.12 acres (gross). The two (2) buildings consist of a 106,552 sq. ft. building (identified as Building 21) and a 108,872 sq. ft. building (identified as Building 22).

TIME OF HEARING: 1:30 p.m. or as soon as possible thereafter.
DATE OF HEARING: **NOVEMBER 16, 2020**
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER
1ST FLOOR, CONFERENCE ROOM 2A
4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the place of hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the Planning Department website at: <https://planning.rctlma.org/>.

For further information regarding this project, please contact Project Planner 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, are available for review via email by contacting the project planner. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing. You may participate remotely by registering with the Planning Department. All comments received prior to the public hearing will be submitted to the Planning Director for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received before and during the meeting will be distributed to the Planning Director and retained for the official record.

If 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 October 28, 2020,

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

APN (s) or case numbers PPT180033 for

Company or Individual's Name RCIT - GIS,

Distance buffered 1600'

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

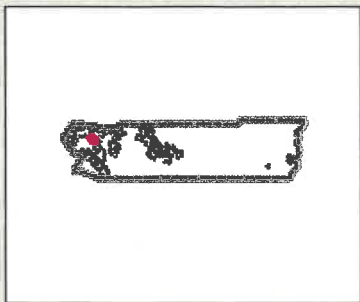
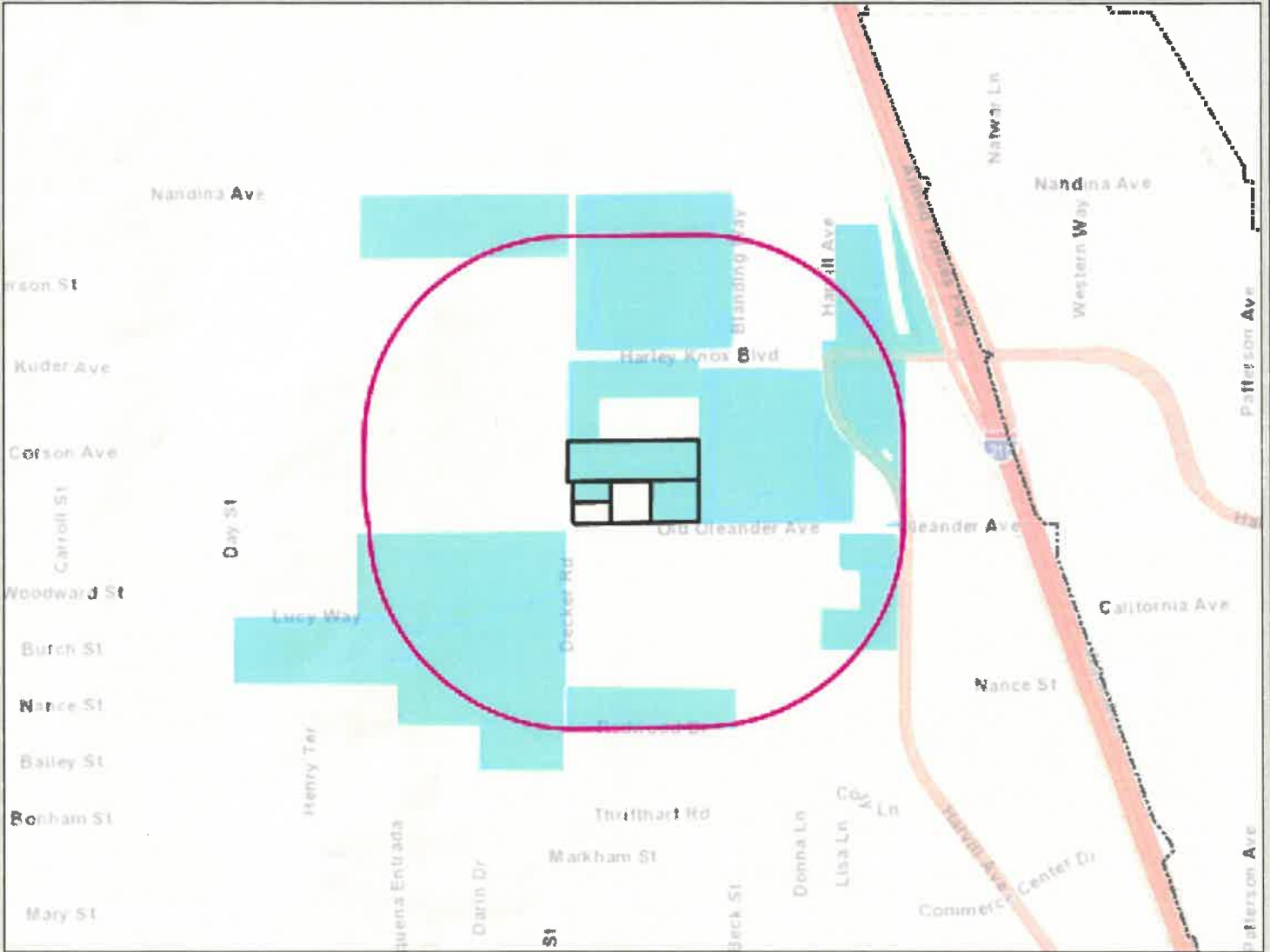
ADDRESS: 4080 Lemon Street 9TH Floor

Riverside, Ca. 92502

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

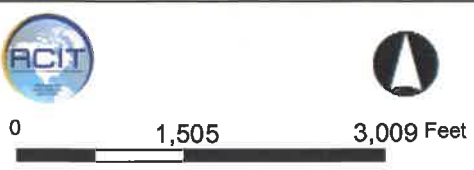
Riverside County GIS Mailing Labels

PPT180033 (1600 feet buffer)



- Legend**
- County Boundary
 - Cities
 - 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.

295310012
SRG PERRIS
18802 BARDEEN AVE
IRVINE CA 92612

314040030
TAYLOR ROBERT B TRUST
P O BOX 6170
MORENO VALLEY CA 92554

314040024
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROAD PKY N
LA PUENTE CA 91746

314040028
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS PKY N FL 6
CITY OF INDUSTRY CA 91746

314200007
NICK JONES
22710 REDWOOD DR
PERRIS CA 92570

314200010
LINDA M. CUSTA
P O BOX 1624
PERRIS, CA 92572

314200002
SHERRY WASSO
22530 REDWOOD DR
PERRIS CA 92570

314200004
JIM ESTEVANOVICH
P O BOX 117
PERRIS CA 92572

314200011
VICKIE EBELING
26346 RIDGEMOOR RD
SUN CITY CA 92586

295310069
KNOX LOGISTICS V
3501 JAMBOREE RD STE 230
NEWPORT BEACH CA 92660

314020010
KNOX LOGISTICS III & IV
3501 JAMBOREE RD STE 230
NEWPORT BEACH CA 92660

314020019
CAROL E. MUNARETTO
6350 HAWARDEN
RIVERSIDE CA 92506

314040013
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS N 6TH FL
CITY OF INDUSTRY CA 91746

314040029
JORGE NAVARRO
9396 GOLDEN LANTERN RD
RIVERSIDE CA 92508

295310054
KNOX LOGISTICS
1717 MCKINNEY STE 1900
DALLAS TX 75202

295310047
STATE OF CALIF
P O BOX 231
SAN BERNARDINO CA 92402

314030023
OLEANDER VENTURES
12671 HIGH BLUFF DR # 150
SAN DIEGO CA 92130

314020009
OLEANDER VENTURES
12671 HIGH BLUFF DR STE 150
SAN DIEGO CA 92130

314020021
EASTERN MUNICIPAL WATER DIST
P O BOX 8300
PERRIS CA 92572

314020017
KNOX LOGISTICS III & IV
3501 JAMBOREE RD
NEWPORT BEACH CA 92660

314030025
OLEANDER VENTURES
12671 HIGH BLUFF DR STE 150
SAN DIEGO CA 92130

295310050
STATE OF CALIF
464 W FOURTH ST 6TH FL
SAN BERNARDINO CA 92401

295310058
REALTY ASSN FUND XI PORTFOLIO LP
1301 DOVE ST STE 860
NEWPORT BEACH CA 92660

314040027
ANTHONY R. SANSOTA
22980 PEREGRINE WAY
PERRIS CA 92570

314200001
BETTY WASSO
22510 REDWOOD DR
PERRIS CA 92570

314200005
HOME EXPO FINANCIAL INC
23580 ALESSANDRO NO 9818
MORENO VALLEY CA 92552

314200009
NICK JOHN STANLEY
22730 REDWOOD DR
PERRIS CA 92570

295310016
HARRY T. MURANAKA
P O BOX 8360
NORTHRIDGE CA 91327

295310018
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS PKY
LA PUENTE CA 91746

295310037
HARRY MURANAKA
PO BOX 8360
PORTER RANCH CA 91327

295310044
MAJESTIC FREEWAY BUSINESS CENTER
13191 CROSSROADS 6TH FL
LA PUENTE CA 91746

314200003
WASSO ROBERT
22540 REDWOOD DR
PERRIS CA 92570

314200008
SONIA GUILLEN
332 YOSEMITE AVE
PERRIS CA 92570

314200006
OSCAR ZERMENO
521 CRONY AVE
HENDERSON NV 89011

295310049
ADJ HOLDINGS
807 E MISSION RD
SAN MARCOS CA 92069

295310041
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
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

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17542 17th Street, Suite 100
Tustin, CA 92780

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
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.

PPT180033
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 northerly of Oleander Avenue, easterly of Decker Road, southerly of Rowland Lane, and westerly of Harvill Avenue
Project Location

Plot Plan No. 180033 is a proposal for the construction and operation of a total of 215,334 square foot warehouse/distribution/manufacturing development consisting of 2 buildings on 15.12-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: _____



STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME
ENVIRONMENTAL FILING FEE CASH RECEIPT

Receipt #: 200500985

State Clearinghouse # (if applicable): _____

Lead Agency: COUNTY PLANNING Date: 08/24/2005

County Agency of Filing: Riverside Document No: 200500985

Project Title: EIR 466; SP 341

Project Applicant Name: CO. OF RIVERSIDE ECONOMIC DEVELOPMENT AGENCY Phone Number: _____

Project Applicant Address: 3525 14TH ST RIVERSIDE, CA 92501

Project Applicant: Local Public Agency

CHECK APPLICABLE FEES:

<input checked="" type="checkbox"/> Environmental Impact Report	\$850.00
<input type="checkbox"/> Negative Declaration	_____
<input type="checkbox"/> Application Fee Water Diversion (State Water Resources Control Board Only)	_____
<input type="checkbox"/> Project Subject to Certified Regulatory Programs	_____
<input checked="" type="checkbox"/> County Administration Fee	\$64.00
<input type="checkbox"/> Project that is exempt from fees (DFG No Effect Determination (Form Attached))	
<input type="checkbox"/> Project that is exempt from fees (Notice of Exemption)	
Total Received	\$914.00

Signature and title of person receiving payment: _____

Notes:

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

* REPRINTED * 9141144

1080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39495 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 694-5242

38624 El Cerrito Rd
Indio, CA 92211
(760) 868-5271

Received from: REDEVELOPMENT AGENCY FOR RIV CO
paid by: JV 0000651679

9214.00

FISH & GAME FOR EIR 00466 (SP00341/EA39531)
paid towards: CFG03016 CALIF FISH & GAME: EIR
at parcel:
appl type: CFG2

By _____ May 17, 2004 11:39
DFOGLE posting date May 17, 2004

Account Code	Description	Amount
658353120100208100	CF&G TRUST	\$850.00
658353120100208100	CF&G TRUST: RECORD FEES	\$64.00

Overpayments of less than \$5.00 will not be refunded!

COUNTY OF RIVERSIDE * REPRINTED *
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Letter

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 694-5242

39496 El Carrizo Rd
Indio CA 92211
(760) 863-6271

Received from: TRAMMELL CROW COMPANY \$50.00
paid by: RC 0017883
EA42869
paid towards: CFG06242 CALIF FISH & GAME: DOC FEE
at parcel:
appl type: CFG3

By _____ Jul 06, 2016 14:41
GLKING posting date Jul 06, 2016

Account Code	Description	Amount
658353120100208100	CF&G TRUST; RECORD FEES	\$50.00

Overpayments of less than \$5.00 will not be refunded.



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**


Agenda Item No.

3.2

Director's Hearing: November 16, 2020

PROPOSED PROJECT

Case Number(s):	PPW200004	Applicant(s):	
CEQA Exempt	Section 15303	Applicant(s):	Smartlink, LLC., & AT&T
Area Plan:	Southwest	Representative(s):	
Zoning Area/District:	Rancho California Area	Representative(s):	Alisha Strasheim
Supervisory District:	Third District		
Project Planner:	Rob Gonzalez		
Project APN(s):	917-380-010		



 John Hildebrand
 Interim Planning Director

PROJECT DESCRIPTION AND LOCATION

Plot Plan No. 200004 (PPW200004) is a proposal for a new 50 foot tall wireless communication facility disguised as a pine tree, hereafter referred to as monopine. The ground mounted equipment includes a 312 square-foot raised steel platform lease area with 8-foot tall perimeter wrought iron fencing and tan slats. Equipment within the lease area includes one (1) AT&T 20Kw Diesel Generator, one (1) AT&T walk up cabinet, and four (4) cabinets, and three (3) AT&T DC12 raycap. Tower mounted equipment includes twelve (12) 8'-0" tall panel antennas, thirty-six (36) new RRUS, and six (6) new DC surge protectors.

The project is located west of Anza Road, and south of Swarhout Lane.

The above is hereinafter referred to as "The Project" or "Project."

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 (New Construction or Conversion of Small Structures) based on the findings and conclusions in the staff report; and,

APPROVE Plot Plan No. 200004 (PPW200004), 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 (CD)
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Low Density Residential (LDR)
Proposed General Plan Land Use Designation:	N/A
Policy / Overlay Area:	N/A
Surrounding General Plan Land Uses	
North:	Low Density Residential (LDR)
East:	Low Density Residential (LDR)
South:	Indian Lands
West:	Low Density Residential (LDR)
Existing Zoning Classification:	Rural Residential (R-R)
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Rural Residential (R-R)
East:	Rural Residential (R-R)
South:	Rural Residential (R-R)
West:	Rural Residential (R-R)
Existing Use:	Residence
Surrounding Uses	
North:	Vacant Land
South:	Vacant Land
East:	Vacant Land
West:	Residence

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	3.94	N/A
Proposed Building Area (SQFT):	596	N/A
Building Height (FT):	50	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>
Temporary	596	1:1	1	1
TOTAL:			1	1

Located Within:

City's Sphere of Influence:	Yes – City of Temecula
Community Service Area ("CSA"):	Yes – CSA 152
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	Yes – Very Low
Subsidence Area:	Yes – Susceptible
Fault Zone:	No
Fire Zone:	Yes – Very High
Mount Palomar Observatory Lighting Zone:	Yes – Zone 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

Project Background

On April 8, 2020, the applicant, Smartlink, LLC. submitted Plot Plan No. 200004, proposing to establish a new AT&T wireless communication facility disguised as a natural pine tree. No co-locations were available in the area and the project site was selected since it best addresses the lapse in coverage in the area.

Project Analysis

The project proposes a new 50-foot tall AT&T wireless communication facility disguised as a pine tree and a total of 596 lease area which includes an equipment area and the monopole antenna area. The project site is located on lot that includes an existing residence.

On May 4, 2020, the application was first reviewed by the Development Advisory Committee (DAC). Comments and corrections were issued regarding the project. The applicant has made revisions to the project as applicable, and has obtained the required department clearances.

ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS

The project is categorically exempt pursuant to Section 15303 (New Construction or Conversion of Structures) of CEQA Guidelines which recognizes exemptions for the construction or installation of small equipment and facilities. Examples of the exemption include but are not limited to: (d) water main, sewage, electrical, gas, and other utility extensions, including street improvements, of a reasonable length to service such construction. The project qualifies for this provision since it provides a telecommunication utility to area residents and businesses.

The Class 3 exemption may be applied since none of the conditions noted in Section 15300.2 occur on the site. Staff has reviewed the project and determined that it will not result in a significant cumulative impact; would not have a significant effect on the environment due to an unusual circumstance; would not cause a significant substantial adverse change to a historical resource; is not located within a hazardous site or location; it will not store or generate hazardous waste; and will not cause harm to scenic resources within a highway officially designated as a state scenic highway. Further information regarding cumulative impacts and significant effect on the environment due to unusual circumstances are discussed below:

1. The project will not result in a cumulative impact since there are no successive projects of the same type on the property, nor is another similar project being considered on the site. Additionally, the project will not have a cumulative aesthetic impact as the facility disguised and relatively visually inconspicuous. The project is designed to look like a natural pine tree and ground-mounted equipment will be screened. The applicant has worked with Staff to incorporate design features that match the surroundings of the site.
2. The project will not have a significant effect on the environment due to an unusual circumstance. Although the project site is located within an area that is susceptible to soil subsidence and moderate liquefaction, the condition would not qualify as an unusual circumstance. The County of Riverside regulates the effects of soils and geological constraints primarily through the enforcement of the California Building Code (CBC), which requires the implementation of engineering solutions for constraints to development posed by subsidence. The project has received an approved geologic report (GEO200017) to address soil concerns.

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 Foundational Component of Community Development and a Land Use Designation of Low Density Residential (LDR). The Low Density Residential land use designation provides for the development of detached single family residential dwelling units and ancillary structures on large parcels. The project parcels to the north, east, and west are low density residential. The parcel south of the site has an Indian Lands land use designation. The proposed Project is consistent with the General Plan, as a wireless communication facilities are allowed to support and provide communication infrastructure to residential, commercial, and agricultural areas.
2. The project site has a Zoning Classification of Rural Residential (R-R). Disguised wireless communication facilities are permitted, with the approved Plot Plan, within the zone pursuant to Ordinance No. 348, Article XIXg, and "Wireless Communication Facilities." The proposed project is located within a residential zone. A Planning Director's hearing is required for the approval of the Plot Plan. Staff has reviewed the project and has determined that the project is compliant with the applicable development standards within County of Riverside Ord. 348.

Entitlement Findings:

Findings for a recommendation to grant a Plot Plan permit for a Disguised Wireless Telecommunication facility shall include the following, pursuant to the provisions of the Riverside County Zoning Ordinance 348 (Land Use):

1. The facility is designed and sited so that it is minimally visually intrusive. The project is designed to match the natural look of a mature pine tree. The proposed disguising elements provide sufficient coverage to screen the tower-mounted equipment. The ground mounted equipment is screened with an 8-foot black wrought iron fence, slats, and perimeter landscaping to minimize the visual impact of the facility.
2. Supporting equipment is located entirely within an equipment enclosure that is architecturally compatible with the surrounding area or is screened from view. The equipment enclosure has been designed to incorporate neutral colors and landscaping to make the project compatible with the surrounding area and provide screening.
3. The application has met the processing requirements set forth in this article. The project has provided all items required by the Department of Information Technology; a site plan drawn to scale; a conceptual landscaping plan; a propagation diagram showing the network coverage within one mile of the site; photo simulations of the site; a letter stating whether or not FAA clearance is required; a list of all towers owned by the applicant located within the County; and a geotechnical report.
4. The application has met the location and development standards set forth the Article 19.404 of the Riverside County Zoning ordinance. The facility is minimally visually intrusive, the supporting equipment is located entirely within an equipment enclosure that is architecturally compatible with the surrounding area and screened from view, and the application has met the applicable location and development standards.

5. A condition has been applied requiring the applicant to submit a fully executed copy of the lease or other agreement entered into with the owner of the underlying property prior to the issuance of a building permit. The lease or other agreement shall include a provision indicating that the telecommunication service provider, or its successors and assigns, shall remove the wireless communication facility completely upon its abandonment. The lease or other agreement shall also include a provision notifying the property owner that if the telecommunication service provider does not completely remove a facility upon its abandonment, the County may remove the facility at the property owner's expense and lien the property for the cost of such removal.

Development Standards for Wireless Communication Facilities:

The proposed project is consistent with the development standards of Article XIXg of Ordinance No. 348, in particular the development standards of Section 19.410 as listed below:

- A. **Area Disturbance.** *Disturbance to the natural landscape shall be minimized. Disturbed areas shall be remediated immediately after construction. Remediation techniques may vary depending on the site.* The project is compliant with this provision since it has been conditioned to minimize disturbance to the natural landscaping. Conditions of Approval have been applied to require remediation immediately after construction.
- B. **Fencing and Walls.** *All wireless communication facilities shall be enclosed with a decorative block wall, wrought iron fence, or other screening option at a maximum height of six (6) feet as deemed appropriate by the Planning Director. Such fencing/walls shall conform to the Countywide Design Standards and Guidelines.* The project is compliant with this provision as the support equipment is located entirely within an equipment enclosure and is screened from view. The fencing conform to Countywide Design Standards and Guidelines.
- C. **Height Limitations.** *Disguised wireless communication facilities in residential zone classifications shall not exceed seventy (50) feet.* The project is compliant with this provision as the disguised wireless communication facility has a maximum height of 50 feet.
- D. **Impacts.** *All wireless communication facilities shall be sited so as to minimize adverse impacts to the surrounding community and biological resources.* This project complies with this provision due to the limited project footprint. The project has received clearances from the Environmental Programs Division (Biology) and has been conditioned to minimize adverse impacts to the surrounding community and biological resources. The facility, as proposed, will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and is consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP). The project will be minimally intrusive to the surroundings.
- E. **Landscaping.** *All wireless communication facilities shall have landscaping around the perimeter of the leased area and shall match and/or augment the natural landscaping in the area. Wireless communication facilities constructed to look like trees shall have other similar tree species planted adjacent to and/or around the facility to enhance the concealing effect. If landscaping is deemed necessary in native habitats, only native plant species shall be used in order to avoid introduction of exotic invasive species. All landscaping shall be irrigated unless a water source is unavailable within the parcel on which the facility is located. If a water source is not available, indigenous plants shall be used and manually watered until established.* The project incorporates a conceptual landscaping and irrigation plan that incorporates Cat's Claw Vine around the perimeter of the

equipment enclosure to enhance the concealing effect of the ground mounted equipment. Conditions of approval are applied to the project requiring that the landscaping be maintained throughout the life of the permit. The landscaping and irrigation plan for this project (PPA200049) has concurrently been processed and is tentatively approved, pending approval of this plot plan.

- F. **Lighting.** *Outside lighting is prohibited unless required by the FAA or the California Building Code, including the appendix and standards adopted by the California Building Standards Commission. All towers that require a warning light to comply with FAA regulations shall use the minimum amount possible. Any security lighting shall meet the requirements of Ordinance No. 655. Any lighting system installed shall also be shielded to the greatest extent possible so as to minimize the negative impact of such lighting on adjacent properties and so as not to create a nuisance for surrounding property owners or a wildlife attractant.* The project include lights located within the ground-mounted lease area to provide service lights for maintenance personnel that will periodically service the facility. The project is conditioned to shield lighting so as to minimize the negative impact on adjacent properties and so as to not create a nuisance for surrounding property owners or a wildlife attractant.
- G. **Noise.** *All noise produced by wireless communication facilities shall be minimized and in no case shall noise produced exceed 45 decibels inside the nearest dwelling and 60 decibels at the property line.* A standard condition of approval has been added to ensure that all noise produced by the disguised wireless communication facility will not exceed 45 decibels inside the nearest dwelling and 60 decibels at the property line. Noise produced by the site is also mitigated by the distance from dwellings. The nearest habitable dwelling is approximately 100 feet away from the project.
- H. **Parking.** *Temporary parking for service vehicles may be permitted on site. No off-site parking shall be allowed for any service vehicle. Paving for the parking shall be required, where appropriate, and may not be removed without proper mitigation. No vehicles may remain parked overnight, with the exception of technicians working at the site during the night. If a new wireless communication facility is placed on existing parking spaces required by the use currently on site, the parking spaces shall be replaced so that the current use has the necessary parking required by County Ordinance No. 348. If such replacement of spaces is not feasible, a variance may be requested.* The wireless communication facility will provide one compliant temporary parking space for site maintenance.
- I. **Paved Access.** *All wireless communication facilities located within residential developments containing lots 18,000 square feet or smaller shall be accessed via a paved road. All wireless communication facilities within residential developments containing lots larger than 18,000 square feet shall be accessed via an all-weather surface.* This provision does not apply to the project since it is not located within a residential development containing lots 18,000 square feet or smaller. The project site is 3.94 acres.
- J. **Power and Communication Lines.** *No above-ground power or communication lines shall be extended to the site, unless an applicant demonstrates that undergrounding such lines would result in substantial environmental impacts or a letter is received from the power company indicating it is unable to underground the wires. All underground utilities shall be installed in a manner to minimize disturbance of existing vegetation and wildlife habitats during construction. Removal of underground equipment upon the abandonment of a facility is not recommended unless leaving the equipment underground would pose a threat to health, safety or sensitive resources* This

project is compliant with this provision since all electrical conduit is underground and minimizes disturbance of existing vegetation and wildlife habitats by being within the disturbed areas of the partially paved driveway.

- K. **Roof-Mounted Facilities.** *Wireless communication facilities mounted on a roof shall be less than ten (10) feet above the roofline.* This provision does not apply to the project as it is not roof-mounted.
- L. **Sensitive View-shed.** *Wireless communication facilities proposed on ridgelines and other sensitive viewsheds, as defined in Ordinance No. 348, shall be concealed and sited so that the top of the facility is below the ridgeline as viewed from any direction.* The wireless communication facility is not proposed on a ridgeline and other sensitive Viewshed, as defined in Ordinance No. 348. Therefore the project is compliant with provision 19.410.L of County of Riverside Ordinance No. 348.
- M. **Setbacks.** *Disguised wireless communication facilities in or adjacent to residential zone classifications shall be setback from habitable dwellings a distance equal to two hundred (200) percent of the facility height or shall be setback from residential property lines a distance equal to one hundred (100) percent of the facility height, whichever is greater.* The project is compliant with this provision as the nearest residence is 100 feet away from the facility. The project is required to have a setback of 100 feet from any residence (50 ft. x 2 = 100 ft. required setback).
- N. **Support Facilities.** *Freestanding equipment enclosures shall be constructed to look like adjacent structures or facilities typically found in the area and shall adhere to the Countywide Design Standards and Guidelines, where appropriate. Where there are no structures in the immediate vicinity, equipment closures shall blend with existing naturally occurring elements of the viewing background shall be screened from view by landscaping, fencing/walls or other methods. Equipment enclosures shall not exceed thirteen (13) feet in height.* The project is compliant with this provision as it includes a block wall enclosure, neutral colors, and perimeter landscaping. No structures are in the immediate facilities therefore support facilities have been designed to blend with the existing naturally occurring elements. These design features adhere to the Countywide Design Standards and Guidelines.
- O. **Treatment.** *Wireless communication facilities shall be given a surface treatment similar to surrounding architecture and all finishes shall be light tan and shall match the surrounding environment.* This project is compliant with this provision as the shelter, and equipment have been designed to match in color and look with the surrounding naturally occurring elements and neutral earth-tone colors. Conditions have been applied to the project to require compliance with this provision.

Requirements for Plot Plan Approval:

The proposed project is consistent with the required findings noted in Article XVIII of Ordinance No. 348. Section 18.30.C establishes required findings for all Plot Plan approvals.

1. 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. The project is consistent with the Low Density Residential (LDR) land use designation as noted previously in the report. The proposed wireless communication facility is consistent since they provide

supportive communication infrastructure for local residential and commercial uses. Additionally, the wireless communication facility is also allowed within the zoning classification. Per Section 19.404, Ordinance No. 348, disguised wireless communication facilities are permitted within the R-R zone provided a Plot Plan is approved. The project has been reviewed by the Development Advisory Committee and has obtained all applicable department clearances. Conditions of approval are applied to require compliance with all applicable state laws and ordinances of Riverside County.

2. The overall development of the land is designed for the protection of the public health, safety and general welfare and to conform to the logical development of the surrounding properties. The proposed wireless communication facility has received clearances and applicable conditions of approval from the Development Advisory Committee to plan for the public health, safety and general welfare, and conformance to the logical development of the surrounding properties. The implementation of the proposed Project will not impact the surrounding area in terms of a substantial increase in traffic or noise. The site will only generate traffic from maintenance vehicles that service the site periodically. Additionally, the noise generated from the wireless communication facility will also be within the allowable ranges stipulated by County of Riverside Ordinance No. 348. The project site is adequately served by Anza Road and Swarhout Lane, and are adequately provide all-weather access to the site for emergency vehicles. Conditions have been incorporated to account for the location of portable fire extinguishers to provide compliance with the California Building Code. Therefore, 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. That 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 Development Advisory Committee has reviewed the project and has determined that no additional dedication, and improvements are required. Additionally, the project has received the approval of County Geological Report No. 200017 (GEO200017) and has received conditions to address for the geotechnical conditions of the site.
4. 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 project has been conditioned to be compliant with Ordinance No. 460.

Other Findings:

1. The project site is not located within a Criteria Cell of the Multi-Species Habitat Conservation Plan.
2. The project site is located within the City of Temecula Sphere of Influence. This project was provided to City of Temecula for review and comment. 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. 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 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 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 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 wireless communication facility has been designed so that it is in compliance sections 4290 and 4291 of the Public Resources Code requiring that the site have fuel modification standards acceptable to the Riverside County Fire Department, requiring that the structure shall be maintained free of leaves, needles, or other vegetation.
 - b. Fire protection and suppression services will be available for the wireless communication facility through California Department of Forestry and Fire Protection.
 - 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 by road standards for fire equipment access – any gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road.
 - d. The project site is located within a Cal Fire State Responsibility Area (“SRA”) and is also located within a high and moderate hazard severity zone.

Conclusion:

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 or phone calls regarding 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.



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

Juan C. Perez
Agency Director



11/04/20, 10:39 am

PPW200004

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPW200004. 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 - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S) Exhibit A (Site Plan), Sheet A-1, A-2, A-3, dated 6/16/2020.
Exhibit B (Elevations), Sheet A-4, dated 6/16/2020.
Exhibit L (Conceptual Landscaping and Irrigation Plans), Sheet L1 through L5, dated 6/4/2020.

Advisory Notification. 2 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
 - Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)
 - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Tribal Intergovernmental Consultation)

3. Compliance with applicable County Regulations, including, but not limited to:
 - Ord. No. 348 (Land Use Planning and Zoning Regulations) {Land Use Entitlements}
 - Ord. No. 413 (Regulating Vehicle Parking) {Land Use Entitlements}
 - Ord. No. 421 (Excavation Covering & Swimming Pool Safety) {Land Use Entitlements}
 - Ord. No. 457 (Building Requirements) {Land Use Entitlements}
 - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program) {Geographically based}

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 2 AND - Federal, State, & Local Regulation Compliance (cont.)

- Ord. No. 460 (Division of Land) {for TTMs and TPMS}
 - Ord. No. 461 (Road Improvement Standards) {for TTMs and TPMS}
 - Ord. No. 484 (Control of Blowing Sand) {Geographically based on soil type}
 - Ord. No. 555 (Surface Mining and Reclamation) {for SMPs}
 - Ord. No. 625 (Right to Farm) {Geographically based}
 - Ord. No. 630 (Regulating Dogs and Cats) {For kennels and catteries}
 - 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) {Geographically based}
 - Ord. No. 671 (Consolidated Fees) {All case types}
 - Ord. No. 679 (Directional Signs for Subdivisions) {for TTMs and TPMS}
 - Ord. No. 742 (Fugitive Dust/PM10 Emissions in Coachella Valley) {Geographically based}
 - Ord. No. 787 (Fire Code)
 - Ord. No. 847 (Regulating Noise) {Land Use Entitlements}
 - Ord. No. 857 (Business Licensing) {Land Use Entitlements}
 - Ord. No. 859 (Water Efficient Landscape Requirements) {Land Use Entitlements, and for TTMs and TPMS}
 - Ord. No. 915 (Regulating Outdoor Lighting) {Geographically based}
 - Ord. No. 916 (Cottage Food Operations)
 - Ord. No. 925 (Prohibiting Marijuana Cultivating)
 - 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)
 - Ord. No. 673 Coachella Valley Transportation Uniform Mitigation Fee (CV TUMF)
 - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
 - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)
 - Ord. No. 875 Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP)

Advisory Notification. 3 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 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

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 3 AND - Hold Harmless (cont.)

(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. 4 AND - Preamble

This Advisory Notification Document ("AND") is included as part of the justification for the recommendation of approval of this project 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. 5 AND - Project Description & Operational Limits

Plot Plan No. 200004 (PPW200004) is a proposal for a new 50 foot tall wireless communication facility disguised as a pine tree, hereafter referred to as monopine. The ground mounted equipment includes a 312 square-foot raised steel platform lease area with 8-foot tall perimeter wrought iron fencing and tan slats. Equipment within the lease area includes one (1) AT&T 20Kw Diesel Generator, one (1) AT&T walk up cabinet, and four (4) cabinets, and three (3) AT&T DC12 raycap. Tower mounted equipment includes twelve (12) 8'-0" tall panel antennas, thirty-six (36) new RRUS, and six (6) new DC surge protectors at APN

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 **AND - Project Description & Operational Limits (cont.)**
917-380-010.

Advisory Notification. 6 **General – 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 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 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.

E Health

E Health. 1 **Gen - Custom**

If contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

Fire

Fire. 1 **Fire - Advisory**

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 16 **Telcom – Site Maintenance (cont.)**

and reapplied on an as-needed basis.

Planning. 17 **Telcom – Tower Height**

Pursuant to this plan, the telecommunication facility tower shall not exceed 50-feet in height.

Planning. 18 **Telcom – Tower Tree Bark**

For simulated telecommunication towers disguised as a tree, bark shall be applied to the tower and extend the entire length of the pole (trunk), or the branch count shall be increased so that the pole is not visible.

Planning. 19 **Telcom – Tower Tree Branch Coverage**

For simulated telecommunication towers disguised as a tree, branches and foliage shall extend beyond every antenna array a minimum of two (2) feet horizontally and seven (7) feet vertically, in order to adequately camouflage the array, antennas and bracketry. In addition, all antennas, and supporting bracketry shall be wrapped in artificial foliage.

Planning. 20 **Telcom - Tower Tree Branches**

For simulated telecommunication towers disguised as a tree, the branch count shall be a minimum of three (3) branches per lineal foot of trunk height. Branches shall be randomly dispersed and of differing lengths to provide a natural appearance. Branches shall be applied, starting at a minimum of 10-feet from ground and extend to the top of the tower

Planning. 21 **Telcom – Transmission Interference**

If the operation of this facility generates electronic interference with, or otherwise impairs the operation of Riverside County communication facilities, the applicant shall consult with Riverside County Information Technology ("RCIT") staff and implement acceptable mitigation measures, as approved by RCIT.

Planning-CUL

Planning-CUL. 1 **Human Remains**

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

Planning-CUL. 2 **Unanticipated Resources**

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 2 Unanticipated Resources (cont.)

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.

** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-GEO

Planning-GEO. 1 GEO200017 ACCEPTED

County Geologic Report GEO No. 200017, submitted for the project PPW200004, was prepared by Toro International, and is titled; "Geotechnical Investigation for Proposed AT&T Monopine and Equipment Shelter, Besanson - CSL01788, 33859 Swarthout Lane, Temecula, California," dated May 7, 2020. In addition, Toro has submitted the following response to comments for the project:

"Response to Review Comments of Riverside County Planning Department, County Geologic Report No. 200017 regarding Geotechnical Investigation for Proposed AT&T Monopine and Equipment Enclosure, Besanson, CSL01788, 33859 Swarthout Lane, Temecula, California", dated July 10, 2020.

GEO200017 concluded:

1. The site is not located within a State of California Earthquake Fault Zone, or a County of Riverside Fault Hazard Zone. Based on a review of aerial photography and published geologic maps, the potential for surface fault rupture is considered nil.
2. Based on the very dense consistency of the coarse-grained soils and lack of groundwater, the subsurface soils at the subject site are not likely to liquefy during an earthquake.
3. Based on the dense sandstone underlying the site and the steep dips mapped in the immediate site area, it is our opinion that the site slope where the antenna is planned is stable.
4. The potential geologic hazards of subsidence, seiche, debris flow, wind and water erosion, and flooding are considered low at the site.
5. The proposed monopine tower may be supported by caisson to a minimum depth of 15 feet below the ground surface due to the location of the slope.

GEO200017 recommended:

1. Vegetation, organic soil, roots and other unsuitable material should be removed from the building areas.
2. The upper 24 to 36 inches of subsurface soils may consist of roots, organic and/or be disturbed. Therefore, we recommend that all deleterious materials are discarded off site and the upper 36 inches of

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1 GEO200017 ACCEPTED (cont.)

the subsurface materials be removed and replaced with compacted fills.

3. The extent of the removal should be within the proposed concrete slab footprint, and 3 feet beyond it, wherever possible.

4. The proposed faux water tank may be founded on caisson that is embedded in the ground for a minimum of 15 feet. The final caisson depth should be confirmed by the geotechnical engineer during excavation of the hole.

5. The equipment shelter may be supported by shallow foundation with footing width and depth a minimum of 12 inches.

It should be noted that no engineering review of this report or formal review of provided building code information are a part of this review. Formal review of engineering design and code data will be made by the County of Riverside, as appropriate, at the time of grading and/or building permit submittal to the County.

Transportation

Transportation. 1 TRANS GENERAL CONDITIONS

1. With respect to the conditions of approval for the referenced tentative exhibit, it is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. 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. 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.

Plan: PPW200004

Parcel: 917380010

60. Prior To Grading Permit Issuance

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 15st 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.

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

Plan: PPW200004

Parcel: 917380010

60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 PRIMP (cont.)
resource. HENCE:

Not Satisfied

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 and active 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. PRIMP must be accompanied by the final grading plan for the subject project.
 3. Description of the proposed site and planned grading operations.
 4. Description of the level of monitoring required for all earth-moving activities in the project area.
 5. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
 6. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
 7. 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.
 8. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
 9. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
 10. Procedures and protocol for collecting and processing of samples and specimens.
 11. Fossil identification and curation procedures to be employed.
 12. 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.
 13. All pertinent exhibits, maps and references.
 14. Procedures for reporting of findings.
 15. 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.
 16. 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

Plan: PPW200004

Parcel: 917380010

80. Prior To Building Permit Issuance

Planning

080 - Planning. 1 80 - Executed Lease Agreement Not Satisfied

Prior to the issuance of a building permit, the applicant shall provide a fully executed copy of the lease or other agreement entered into with the owner of the underlying property. The lease or other agreement shall include a provision indicating that the telecommunication service provider, or its successors and assigns, shall remove the wireless communication facility completely upon its abandonment. The lease or other agreement shall also include a provision notifying the property owner that if the telecommunication service provider does not completely remove a facility upon its abandonment, the County may remove the facility at the property owner's expense and lien the property for the cost of such removal. Proprietary information in the lease may be redacted.

Transportation

080 - Transportation. 1 80 - Transportation - Landscape Inspection Deposit Required Not Satisfied
Landscape Inspection Deposit Required

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

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

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;

Plan: PPW200004

Parcel: 917380010

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 5 UTILITY PLAN (cont.) Not Satisfied
utility company. A disposition note describing the above shall be reflected on the site plan. 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

90. Prior to Building Final Inspection

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.

090 - E Health. 2 Hazmat Clearance Not Satisfied

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 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

Plan: PPW200004

Parcel: 917380010

90. Prior to Building Final Inspection

E Health

090 - E Health. 2 Hazmat Clearance (cont.) Not Satisfied

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.

Planning

090 - Planning. 1 0090-Planning-USE - MONO-PINE BRANCHES Not Satisfied

Prior to final inspection, the developer/permit holder shall ensure that the mono-pine branches are designed and placed in such a manner that cover all of the antennas including the panel and microwave antennas. The Planning Department shall clear this condition upon determination of compliance.

090 - Planning. 2 0090-Planning-USE - SIGNAGE REQUIREMENT Not Satisfied

Prior to final inspection of any building permit, the permit holder, developer or successor-in-interest shall install a sign no smaller than 12 inches by 12 inches upon an exterior wall or fence that surrounds the lease area that provides the following contact information: - Address of wireless communications facility and any internal site identification number or code; - Name(s) of company who operates the wireless communications facility; - Full company address, including mailing address and division name that will address problems; - Telephone number of wireless communications facility company. If a co-located facility (additional antennas and/or equipment shelters or cabinets) are added to an existing facility, an additional sign, including the above described information, shall be installed on said shelter or cabinet stating the name of the company who operates the primary wireless communications facility and the name of the company that operates the co-located facility.

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.

Plan: PPW200004

Parcel: 917380010

90. Prior to Building Final Inspection

Planning

090 - Planning. 3 0090-Planning-USE - UTILITIES UNDERGROUND (cont.) Not Satisfied

090 - Planning. 4 0090-Planning-USE*- SITE INSPECTION Not Satisfied

Prior to final inspection, the Planning Department shall inspect and determine that the conditions of PPW200004 have been met; specifically that the branches for proposed monopine are spaced at three (3) branches per foot, all antennas have "socks", and the branches start 14 feet from the bottom of the tree in accordance with the APPROVED EXHIBIT A.

090 - Planning. 5 Gen - Custom - Wall and/or Fence Locations Not Satisfied

Wall and/or fence locations shall be in conformance with APPROVED EXHIBIT A the approved fencing plan.

Transportation

090 - Transportation. 1 80 - Transportation - Landscape Inspection Deposit Required Not Satisfied

Landscape Inspection Deposit Required

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.

090 - Transportation. 2 UTILITY INSTALL Not Satisfied

Proposed electrical power lines below 33.6 Kv within public right of way for this cell tower site shall be underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion.

090 - Transportation. 3 WQMP COMPLETION Not Satisfied

If the project proposes to exceed the impervious thresholds found in the WQMP guidance document, the applicant will be required to acceptably install all structural BMPs described in the Project Specific WQMP, provide an Engineer WQMP certification, GPS location of all BMPs, and ensure that the requirements for permanent inspection and maintenance the BMPs are established with a BMP maintenance agreement.

090 - Transportation. 4 WRCOG TUMF Not Satisfied

Payment of Transportation Fees

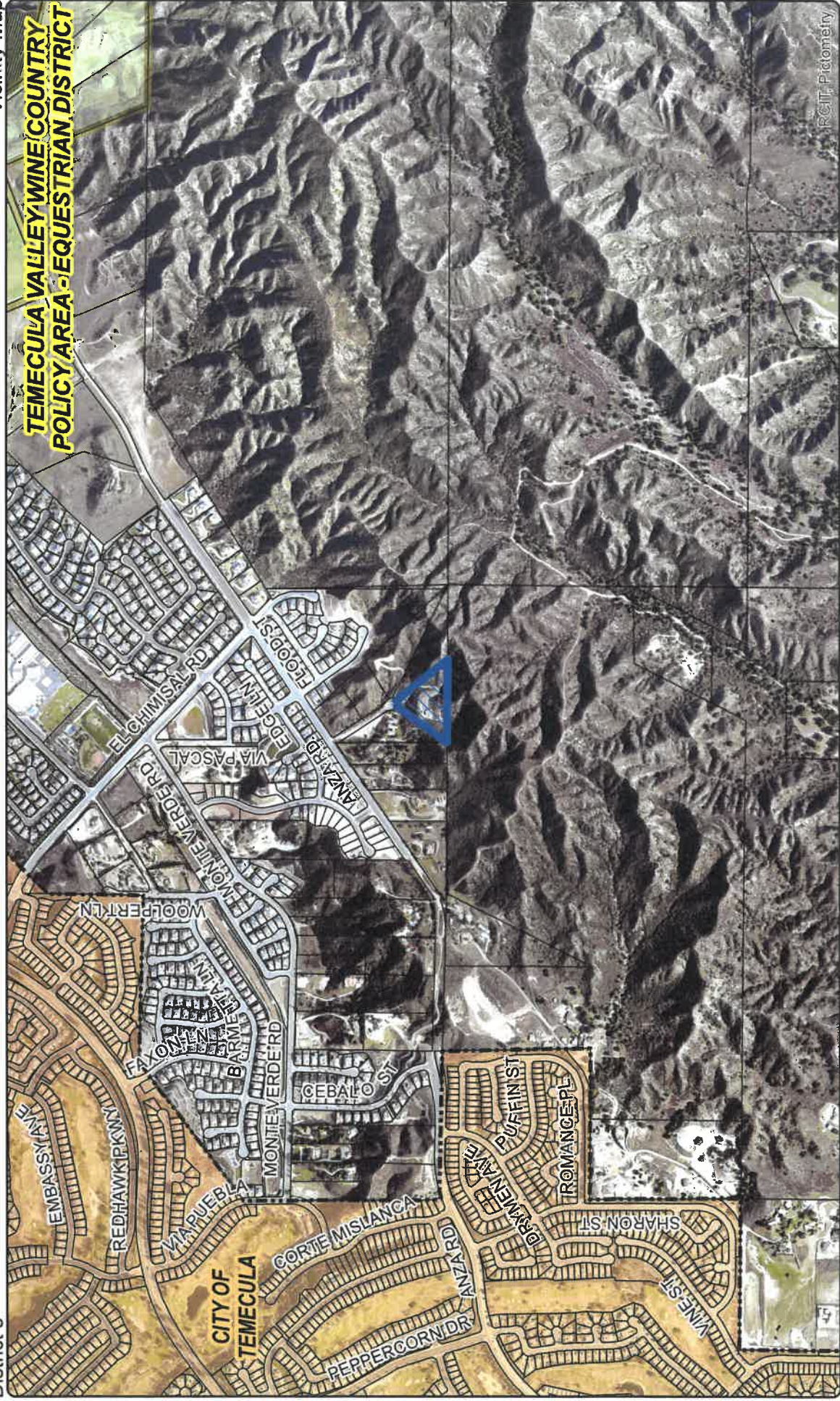
Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

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

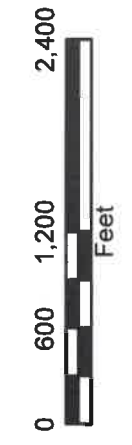
RIVERSIDE COUNTY PLANNING DEPARTMENT
PPW200004
VICINITY/POLICY AREAS

Supervisor: Washington
 District 3

Date Drawn: 09/16/2020
 Vicinity Map



Author: Vinnie Nguyen



Zoning Area: Rancho California

REGULATIONS: On October 7, 2003, the County of Riverside adopted a new General Plan providing for land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department at (760) 940-8277 (Riverside County) or Website: <http://www.riversideca.gov>

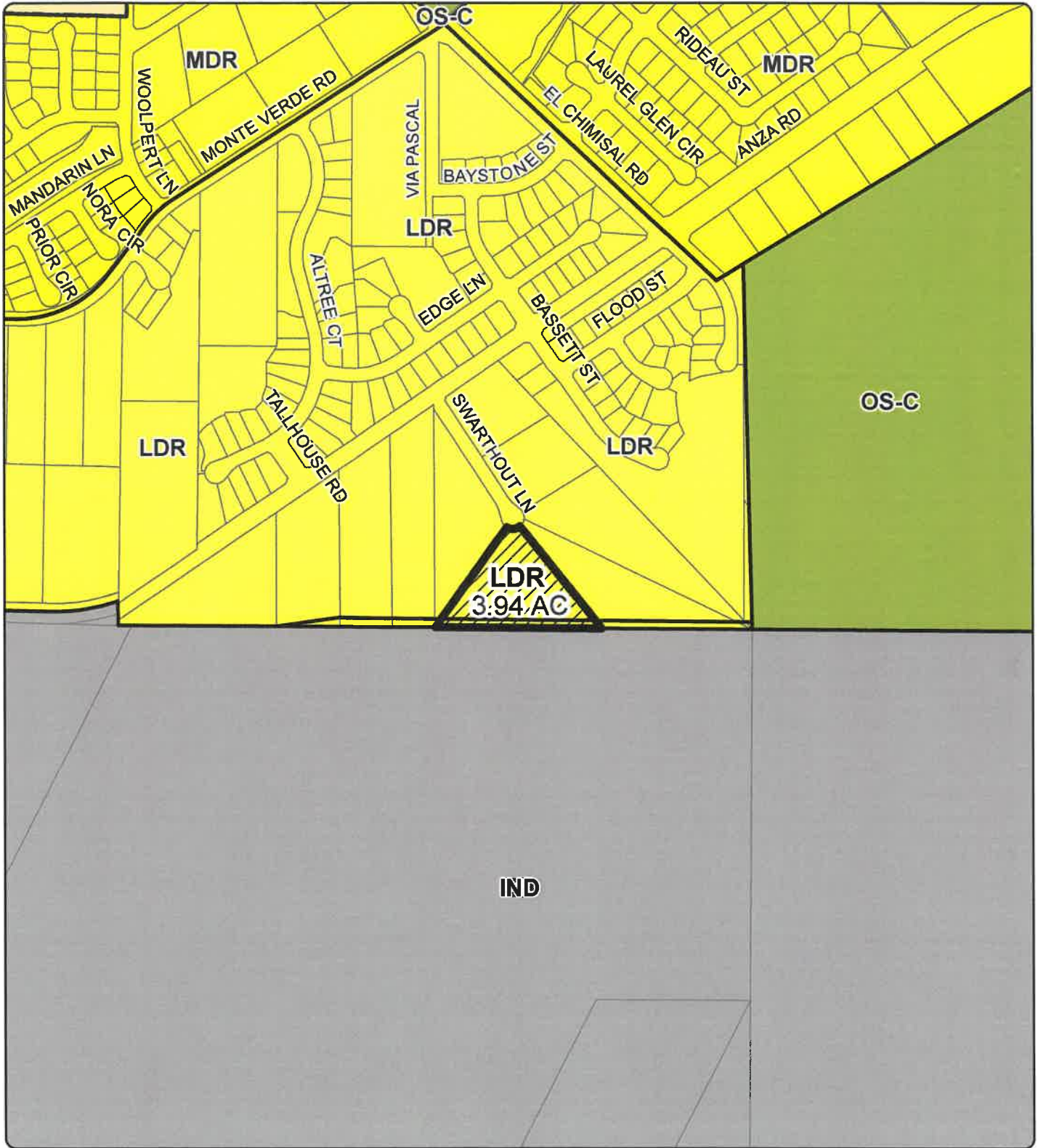
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPW200004

Supervisor: Washington
District 3

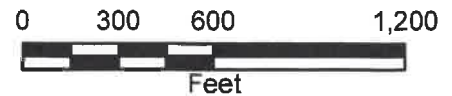
EXISTING GENERAL PLAN

Date Drawn: 09/16/2020
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.redma.org>

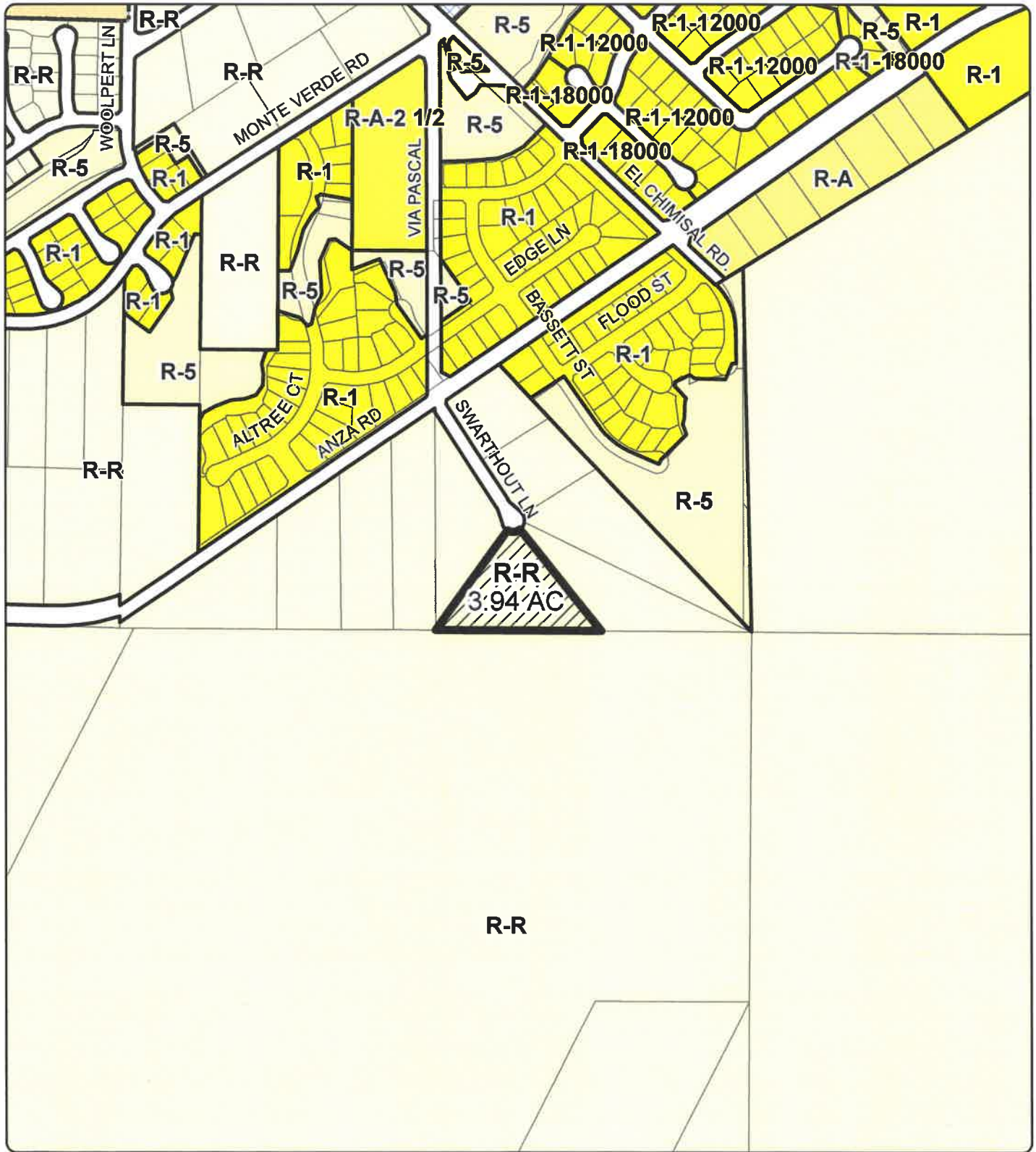
RIVERSIDE COUNTY PLANNING DEPARTMENT

PPW200004

EXISTING ZONING

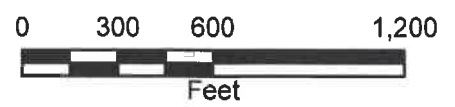
Supervisor: Washington
District 3

Date Drawn: 09/16/2020
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)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://planning.rcdms.org>

RIVERSIDE COUNTY PLANNING DEPARTMENT

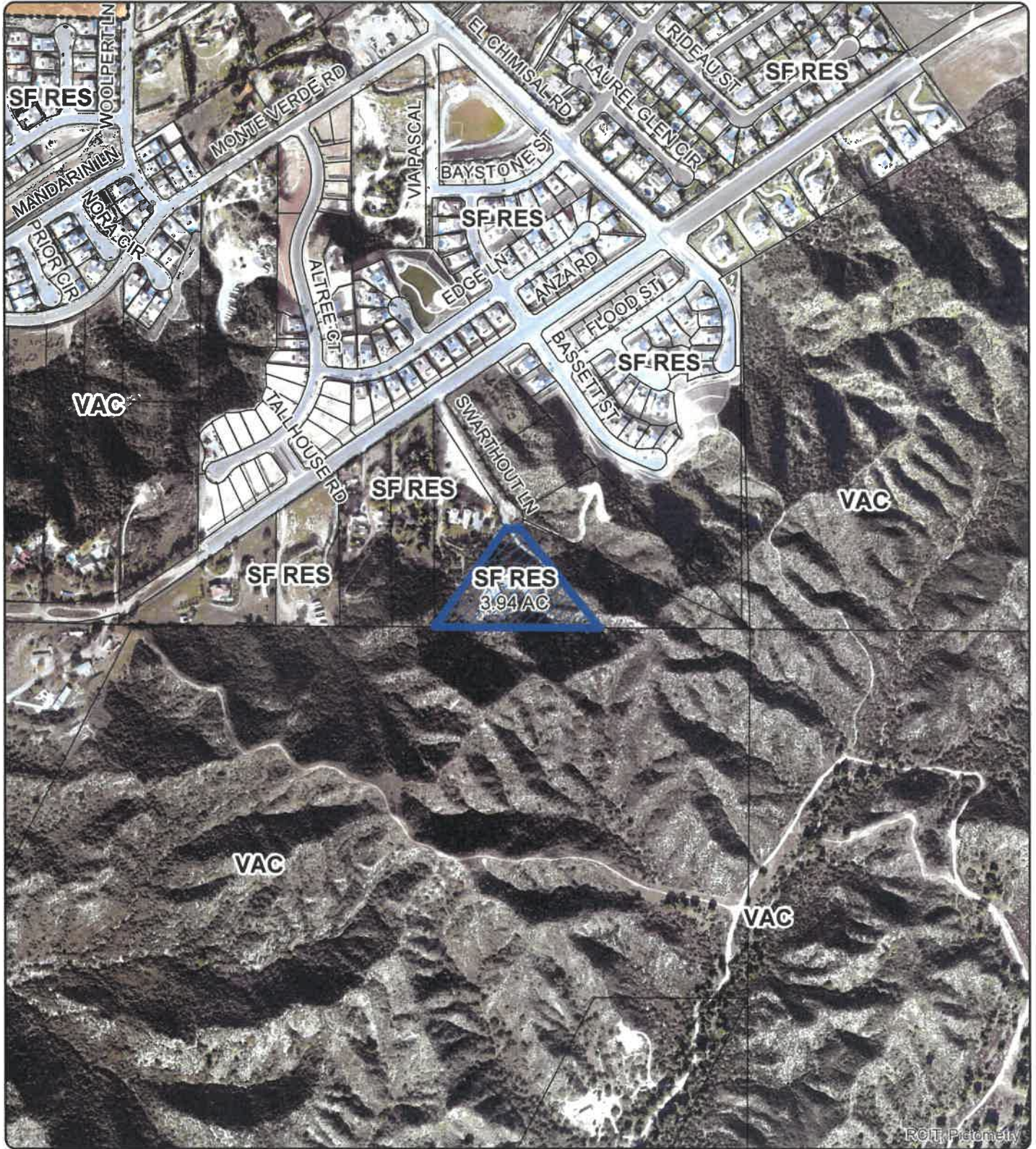
PPW200004

Supervisor: Washington
District 3

Date Drawn: 09/16/2020

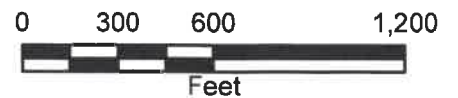
LAND USE

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.rcclima.org>



FIRSTNET



3300 IRVINE AVE. STE 300
NEWPORT BEACH, CA 92660



CSL01788
BESANSON
33859 SWARTHOUT LN.
TEMECULA, CA 92592

REV	DATE	DESCRIPTION	BY
4	11/17/17	100% ZD	DC
3	10/02/17	100% ZD	DC
2	10/02/17	100% ZD	DC
1	09/29/17	100% ZD	DC
0	09/29/17	90% ZD	DC

DESIGN RECORD

PROFESSIONAL STAMP



TITLE SHEET

SHEET T-1

CONSULTANT

APPLICANT

SITE INFORMATION

DESIGN RECORD

PROFESSIONAL STAMP

DESIGNER

SHEET TITLE

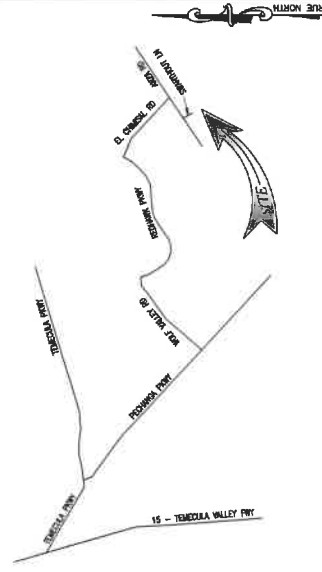
SHEET

CSL01788 - BESANSON

USID: 287646, FA: 13014358

33859 SWARTHOUT LN.
TEMECULA, CA 92592

VICINITY MAP



DIRECTIONS

DIRECTIONS FROM AT&T OFFICE:

TAKE THE I-15 N, USE THE RIGHT 2 LANES TO TAKE EXIT 99 TO MERGE ONTO CA-53 N TOWARD RIVERSIDE

MERGE ONTO CA-53 N, USE THE RIGHT 2 LANES TO TAKE EXIT 30A TO MERGE ONTO CA-53 N TOWARD RIVERSIDE

USE THE RIGHT 2 LANES TO TAKE EXIT 91 TO MERGE ONTO 15 TOWARD TEMECULA. MERGE ONTO 15 TOWARD TEMECULA, APPROXIMATELY EXIT RIGHT AT THE FORK AND MERGE ONTO TEMECULA PKWY CONTINUE ON TEMECULA PKWY.

TAKE PECHANGA PKWY, WOLF VALLEY RD AND REDHAWK PKWY TO SWARTHOUT LN

MERGE ONTO TEMECULA PKWY USE THE RIGHT 2 LANES TO TURN RIGHT ONTO PECHANGA PKWY, USE THE LEFT 2 LANES TO TURN LEFT ONTO REDHAWK PKWY

TURN RIGHT ONTO EL CHURUBA RD

TURN RIGHT ONTO ANZA RD

TURN LEFT ONTO SWARTHOUT LN

CODE COMPLIANCE

ALL WORK AND CONDITIONS SHALL BE PERFORMED AND NOT ALTERED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CALIFORNIA CODES, AS SCHEDULED BY THE LOCAL JURISDICTION AUTHORITIES. NOTATIONS IN THESE PLANS IS TO BE CONSIDERED TO PERMIT WORK NOT CONFORMING TO THE LATEST EDITIONS OF THE FOLLOWING CODES.

- 2019 CALIFORNIA BUILDING CODE
- 2019 CALIFORNIA TITLE 24
- 2019 CALIFORNIA ENERGY CODE
- 2019 CALIFORNIA MECHANICAL CODE
- 2019 CALIFORNIA ELECTRICAL CODE
- 2019 CALIFORNIA FIRE AND LIFE SAFETY CODE
- 2019 CALIFORNIA MECHANICAL CODE
- 2019 CALIFORNIA ELECTRICAL CODE
- 2019 CALIFORNIA FIRE AND LIFE SAFETY CODE

SITE INFORMATION

SITE ADDRESS:
33859 SWARTHOUT LN.
TEMECULA, CA 92592

LATITUDE (NAD 83):
N 33.7273424°

LONGITUDE (NAD 83):
W 117.0477887°

GROUND ELEVATION:
-117.068660'

JURISDICTION:
1427 ANSL (NAD 83)

PROPERTY OWNER:
COUNTY OF RIVERSIDE

CONTACT:
CHRISTOPHER BESANSON
33859 SWARTHOUT LN.
TEMECULA, CA 92592
PHONE: (760) 3152005

ZONING:
RAR

PARCEL MAP NUMBER:
917-070-010

STRUCTURE TYPE:
MONOPINE

STRUCTURE HEIGHT:
50.0' (AGL)

POWER SUPPLIER:
SCE

TELCO SUPPLIER:
AT&T

PROJECT TEAM

APPLICANT:
AT&T
3075 ADAMS ST., RIVERSIDE, CA 92504
CONTACT: BOB STURTEVANT
PHONE: (951) 947225

PROJECT MANAGEMENT FIRM:
SMARTLINK LLC
3300 IRVINE AVE. STE 300
NEWPORT BEACH, CA 92660
PHONE: (949) 635-7213
akus.danah@smartlink.com

RF ENGINEER:
AT&T
1425 EDINGER AVE
NEWPORT BEACH, CA 92660
CONTACT: AT&T MAN
PHONE: (949) 354-0252
andreg@att.com

CONSTRUCTION MANAGER:
BECHTEL COMMUNICATIONS
3300 IRVINE AVE. STE 300
IRVINE, CA 92618
CONTACT: RON VANDERWAL
PHONE: (949) 440-0001
rvanderw@bechtel.com

SITE ACO MANAGER:
SMARTLINK LLC
3300 IRVINE AVE. STE 300
NEWPORT BEACH, CA 92660
CONTACT: ALISA STRASSER
PHONE: (949) 635-7270
alisa.strasser@smartlink.com

ZONING MANAGER:
SMARTLINK LLC
3300 IRVINE AVE. STE 300
NEWPORT BEACH, CA 92660
CONTACT: ALISA STRASSER
PHONE: (949) 635-7270
alisa.strasser@smartlink.com

DRAWING INDEX

- T-1 TITLE SHEET
- B01 TOPOGRAPHIC SURVEY
- B02 SITE PLAN
- A-1 EQUIPMENT LAYOUT AND ENLARGED SITE PLAN
- A-2 ANTENNA LAYOUT, ANTENNA SCHEDULE
- A-3 ELEVATIONS
- A-4 TITLE SHEET
- L-1 IRRIGATION PLAN
- L-2 PLANTING PLAN
- L-3 PLANTING SPECIFICATIONS
- L-5 PLANTING SPECIFICATIONS

DRAWING SCALE

THESE DRAWINGS ARE SCALED TO FULL SIZE AT 27'X34" AND HALF SIZE AT 11'X17". CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE DESIGNER IN WRITING OF ANY DISCREPANCIES OR OMISSIONS. THE CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICE TO PREVENT STORM WATER POLLUTION DURING CONSTRUCTION.

SCOPE OF WORK

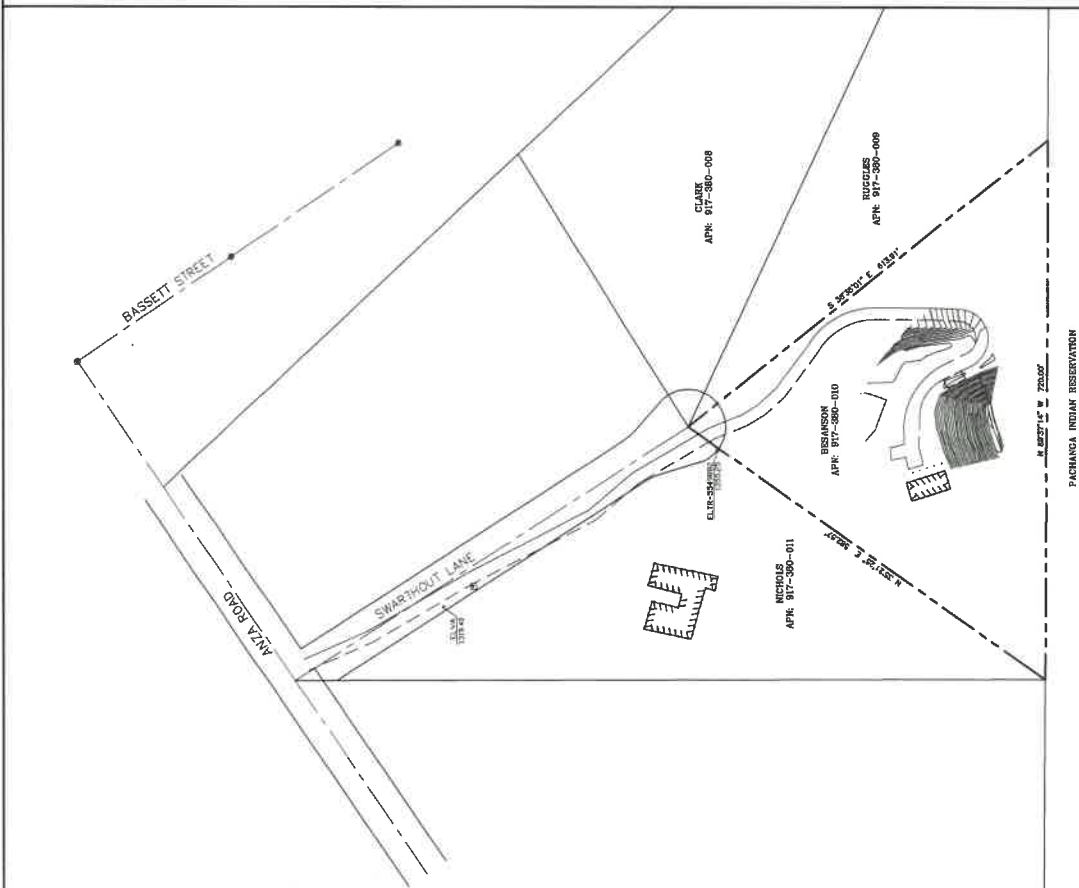
- THIS PROJECT CONSISTS OF THE INSTALLATION OF A NEW AT&T WIRELESS ANTENNA FACILITY.
- SCOPE OF WORK:**
- EQUIPMENT AREA**
- INSTALL 10'X10' MONOPINE CABINET AND 20KVA STANDBY BACK UP GENERATOR ON A NEW RAISED STEEL PLATFORM ENCLOSURE
 - INSTALL NEW FIBER OPTIC RENEWAL FROM SOURCE TO NEW ANTENNAS
 - INSTALL NEW FIBER AND DC CABLES TO NEW ANTENNAS
 - INSTALL NEW POWER/FIBER CONDUIT FROM SOURCE TO EQUIPMENT
- ANTENNA AREA**
- INSTALL (1) NEW 80' TALL MONOPINE ANTENNA TOWER
 - INSTALL (1) NEW 80' TALL MONOPINE ANTENNA TOWER
 - INSTALL (1) NEW FIBER PER SECTOR, (8) TOTAL
 - INSTALL (2) NEW DC SURGE PROTECTOR PER SECTOR, (8) TOTAL
- LEASE AREA**
- EQUIPMENT AREA - 28' X 17' = 374 S.F.
 - ANTENNA AREA - 11' DIAMETER = 294 S.F.
 - TOTAL = 668 S.F.

OWNER'S NAME: CHRISTOPHER H. BISANSON / SANDRA J. BISANSON
ASSESSOR'S PARCEL NUMBER(S) 817-300-010
DATE OF RECORD: (NONE), (POUCH 2010)
THE BEARINGS SHOWN HEREON ARE BASED CALIFORNIA STATE PLANE COORDINATE SYSTEM - ZONE 6, AS DETERMINED BY C.P.S. CONTROL POINTS, NATIONAL ADJUSTED TRIANGULAR NETWORK, GEODETIC OPTIC 1.50 SOFTWARE.
DATE OF ELEVATIONS: (NONE)
THE ELEVATIONS FROM TWO NATIONAL GEODETIC SURVEY CORRS. REFERENCE STATIONS: 1) APN# ELEVATION = 1504.49, AND 2) TOMP. ELEVATION = 103.77, WITH GEOID 2012 CORRECTIONS APPLIED.
SITE BENCHMARK IS A 800-MAIL, LOCATED AT NORTH END OF PAD, AS SHOWN HEREON. ELEVATION = 1069.01.

FLOOD ZONE DESIGNATION: National Flood Insurance Program:
 County: RIVERSIDE
 Map/Panel: 08065C3096
 Effective Date: 8/29/2008
 The Flood Zone Designation for this site is: ZONE: X

PROPERTY LEGAL DESCRIPTION
 THAT PORTION OF PARCEL FOUR (1074, CITY OF TEMECULA, CALIFORNIA) SHOWN ON FILE IN BOOK 53, PAGE 100 OF PARCEL MAPS, RIVERSIDE COUNTY RECORDS, DESCRIBED AS FOLLOWS:
 BEGINNING AT THE SOUTHWEST CORNER OF SAID PARCEL FOUR, THENCE NORTH 25° 21' 45" EAST 158.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 85° 00' 00" WEST 113.91 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL FOUR; THENCE SOUTH 85° 00' 00" WEST 70.00 FEET TO THE SOUTHWEST CORNER; THENCE NORTH 25° 21' 45" EAST 158.00 FEET TO THE POINT OF BEGINNING.
 SAID DESIGNATION IS SHOWN AS PARCEL 2 ON CERTIFICATE OF COMPLIANCE OF MAPPER OF PARCEL MAP 1022, RECORDED NOVEMBER 15, 1979 AS INSTRUMENT NO. 1979-244402, OF OFFICIAL RECORDS.

TITLE REPORT NOTES:
 THE FOLLOWING EASEMENTS EFFECT SAID PARCEL AND ARE SHOWN HEREON. SEE PRELIMINARY TITLE REPORT NO. 2021-0728-2021-044-CMB PREPARED BY FLOYD SURVEYING, INC., 3408 CALLEJON STREET, TEMECULA, CA 92592, FOR OTHER DOCUMENTS (NON-EASEMENTS) AFFECTING SAID PROPERTY. NO EASEMENTS ARE SHOWN ON SAID TITLE REPORT.



LEGEND
 These standard symbols will be found in the drawing.
 MONUMENT FOUND
 TELEPHONE PED
 ELVA
 ELECTRICAL WALK
 EDGE OF DIRT ROAD
 EXCAVATION
 ROOF OVERHANG
 ROOF TOP
 V-CUTTER
 BOUNDARY LINE
 CENTER LINE
 MISC. PROPERTY LINE
 MISC. TIE LINE
 RIGHT-OF-WAY LINE
 FENCE LINE
 FENCE LINE
 X
 OVERHEAD WRES

1) This is not a boundary survey. This is a specialized topographic map. The property lines and easements shown herein are from the information on record hereon. Floyd Surveying & Mapping, Inc. is not responsible for the accuracy of the information shown herein. No title research was performed by Floyd Surveying.
 2) Any changes made to the information on this plan, without the written consent of Floyd Surveying remains the property of Floyd Surveying & Mapping, Inc.
 3) These drawings & specifications are the property of Floyd Surveying & Mapping, Inc. and shall not be used on any other work except by agreement with the Surveyor. Written dimensions shall take precedence over graphical dimensions. Any discrepancy shall be brought to the attention of the Surveyor prior to commencement of any work.
 4) Field survey completed on March 12, 2020

OVERALL SITE PLAN

SCALE: 1"=40'

SHEET TITLE: TOPOGRAPHIC SURVEY

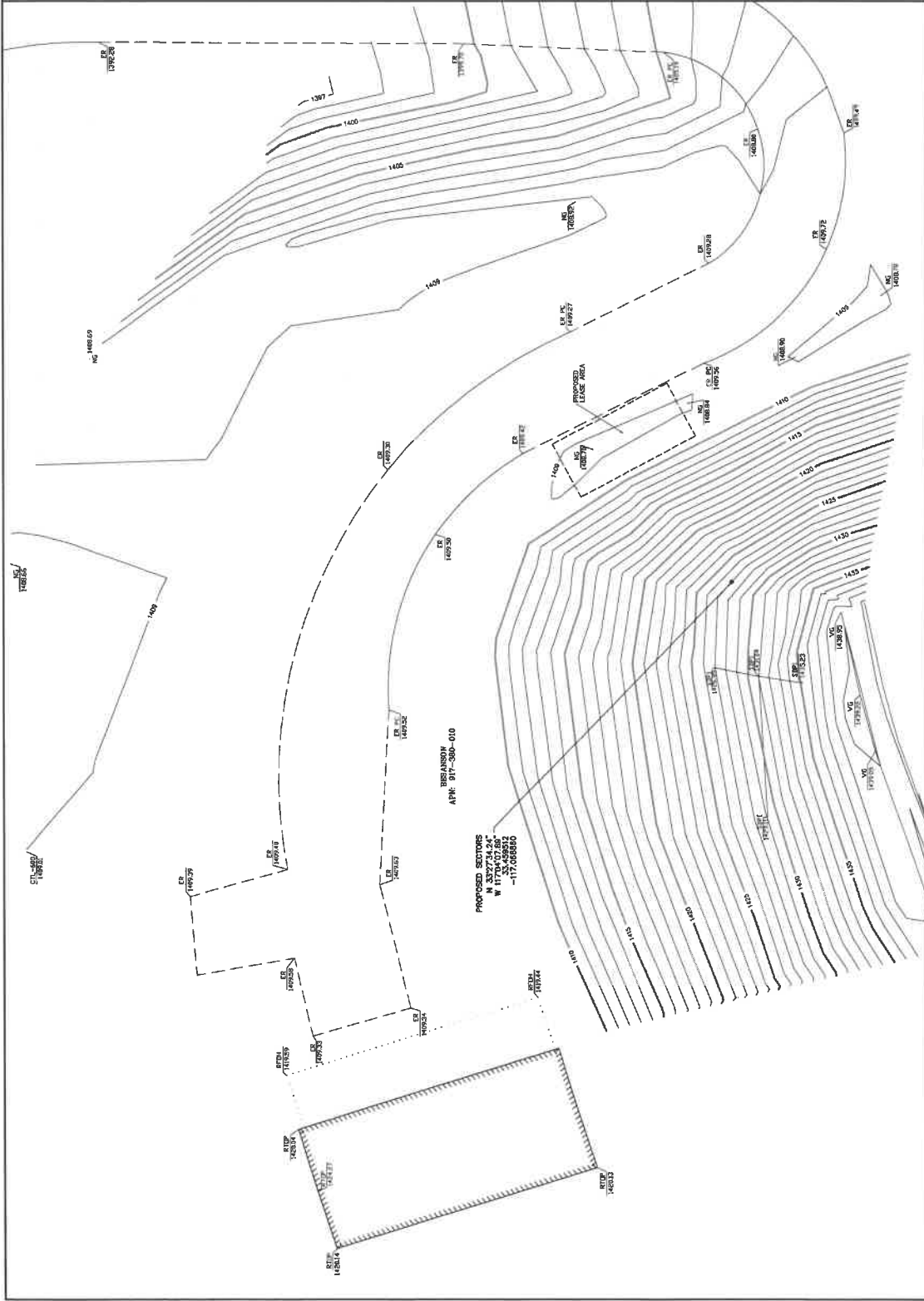
SHEET NUMBER: B01

NO.	DATE	BY	CHKD.	DESCRIPTION
1	12/21/20	DAF	DAF	SECTIONS
2	12/21/20	DAF	DAF	TITLE REVIEW
3	12/21/20	DAF	DAF	ISSUED FOR ZONING SUBMITTAL
4	12/21/20	DAF	DAF	REVISIONS
5	12/21/20	DAF	DAF	DESIGNED
6	12/21/20	DAF	DAF	AS SHOWN
7	12/21/20	DAF	DAF	DRAWN

at&t
 Survey
 145 EDINGER AVENUE 3RD FLOOR
 TEMECULA, CA 92592

CSL01788
 33859 SWARTHOUT LANE
 TEMECULA, CA 92592

FLOYD SURVEYING
 3408 CALLEJON STREET
 TEMECULA, CA 92592
 OFFICE (949) 300-0828
 EMAIL: info@floydsurveying.com



LEGEND

- These standard symbols will be found in the country.
- MONUMENT FOUND
 - TELEPHONE POLE
 - ELECTRICAL METER
 - ELECTRICAL WALK
 - ELECTRICAL WALK
 - EDGE OF DIRT ROAD
 - EDGE OF DRIVE
 - ELEVATION
 - ROUGH OVERMAN
 - ROUGH OVERMAN
 - ROUGH OVERMAN
 - V-GUTTER
 - BOUNDARY LINE
 - CENTER LINE
 - MISC. PROPERTY LINE
 - MISC. TIE LINE
 - RIGHT-UP-WAY LINE
 - EASEMENT LINE
 - EASEMENT LINE
 - X
 - BUILDING EDGE
 - OVERHEAD WIRES

- 1) This is not a boundary survey. This is a specialized topographic map. The property lines and easements shown hereon are based on information as furnished by the client. No field research was performed by Floyd Surveying. No title research was performed by Floyd Surveying.
- 2) Any changes made to the information on this plan, without the written consent of Floyd Surveying, shall be void and of no effect.
- 3) These drawings & specifications are the property & copyright of Floyd Surveying & shall not be used on any other work except by agreement with the Surveyor. Written dimensions shall take precedence over graphical dimensions. Any discrepancy shall be brought to the notice of the Surveyor prior to commencement of any work.
- 4) Field survey completed on March 12, 2020



FLOYD SURVEYING
 9450 BUCKLEBUSH STREET
 TUSTIN, CA 92780
 OFFICE: (949) 200-0628
 EMAIL: info@floydsurveying.com

CSL01788

53959 SWARTHOUT LANE
 TEMECULA, CA 92592

at&t
 INNOVATION
 14828 BENDER AVENUE, 3RD FLOOR
 TUSTIN, CA 92780

SCALE: AS SHOWN

DESIGNED: []
 REVISIONS: []
 DRAWN: []

DETAIL SITE PLAN

BOULEVARD: 1"=40'

SHEET TITLE: []

SHEET NUMBER: **B02**

TOPOGRAPHIC SURVEY

NO.	DATE	REVISIONS	BY	CHK
2	5/21/20	REVISIONS	DF	DF
1	4/04/20	TITLE REVIEW	DF	DF
0	3/17/20	ISSUED FOR ZONING SUBMITTAL	DF	DF

SCALE: AS SHOWN

DESIGNED: []
 REVISIONS: []
 DRAWN: []



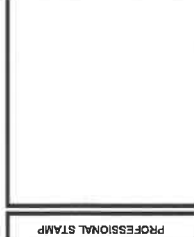
3300 IRVINE AVE. STE. 300
NEWPORT BEACH, CA 92660



CSL01788
BESANSON
33889 SWARTHOUT LN.
TEMECULA, CA 92592

REVISIONS

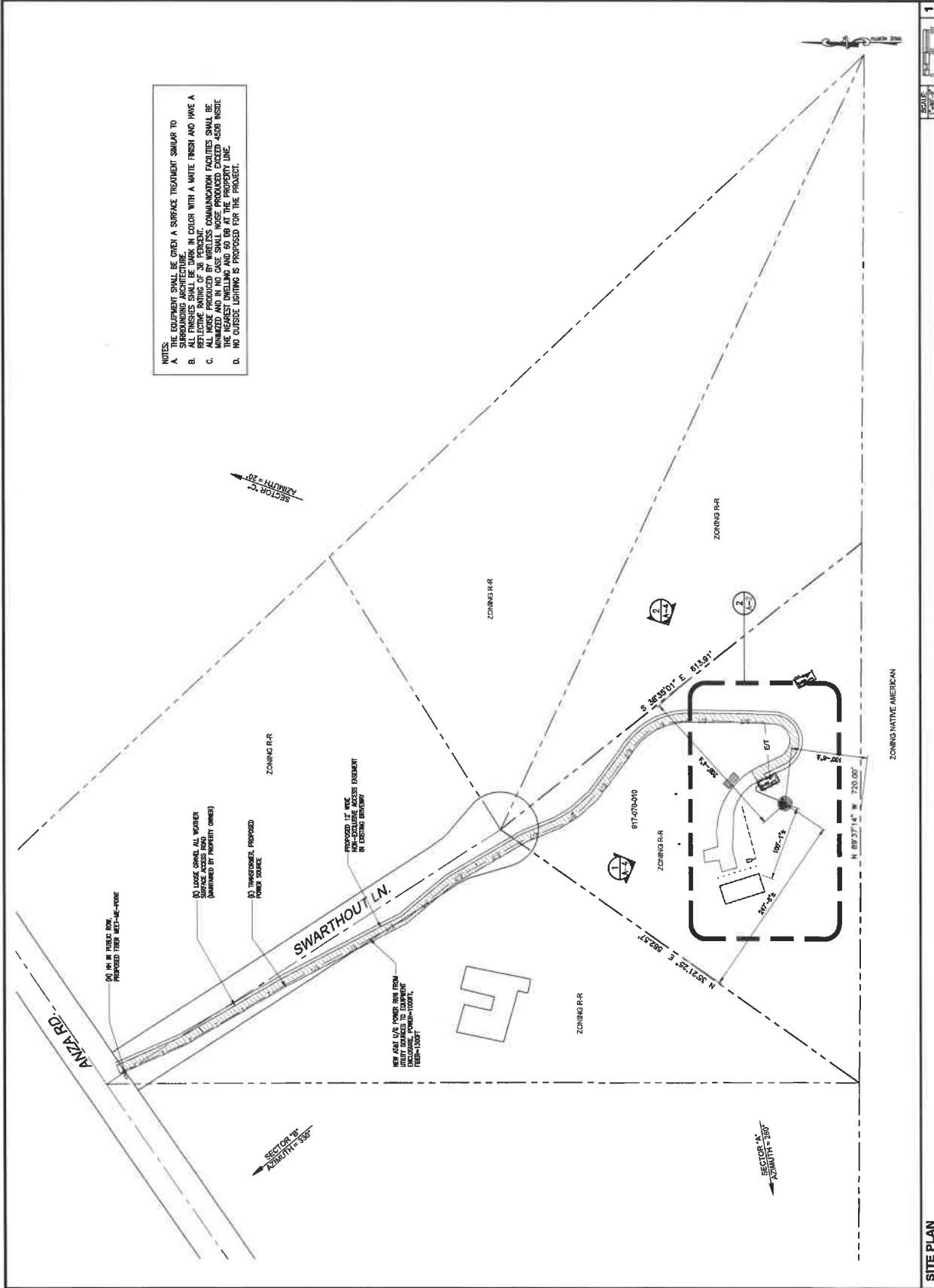
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2	5/11/2010	100% ZD	DC
1	5/11/2010	100% ZD	DC
0	5/11/2010	90% ZD	DC



2431 ANTIPO AVE
MIRAMONTE HILLS, CA 91769
TEL: 909-251-3333

SITE PLAN

A-1





3300 IRVINE AVE, STE. 300
NEWPORT BEACH, CA 92660



CSL01788
BESANSON
33859 SMARTHOUT LN.
TEMECULA, CA 92592

REVISIONS

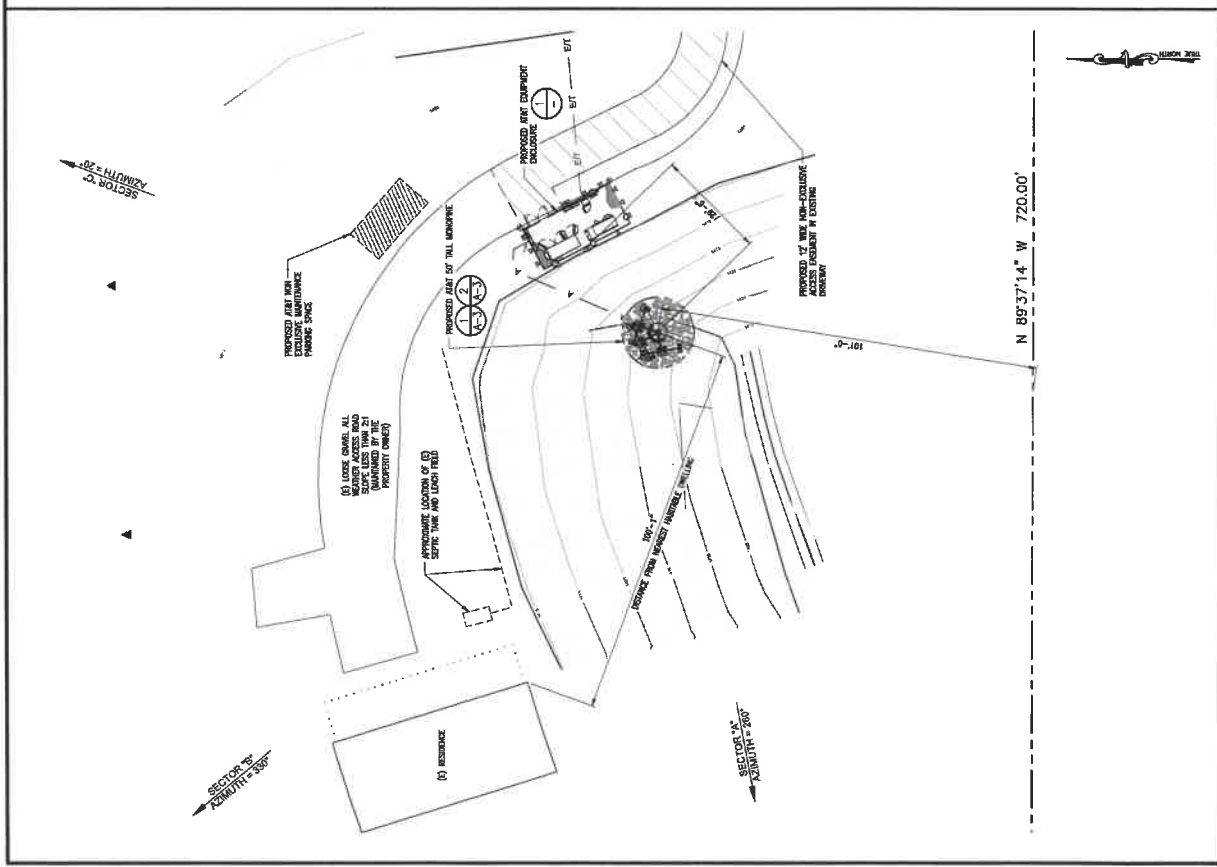
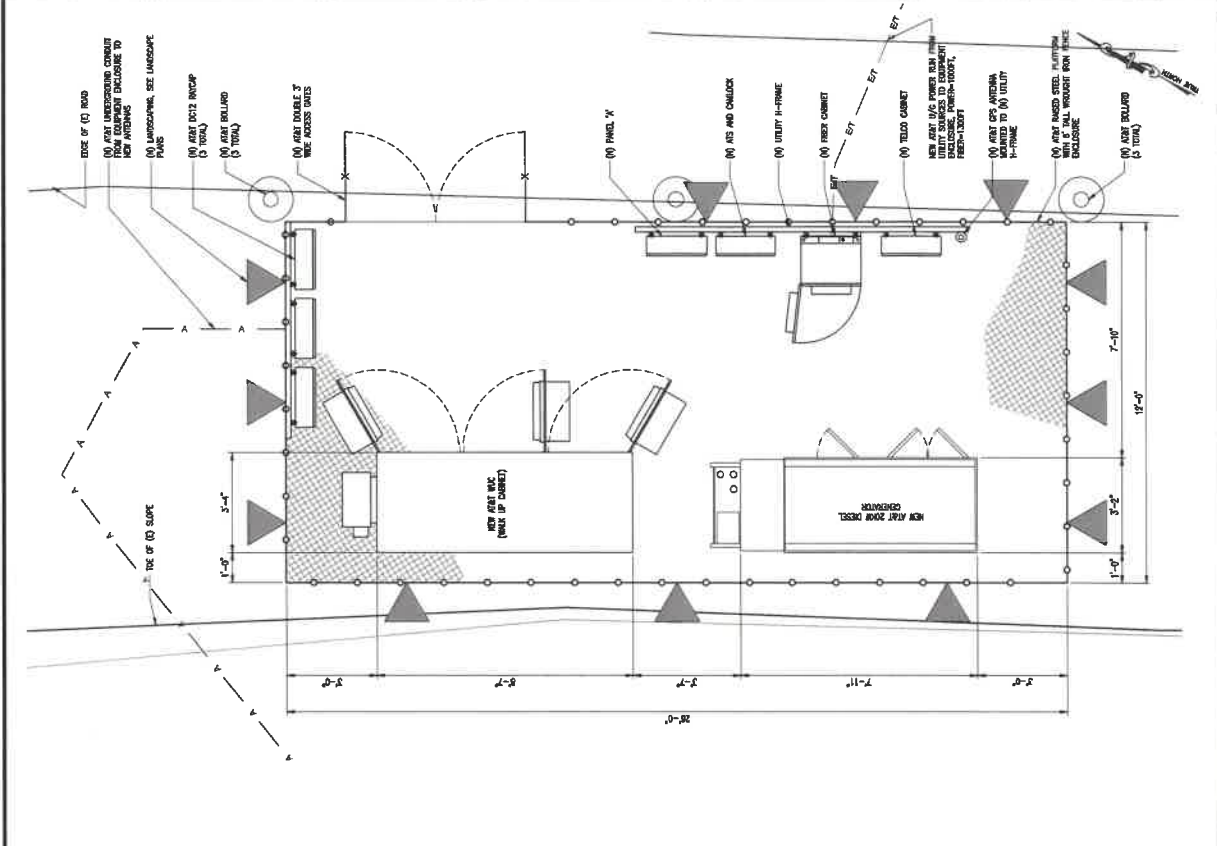
REV	DATE	DESCRIPTION	BY
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3	05/26/20	100% ZD	DC
2	04/09/20	100% ZD	DC
1	03/26/20	100% ZD	DC
0	03/26/20	90% ZD	DC



EQUIPMENT
LAYOUT &
ENLARGED SITE
PLAN

A-2

CONSULTANT APPLICANT SITE INFORMATION DESIGN RECORD PROFESSIONAL STAMP DESIGNER SHEET TITLE SHEET



SCALE: 1/4" = 1'-0" 1 EQUIPMENT LAYOUT 2 ENLARGED SITE PLAN



3300 IRVINE AVE. STE. 300
NEWPORT BEACH, CA 92660



CSL01788
BESANSON
33889 SWARTHOUT LN.
TEMECULA, CA 92592

REV	DATE	DESCRIPTION	BY
4	09/17/20	100% ZD	DC
3	09/16/20	100% ZD	DC
2	09/16/20	100% ZD	DC
1	09/16/20	100% ZD	DC
0	09/16/20	90% ZD	DC

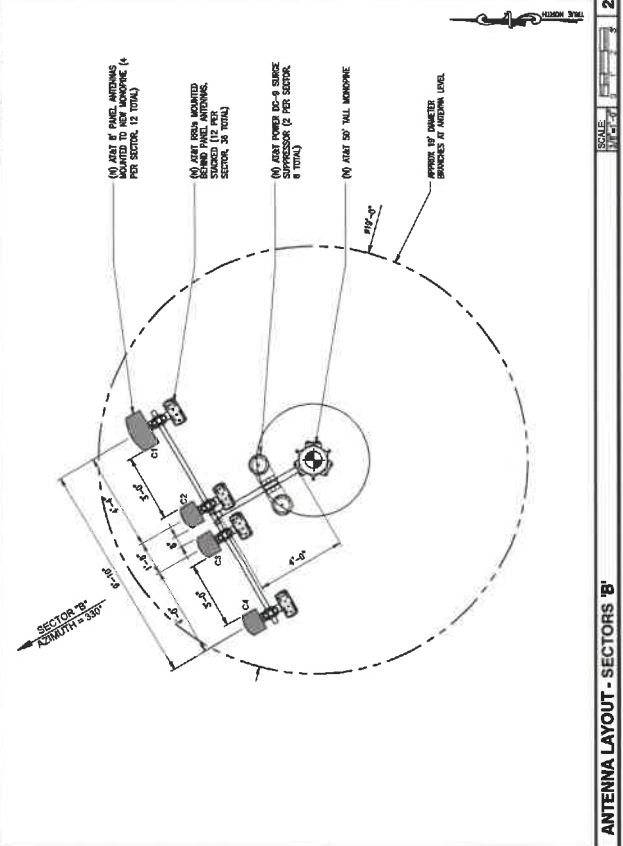
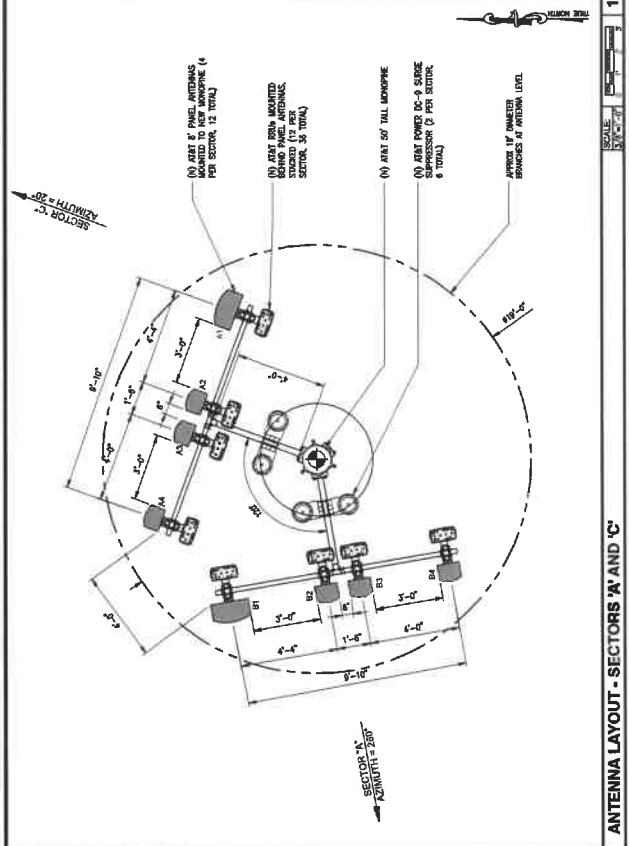
REVISIONS



ANTENNA LAYOUT,
ANTENNA
SCHEDULE

A-3

CONSULTANT APPLICANT SITE INFORMATION DESIGN RECORD PROFESSIONAL STAMP DESIGNER SHEET TITLE SHEET



ANTENNA LAYOUT - SECTORS 'A' AND 'C'

ANTENNA LAYOUT - SECTORS 'B'

SECTOR	TECHNOLOGY	ANTENNA MODEL	AZIMUTH	RAD CENTER (X,Y)	RRU MODEL	FIBER/CABLE LENGTH	COAX CABLE LENGTH
A	TDD	6' PANEL ANTENNA	20°	45'-0"	(3) RRU5 UP, MODEL TBD	4120'	48'-0"
	TDD	6' PANEL ANTENNA	20°	45'-0"	(3) RRU5 UP, MODEL TBD	4120'	48'-0"
	TDD	6' PANEL ANTENNA	20°	45'-0"	(3) RRU5 UP, MODEL TBD	4120'	48'-0"
	TDD	6' PANEL ANTENNA	20°	45'-0"	(3) RRU5 UP, MODEL TBD	4120'	48'-0"
B	TDD	6' PANEL ANTENNA	330°	25'-0"	(3) RRU5 UP, MODEL TBD	4110'	48'-0"
	TDD	6' PANEL ANTENNA	330°	25'-0"	(3) RRU5 UP, MODEL TBD	4110'	48'-0"
	TDD	6' PANEL ANTENNA	330°	25'-0"	(3) RRU5 UP, MODEL TBD	4110'	48'-0"
	TDD	6' PANEL ANTENNA	330°	25'-0"	(3) RRU5 UP, MODEL TBD	4110'	48'-0"
C	TDD	6' PANEL ANTENNA	20°	45'-0"	(3) RRU5 UP, MODEL TBD	4120'	48'-0"
	TDD	6' PANEL ANTENNA	20°	45'-0"	(3) RRU5 UP, MODEL TBD	4120'	48'-0"
	TDD	6' PANEL ANTENNA	20°	45'-0"	(3) RRU5 UP, MODEL TBD	4120'	48'-0"
	TDD	6' PANEL ANTENNA	20°	45'-0"	(3) RRU5 UP, MODEL TBD	4120'	48'-0"

ANTENNA RF SCHEDULE



3300 IRVINE AVE, STE. 300
NEWPORT BEACH, CA 92660

CONSULTANT



AT&T
FIRSTNET

APPLICANT

CSL01788
BESANSON
33859 SWARTHOUT LN.
TEMECULA, CA 92592

SITE INFORMATION

REVISIONS			
REV	DATE	DESCRIPTION	BY
4	06/11/20	100% ZD	DC
3	06/03/20	100% ZD	DC
2	04/16/20	100% ZD	DC
1	03/23/20	100% ZD	DC
0	03/11/20	80% ZD	DC

DESIGN RECORD



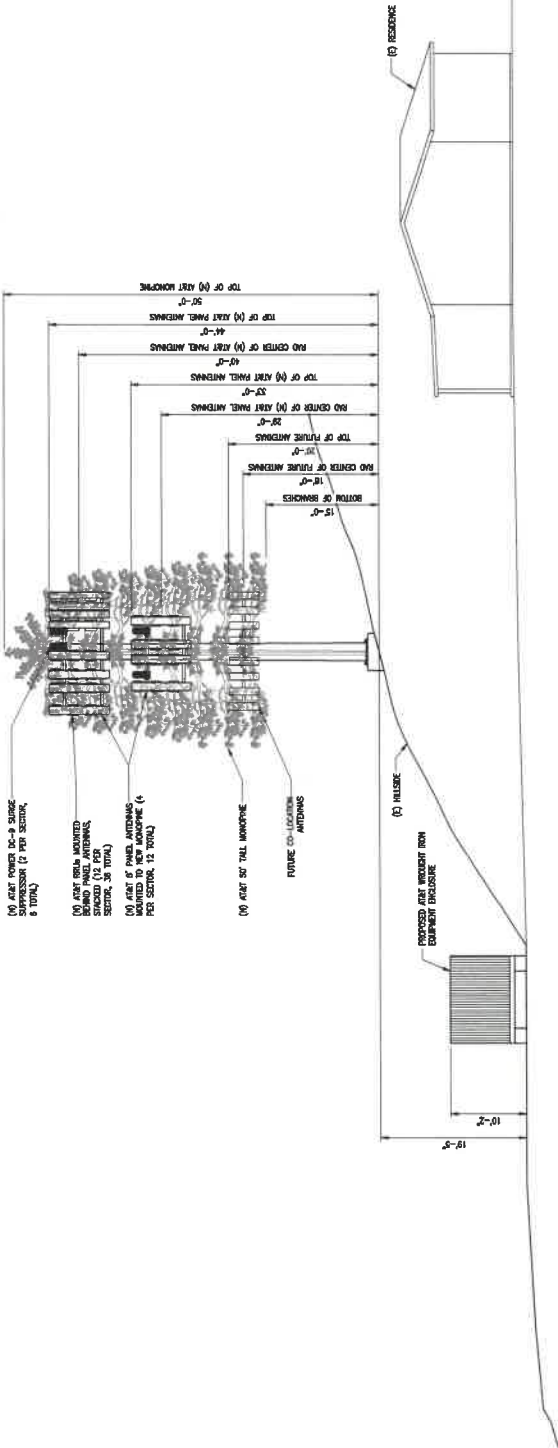
PROFESSIONAL STAMP



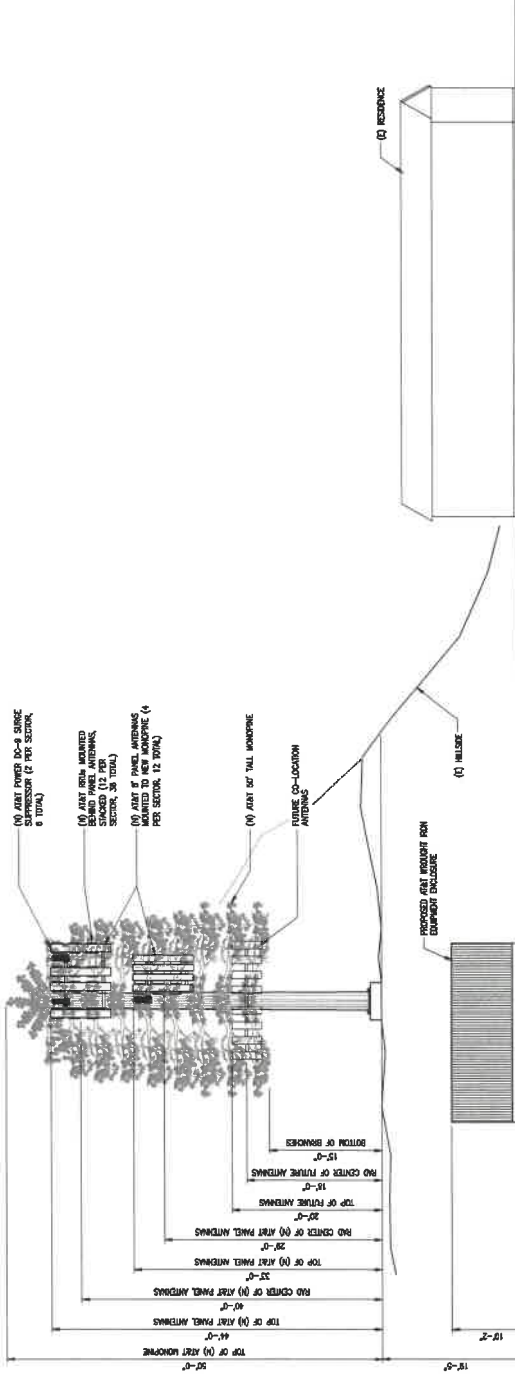
DESIGNER

ELEVATIONS

A-4



NORTH WEST ELEVATION

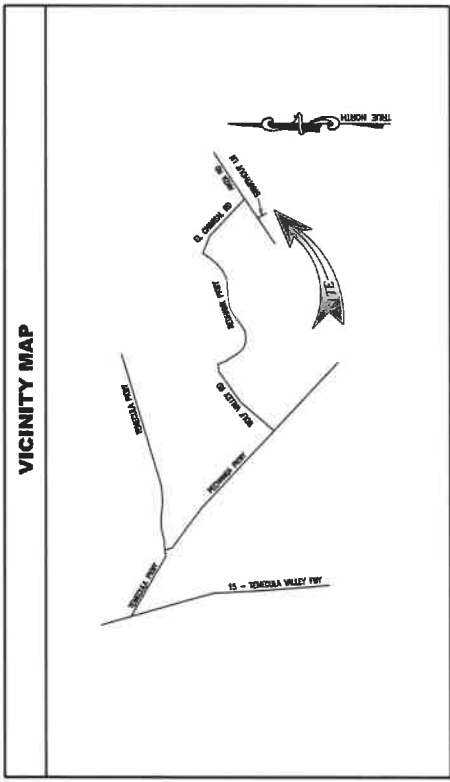


NORTH EAST ELEVATION

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

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

COUNTY OF RIVERSIDE 33859 SWARTHOUT LANE TEMECULA, CA 92592



PROJECT DIRECTORY

OWNER/DESIGNER
 NAME: AT&T
 ADDRESS: 452 EDINGER AVENUE
 CITY, STATE, ZIP: COSTA MESA, CA 92626

PLANNING/SITE ACQUISITION

NAME: SMARTLINK, LLC
 ADDRESS: 3300 BYRNE AVENUE, SUITE 300
 CITY, STATE, ZIP: NEWPORT BEACH, CA 92660
 PHONE: (949) 839-7315

LANDSCAPE ARCHITECT

NAME: RJCLA LANDSCAPE ARCHITECTS
 ADDRESS: 22431 ANTONIO PARKWAY, SUITE B169-131
 CITY, STATE, ZIP: RANCHO SANTA MARGARITA, CALIFORNIA 92688
 PHONE: (949) 661-3993
 EMAIL: rjclalandscape@earthlink.net

ENGINEER

NAME: CONNELL DESIGN GROUP
 ADDRESS: 22431 ANTONIO PARKWAY, SUITE B169-131
 CITY, STATE, ZIP: RANCHO SANTA MARGARITA, CALIFORNIA 92688

APN NUMBERS

817-070-010

INDEX OF SHEETS

- TITLE SHEET
- IRRIGATION PLAN
- PLANTING PLAN
- CONSTRUCTION DETAILS
- IRRIGATION SPECIFICATIONS
- PLANTING SPECIFICATIONS

RIVERSIDE COUNTY INSPECTION AND CERTIFICATION NOTES

- 111 Planning Department (Site Inspection Purpose)
 111.1 To ensure that landscape and irrigation are installed per the approved plans and comply with regulations and standards of the Planning Department. The following information is required for all inspections that come at the request of the Planning Department and Inspection. Inspected items may include, but are not limited to:
 a. Irrigation needs
 b. Planting needs
 c. Arbor plants
 d. Slope installation
 e. Planting materials
 f. Plant type and location
 g. Soil analysis
 h. Planting schedule
 i. Planting depth
 j. Planting spacing
 k. Planting orientation
 l. Planting density
 m. Planting color
 n. Planting texture
 o. Planting height
 p. Planting width
 q. Planting length
 r. Planting depth
 s. Planting spacing
 t. Planting orientation
 u. Planting density
 v. Planting color
 w. Planting texture
 x. Planting height
 y. Planting width
 z. Planting length
- 112 Landscape Irrigation
 112.1 Landscape Irrigation shall be provided at the following stages of the project:
 a. Pre-Construction
 b. Construction
 c. Post-Construction
 d. Final Inspection
 e. Final Certification
 f. Final Approval
 g. Final Permit
 h. Final Release
 i. Final Sign-off
 j. Final Acceptance
 k. Final Completion
 l. Final Delivery
 m. Final Handover
 n. Final Transition
 o. Final Support
 p. Final Maintenance
 q. Final Monitoring
 r. Final Evaluation
 s. Final Review
 t. Final Audit
 u. Final Report
 v. Final Summary
 w. Final Conclusion
 x. Final Recommendation
 y. Final Suggestion
 z. Final Advice
- 113 Landscape Security Deposit
 113.1 The Landscape Security Deposit shall be provided to the County of Riverside in the form of a Landscape Security Deposit from the applicant to cover one site visit for each of the following inspections. If the site does not pass, subsequent site visits may occur and additional costs may occur.
 a. Pre-Construction Inspection (12 months)
 b. Construction Inspection (12 months)
 c. Post-Construction Inspection (12 months)
 d. Final Inspection (12 months)
 e. Final Certification (12 months)
 f. Final Approval (12 months)
 g. Final Permit (12 months)
 h. Final Release (12 months)
 i. Final Sign-off (12 months)
 j. Final Acceptance (12 months)
 k. Final Delivery (12 months)
 l. Final Handover (12 months)
 m. Final Transition (12 months)
 n. Final Support (12 months)
 o. Final Maintenance (12 months)
 p. Final Monitoring (12 months)
 q. Final Evaluation (12 months)
 r. Final Review (12 months)
 s. Final Audit (12 months)
 t. Final Report (12 months)
 u. Final Summary (12 months)
 v. Final Conclusion (12 months)
 w. Final Recommendation (12 months)
 x. Final Suggestion (12 months)
 y. Final Advice (12 months)
- 114 Final Inspection
 114.1 Final Inspection shall be provided to the County of Riverside in the form of a Final Inspection from the applicant to cover one site visit for each of the following inspections. If the site does not pass, subsequent site visits may occur and additional costs may occur.
 a. Pre-Construction Inspection (12 months)
 b. Construction Inspection (12 months)
 c. Post-Construction Inspection (12 months)
 d. Final Inspection (12 months)
 e. Final Certification (12 months)
 f. Final Approval (12 months)
 g. Final Permit (12 months)
 h. Final Release (12 months)
 i. Final Sign-off (12 months)
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 k. Final Delivery (12 months)
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 m. Final Transition (12 months)
 n. Final Support (12 months)
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 q. Final Evaluation (12 months)
 r. Final Review (12 months)
 s. Final Audit (12 months)
 t. Final Report (12 months)
 u. Final Summary (12 months)
 v. Final Conclusion (12 months)
 w. Final Recommendation (12 months)
 x. Final Suggestion (12 months)
 y. Final Advice (12 months)

COUNTY OF RIVERSIDE NOTES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEARING OF THE PROPOSED WORK AREA AND RELOCATION COSTS OF ALL UTILITIES. PERMITTEE MUST INFORM COUNTY OF CONSTRUCTION SCHEDULE AT LEAST 40 HOURS TO BEGINNING CONSTRUCTION.

PHONE: (949) 956-6799 FOR PERMIT CASES (CALL, PL, OR)
 PHONE: (949) 956-6995 FOR PLANS, MAPS AND TRACT MAPS
 PHONE: (949) 956-6307 FOR PERMIT CASES EAST OF CABAZON

CONSTRUCTION INFORMATION

AREA OF LANDSCAPE: 372.50 FT
 JURISDICTION: COUNTY OF RIVERSIDE
 CURRENT ZONING: C-1/C-2
 TYPE OF CONSTRUCTION: V-B (NON-RATED)
 TOWNSHIP/RANGE: TOWNSHIP 6 SOUTH RANGE 6
 HANICAP REQUIREMENTS: HUMAN HABITATION, HANDICAPPED ACCESS NOT REQUIRED.

CONTINUED LANDSCAPE MAINTENANCE PROVIDED BY:
 ON-SITE: PRIVATE
 OFF-SITE: N/A

NOTES

PRIOR TO PROJECT CONSTRUCTION, I AGREE TO SUBMIT A COMPLETE LANDSCAPE PLAN TO THE COUNTY OF RIVERSIDE FOR REVIEW AND APPROVAL. THE PLAN SHALL BE SUBJECT TO CHANGE AND IN SUBSTANTIAL CONFORMANCE WITH THE APPROVED LANDSCAPE CONCEPT PLAN. SHOULD THE CHANGES BE REVERSED, PLANS MAY BE SUBJECT TO CHANGE.

Robert J. Clavel 4/13/20

THE CONTRACTOR AND/OR OWNER IS RESPONSIBLE FOR SUBMITTING A SOIL ANALYSIS REPORT AND DOCUMENTATION VERIFYING IMPLEMENTATION OF ITS RECOMMENDATIONS.

PLAN CHECK OVERSIGHT ENGINEER	DATE SIGNED	CRD, R9 VERSION
REGISTERED PROFESSIONAL ENGINEER	DATE SIGNED	CRD, R9 VERSION
REGISTERED PROFESSIONAL ENGINEER	DATE SIGNED	CRD, R9 VERSION
REGISTERED PROFESSIONAL ENGINEER	DATE SIGNED	CRD, R9 VERSION

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REGISTERED PROFESSIONAL ENGINEER	DATE SIGNED	CRD, R9 VERSION
REGISTERED PROFESSIONAL ENGINEER	DATE SIGNED	CRD, R9 VERSION
REGISTERED PROFESSIONAL ENGINEER	DATE SIGNED	CRD, R9 VERSION

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (AS PLANNING DEPARTMENT ONLY - ON-SITE).

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (AS PLANNING DEPARTMENT ONLY - ON-SITE).

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APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (AS PLANNING DEPARTMENT ONLY - ON-SITE).

PPAXXX FOR PFW00004	SHEET NO.
COUNTY OF RIVERSIDE	1
BESANSON, TEMECULA, CALIFORNIA 92592	
LANDSCAPE PLANS	
TITLE SHEET	
NO.	
FILE NO.	
FOR: 05/11/2020	
DATE: 05/11/2020	

BENCHMARK	SCALE: 1" = 100'
PREPARED BY:	DATE: 6/14/2020
RJCLA	
Landscaping Architects	
11500 Main St, Suite 100, Temecula, CA 92592	
TEL: (949) 661-3993	
FAX: (949) 661-3994	
WWW.RJCLA.COM	



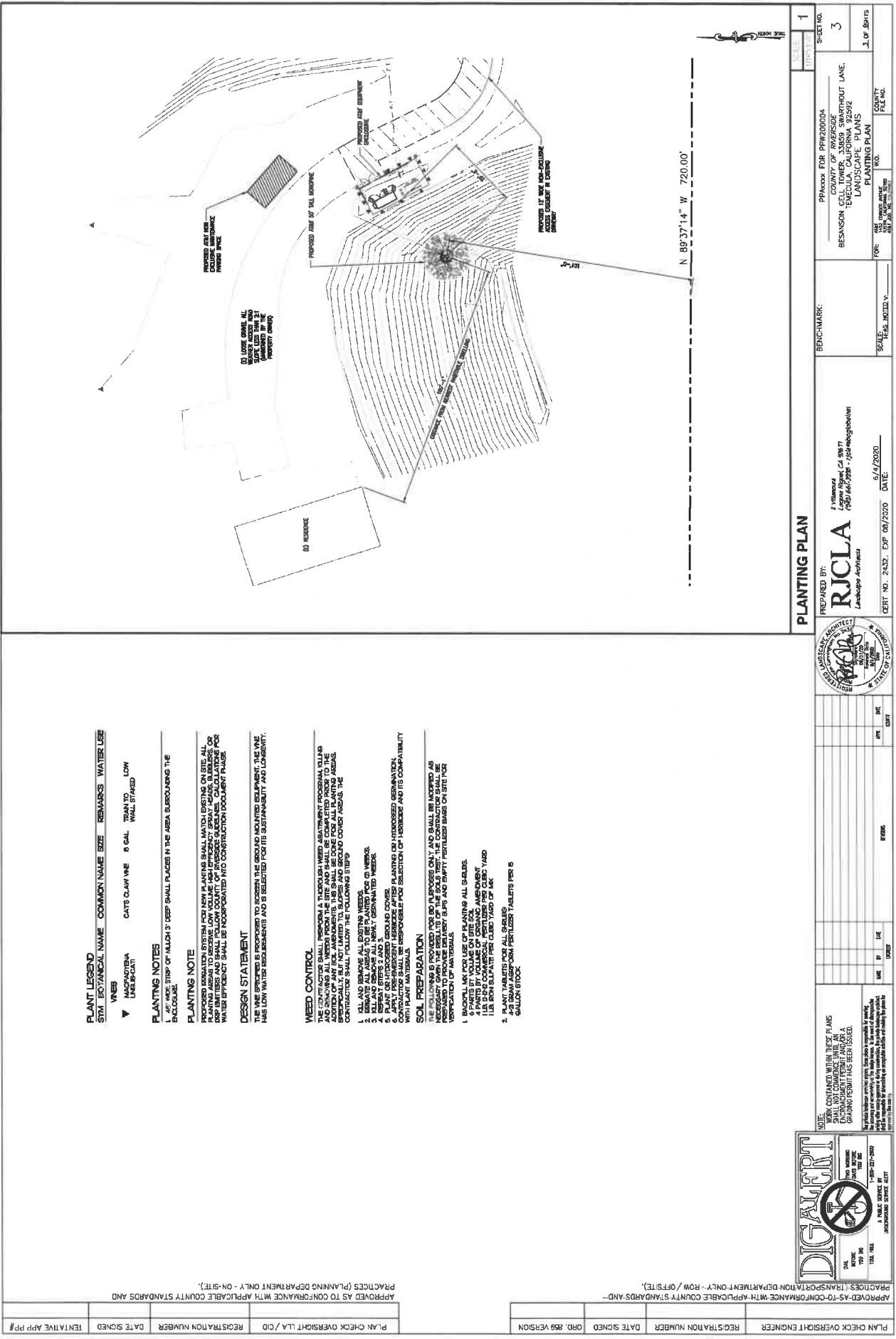
NO.	DATE	BY	REVISION

NOTE: MARK CONTAINED WITHIN THESE PLANS SHALL NOT CONSTITUTE A PROFESSIONAL ENGINEERING PERMIT HAS BEEN ISSUED.

FOR MORE INFORMATION, CONTACT THE COUNTY OF RIVERSIDE PLANNING DEPARTMENT AT (949) 956-6799.

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (AS PLANNING DEPARTMENT ONLY - ON-SITE).

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (AS PLANNING DEPARTMENT ONLY - ON-SITE).



PLANT LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	WATER USE
▼	MAGNOLIA	CATS CLAW	6 GAL.	TRAIN TO WALL STAGED	LOW

PLANTING NOTES

1. 4" x 6" x 24" STRIP OF MASONRY SHALL BE PLACED IN THE AREA SURROUNDING THE ENCLOSURE.

PLANTING NOTE

PROPOSED IRRIGATION SYSTEM FOR NEW PLANTINGS SHALL MATCH EXISTING ON SITE. ALL PLANTINGS SHALL BE PLACED AT THE SAME DEPTH AS EXISTING PLANTINGS. WATER EFFICIENT SHALL BE INCORPORATED INTO CONSTRUCTION DOCUMENT PHASE.

DESIGN STATEMENT

THIS PLAN IS A DESIGN FOR THE PROPOSED PLANTINGS AND IS NOT A GUARANTEE OF THE PLANTINGS' SURVIVAL AND GROWTH. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SELECTION OF PLANTS AND ITS COMPATIBILITY WITH PLANT MATERIALS.

WEED CONTROL

THE CONTRACTOR SHALL PERFORM A THOROUGH WEED ABATEMENT PROGRAM KILLING AND REMOVING ALL WEEDS FROM THE SITE AND SHALL BE COMPLETED PRIOR TO THE PLANTING. WEED ABATEMENT SHALL BE LIMITED TO 6" TALL AND SHALL BE LIMITED TO 10% OF THE TOTAL AREA. CONTRACTOR SHALL FOLLOW THE FOLLOWING STEPS:

1. KILL AND REMOVE ALL EXISTING WEEDS FOR 2 WEEKS.
2. KILL AND REMOVE ALL NEWLY GERMINATED WEEDS.
3. PLANT OR HYDRATED GROUND COVER.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTION OF WEEDKILLER AND ITS COMPATIBILITY WITH PLANT MATERIALS.

SOIL PREPARATION

THE FOLLOWING IS PROVIDED FOR SOIL PREPARATION ONLY AND SHALL BE MOVED AS NECESSARY TO PROVIDE DELIVERY OF PER AND SPENT FERTILIZER BASES ON SITE FOR PREPARATION OF MATERIALS.

1. BACKFILL WITH SOIL FOR PLANTING ALL SKALES.
2. 4 PARTS BY VOLUME OF ORGANIC AMENDMENT.
3. 1 PART BY VOLUME OF PER AND SPENT FERTILIZER BASES PER 1000 SQ. YD.
4. 1 U.S. GALLON SUIVANT PER CUBIC YARD OF SOIL.
5. 2-3 GALLON SUIVANT PER CUBIC YARD OF SOIL.

DATE	BY	CHK	APP	DATE	CHK	APP

NOTE:
 WORK CONTAINED WITHIN THESE PLANS IS THE PROPERTY OF THE ARCHITECT. NO PART OF THESE PLANS SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE SELECTION OF PLANTS AND ITS COMPATIBILITY WITH PLANT MATERIALS.

REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT
 STATE OF CALIFORNIA
 No. 10000
 R. J. CLAY
 1500 16th Street, Suite 100
 San Francisco, CA 94103
 (415) 774-1000
 www.rjclay.com

PLANTING PLAN

PREPARED BY: **RJCLA**
 R. J. CLAY
 1500 16th Street, Suite 100
 San Francisco, CA 94103
 (415) 774-1000
 www.rjclay.com

CERT. NO. 2432 EXP. 08/2020 DATE: 5/4/2020

BENCHMARK:
 PPMARK FOR 99W000004
 COUNTY OF RIVERSIDE
 BESANSON CELL TOWER, 30859 SMARTHOUT LANE,
 ESCROW #20190000000000000000
 LINDSAY CARL PLANS
 PLANTING PLAN

SCALE: 1" = 20'

W.O.: COUNTY FILE NO.

FOR: ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA PLANNING AND ZONING ACTS.

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY - ON-SITE).

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY - ROW / OFFSETS).

PLAN CHECK OVERSIGHT ENGINEER	REGISTRATION NUMBER	DATE SIGNED	ORD. REV. VERSION

PLANNING DEPARTMENT	DATE SIGNED	DATE SIGNED



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

Juan C. Perez
Agency Director



11/04/20, 10:39 am

PPW200004

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPW200004. 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 - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S) Exhibit A (Site Plan), Sheet A-1, A-2, A-3, dated 6/16/2020.
Exhibit B (Elevations), Sheet A-4, dated 6/16/2020.
Exhibit L (Conceptual Landscaping and Irrigation Plans), Sheet L1 through L5, dated 6/4/2020.

Advisory Notification. 2 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
 - Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)
 - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Tribal Intergovernmental Consultation)

3. Compliance with applicable County Regulations, including, but not limited to:
 - Ord. No. 348 (Land Use Planning and Zoning Regulations) {Land Use Entitlements}
 - Ord. No. 413 (Regulating Vehicle Parking) {Land Use Entitlements}
 - Ord. No. 421 (Excavation Covering & Swimming Pool Safety) {Land Use Entitlements}
 - Ord. No. 457 (Building Requirements) {Land Use Entitlements}
 - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program) {Geographically based}

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 2 AND - Federal, State, & Local Regulation Compliance (cont.)

- Ord. No. 460 (Division of Land) {for TTMs and TPMS}
 - Ord. No. 461 (Road Improvement Standards) {for TTMs and TPMS}
 - Ord. No. 484 (Control of Blowing Sand) {Geographically based on soil type}
 - Ord. No. 555 (Surface Mining and Reclamation) {for SMPs}
 - Ord. No. 625 (Right to Farm) {Geographically based}
 - Ord. No. 630 (Regulating Dogs and Cats) {For kennels and catteries}
 - 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) {Geographically based}
 - Ord. No. 671 (Consolidated Fees) {All case types}
 - Ord. No. 679 (Directional Signs for Subdivisions) {for TTMs and TPMS}
 - Ord. No. 742 (Fugitive Dust/PM10 Emissions in Coachella Valley) {Geographically based}
 - Ord. No. 787 (Fire Code)
 - Ord. No. 847 (Regulating Noise) {Land Use Entitlements}
 - Ord. No. 857 (Business Licensing) {Land Use Entitlements}
 - Ord. No. 859 (Water Efficient Landscape Requirements) {Land Use Entitlements, and for TTMs and TPMS}
 - Ord. No. 915 (Regulating Outdoor Lighting) {Geographically based}
 - Ord. No. 916 (Cottage Food Operations)
 - Ord. No. 925 (Prohibiting Marijuana Cultivating)
 - 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)
 - Ord. No. 673 Coachella Valley Transportation Uniform Mitigation Fee (CV TUMF)
 - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
 - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)
 - Ord. No. 875 Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP)

Advisory Notification. 3 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 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

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 3 AND - Hold Harmless (cont.)

(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. 4 AND - Preamble

This Advisory Notification Document ("AND") is included as part of the justification for the recommendation of approval of this project 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. 5 AND - Project Description & Operational Limits

Plot Plan No. 200004 (PPW200004) is a proposal for a new 50 foot tall wireless communication facility disguised as a pine tree, hereafter referred to as monopine. The ground mounted equipment includes a 312 square-foot raised steel platform lease area with 8-foot tall perimeter wrought iron fencing and tan slats. Equipment within the lease area includes one (1) AT&T 20Kw Diesel Generator, one (1) AT&T walk up cabinet, and four (4) cabinets, and three (3) AT&T DC12 raycap. Tower mounted equipment includes twelve (12) 8'-0" tall panel antennas, thirty-six (36) new RRUS, and six (6) new DC surge protectors at APN

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 **AND - Project Description & Operational Limits (cont.)**
917-380-010.

Advisory Notification. 6 **General – 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 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 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.

E Health

E Health. 1 **Gen - Custom**

If contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

Fire

Fire. 1 **Fire - Advisory**

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 1 **Fire - Advisory (cont.)**

Access

1. Roadways installed and maintained by the cellular company/radio agency solely for maintenance of their equipment shall be deemed acceptable. Roadways to the site shall not be required to be installed and maintained to support fire apparatus.

Water Supply

1. No additional water supply for fire protection is required.

General

General. 1 **General – Human Remains**

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

Planning

Planning. 1 **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. 2 **General – 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. 3 **General – 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 **General – Permit Expiration**

This approved permit shall be used within eight (8) 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

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 2 Unanticipated Resources (cont.)

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.

** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-GEO

Planning-GEO. 1 GEO200017 ACCEPTED

County Geologic Report GEO No. 200017, submitted for the project PPW200004, was prepared by Toro International, and is titled; "Geotechnical Investigation for Proposed AT&T Monopine and Equipment Shelter, Besanson - CSL01788, 33859 Swarthout Lane, Temecula, California," dated May 7, 2020. In addition, Toro has submitted the following response to comments for the project:

"Response to Review Comments of Riverside County Planning Department, County Geologic Report No. 200017 regarding Geotechnical Investigation for Proposed AT&T Monopine and Equipment Enclosure, Besanson, CSL01788, 33859 Swarthout Lane, Temecula, California", dated July 10, 2020.

GEO200017 concluded:

1. The site is not located within a State of California Earthquake Fault Zone, or a County of Riverside Fault Hazard Zone. Based on a review of aerial photography and published geologic maps, the potential for surface fault rupture is considered nil.
2. Based on the very dense consistency of the coarse-grained soils and lack of groundwater, the subsurface soils at the subject site are not likely to liquefy during an earthquake.
3. Based on the dense sandstone underlying the site and the steep dips mapped in the immediate site area, it is our opinion that the site slope where the antenna is planned is stable.
4. The potential geologic hazards of subsidence, seiche, debris flow, wind and water erosion, and flooding are considered low at the site.
5. The proposed monopine tower may be supported by caisson to a minimum depth of 15 feet below the ground surface due to the location of the slope.

GEO200017 recommended:

1. Vegetation, organic soil, roots and other unsuitable material should be removed from the building areas.
2. The upper 24 to 36 inches of subsurface soils may consist of roots, organic and/or be disturbed. Therefore, we recommend that all deleterious materials are discarded off site and the upper 36 inches of

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1 GEO200017 ACCEPTED (cont.)

the subsurface materials be removed and replaced with compacted fills.

3. The extent of the removal should be within the proposed concrete slab footprint, and 3 feet beyond it, wherever possible.

4. The proposed faux water tank may be founded on caisson that is embedded in the ground for a minimum of 15 feet. The final caisson depth should be confirmed by the geotechnical engineer during excavation of the hole.

5. The equipment shelter may be supported by shallow foundation with footing width and depth a minimum of 12 inches.

It should be noted that no engineering review of this report or formal review of provided building code information are a part of this review. Formal review of engineering design and code data will be made by the County of Riverside, as appropriate, at the time of grading and/or building permit submittal to the County.

Transportation

Transportation. 1 TRANS GENERAL CONDITIONS

1. With respect to the conditions of approval for the referenced tentative exhibit, it is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. 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. 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.

Plan: PPW200004

Parcel: 917380010

60. Prior To Grading Permit Issuance

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.

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

Plan: PPW200004

Parcel: 917380010

60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 PRIMP (cont.)
resource. HENCE:

Not Satisfied

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 and active 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. PRIMP must be accompanied by the final grading plan for the subject project.
 3. Description of the proposed site and planned grading operations.
 4. Description of the level of monitoring required for all earth-moving activities in the project area.
 5. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
 6. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
 7. 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.
 8. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
 9. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
 10. Procedures and protocol for collecting and processing of samples and specimens.
 11. Fossil identification and curation procedures to be employed.
 12. 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.
 13. All pertinent exhibits, maps and references.
 14. Procedures for reporting of findings.
 15. 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.
 16. 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

Plan: PPW200004

Parcel: 917380010

60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 PRIMP (cont.) Not Satisfied
for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Transportation

060 - Transportation. 1 SUBMIT GRADING PLAN Not Satisfied

Prior to the issuance of a building permit, the owner / applicant may be required to submit a Water Quality Management Plan (WQMP), on one PDF on two CD copies, if the development of the parcel(s) meets or exceeds any of the thresholds outlined in the WQMP guidance document. If it is determined that a WQMP is required, the owner applicant shall be required to submit a WQMP and associated plans for review and approval prior to issuance of building permit. More information can be found at the following website.

<http://rcflood.org/hpdes/>

060 - Transportation. 2 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

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 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.

Fire

080 - Fire. 1 Prior to permit Not Satisfied

Gates & Barriers

1. Gates or other barriers across access roadways and at entrances to sites shall provide rapid reliable access by means of a Knox Box or Knox Padlock in an accessible location to provide immediate access for life safety and/or firefighting purposes. The Knox product and its location shall be approved.

080 - Fire. 2 Prior to permit Not Satisfied

Emergency and Standby Power

1. Emergency power systems, standby power systems and uninterrupted power supplies shall be in accordance with the CFC. Sign(s) designed in accordance with NFPA Standard 704 must be posted as applicable.

Plan: PPW200004

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80. Prior To Building Permit Issuance

Planning

080 - Planning. 1 80 - Executed Lease Agreement Not Satisfied

Prior to the issuance of a building permit, the applicant shall provide a fully executed copy of the lease or other agreement entered into with the owner of the underlying property. The lease or other agreement shall include a provision indicating that the telecommunication service provider, or its successors and assigns, shall remove the wireless communication facility completely upon its abandonment. The lease or other agreement shall also include a provision notifying the property owner that if the telecommunication service provider does not completely remove a facility upon its abandonment, the County may remove the facility at the property owner's expense and lien the property for the cost of such removal. Proprietary information in the lease may be redacted.

Transportation

080 - Transportation. 1 80 - Transportation - Landscape Inspection Deposit Required Not Satisfied

Landscape Inspection Deposit Required

The developer/ permit holder shall:

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

080 - Transportation. 2 80 - Transportation - Landscape Plot Plan/Permit Required L2 Not Satisfied

Landscape Plot Plan/Permit Required Landscape Plot Plan/Permit Required

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;

Plan: PPW200004

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 5 UTILITY PLAN (cont.) Not Satisfied
utility company. A disposition note describing the above shall be reflected on the site plan. 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

90. Prior to Building Final Inspection

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.

090 - E Health. 2 Hazmat Clearance Not Satisfied

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 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

Plan: PPW200004

Parcel: 917380010

90. Prior to Building Final Inspection

E Health

090 - E Health. 2 Hazmat Clearance (cont.) Not Satisfied

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.

Planning

090 - Planning. 1 0090-Planning-USE - MONO-PINE BRANCHES Not Satisfied

Prior to final inspection, the developer/permit holder shall ensure that the mono-pine branches are designed and placed in such a manner that cover all of the antennas including the panel and microwave antennas. The Planning Department shall clear this condition upon determination of compliance.

090 - Planning. 2 0090-Planning-USE - SIGNAGE REQUIREMENT Not Satisfied

Prior to final inspection of any building permit, the permit holder, developer or successor-in-interest shall install a sign no smaller than 12 inches by 12 inches upon an exterior wall or fence that surrounds the lease area that provides the following contact information: - Address of wireless communications facility and any internal site identification number or code; - Name(s) of company who operates the wireless communications facility; - Full company address, including mailing address and division name that will address problems; - Telephone number of wireless communications facility company. If a co-located facility (additional antennas and/or equipment shelters or cabinets) are added to an existing facility, an additional sign, including the above described information, shall be installed on said shelter or cabinet stating the name of the company who operates the primary wireless communications facility and the name of the company that operates the co-located facility.

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.

Plan: PPW200004

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90. Prior to Building Final Inspection

Planning

090 - Planning. 3 0090-Planning-USE - UTILITIES UNDERGROUND (cont.) Not Satisfied

090 - Planning. 4 0090-Planning-USE*- SITE INSPECTION Not Satisfied

Prior to final inspection, the Planning Department shall inspect and determine that the conditions of PPW200004 have been met; specifically that the branches for proposed monopine are spaced at three (3) branches per foot, all antennas have "socks", and the branches start 14 feet from the bottom of the tree in accordance with the APPROVED EXHIBIT A.

090 - Planning. 5 Gen - Custom - Wall and/or Fence Locations Not Satisfied

Wall and/or fence locations shall be in conformance with APPROVED EXHIBIT A the approved fencing plan.

Transportation

090 - Transportation. 1 80 - Transportation - Landscape Inspection Deposit Required Not Satisfied

Landscape Inspection Deposit Required

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.

090 - Transportation. 2 UTILITY INSTALL Not Satisfied

Proposed electrical power lines below 33.6 Kv within public right of way for this cell tower site shall be underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion.

090 - Transportation. 3 WQMP COMPLETION Not Satisfied

If the project proposes to exceed the impervious thresholds found in the WQMP guidance document, the applicant will be required to acceptably install all structural BMPs described in the Project Specific WQMP, provide an Engineer WQMP certification, GPS location of all BMPs, and ensure that the requirements for permanent inspection and maintenance the BMPs are established with a BMP maintenance agreement.

090 - Transportation. 4 WRCOG TUMF Not Satisfied

Payment of Transportation Fees

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.



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: April 21, 2020

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: Chuck
Washington

City of Temecula Sphere of Influence
Eastern Municipal Water District (EMWD)

PLOT PLAN WIRELESS NO. 200004 – CEQ200016 - Applicant: Smartlink LLC. C/O Alisha Strasheim – Engineer/Representative: Connell Design Group C/O Dan Connell – Third Supervisorial District – Rancho California Zoning Area – Southwest Area Plan: Community Development – Low Density Residential (CD - LDR) ½ Acre Minimum – Location: East of Anza Road, South of Swarthout Lane – 3.94 Acres – Zoning: Rural Residential (R-R) – **REQUEST:** An new AT&T 50-foot unmanned wireless communication facility disguised as a pine tree (monopine), a 312 square-feet of equipment area, and 284 square feet of antenna area. The equipment consists of 12 new panel antennas, 36 RRU antennas, and 6 new DC Surge Protectors located at 29 feet and 40 feet centerline, and one maintenance parking space – APN: 917-380-010 – **BBID: 283-284-192**

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 May 7, 2020**. Once the route is complete, and the approval screen is approved with or without corrections, the project can be scheduled for a public hearing.

DATE: _____ SIGNATURE: _____

PLEASE PRINT NAME AND TITLE: _____

TELEPHONE: _____

If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.



RIVERSIDE COUNTY
PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

Any questions regarding this project, should be directed to Roberto Gonzalez, Project Planner at (951) 955-9549, or e-mail at rgonzalez@rivco.org / MAILSTOP #: 1070

Public Hearing Path: Administrative Action: DH: PC: BOS:

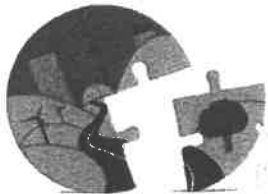
COMMENTS:

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.



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: Smartlink on behalf of AT&T

Contact Person: Alisha Strasheim E-Mail: alisha.strasheim@smartlinkllc.com

Mailing Address: 3300 Irvine Ave, Suite 300

Newport Beach ^{Street} CA 92660
_{City} _{State} _{ZIP}

Daytime Phone No: (951) 440-0669 Fax No: ()

Engineer/Representative Name: Dan Connell - Connell Design Group

Contact Person: Dan Connell E-Mail: dconnell@connelldesigngroup.com

Mailing Address: 22431 Antonio Pkwy Suite B160-131

Rancho Santa Margarita CA 92688 ^{Street}
_{City} _{State} _{ZIP}

Daytime Phone No: (949) 306-4644 Fax No: ()

Property Owner Name: Chris and Sandra Besanson

Contact Person: Chris Besanson E-Mail: _____

Mailing Address: _____

_____ ^{Street}
_{City} _{State} _{ZIP}

Daytime Phone No: () 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"


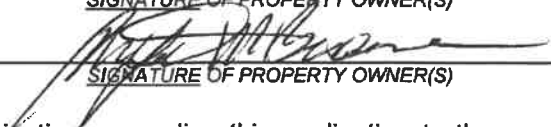
APPLICATION FOR LAND USE AND DEVELOPMENT

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.)

<u>Sandra Besanson</u> <small>PRINTED NAME OF PROPERTY OWNER(S)</small>	 <small>SIGNATURE OF PROPERTY OWNER(S)</small>
<u>CHRISTOPHER M. BEGANSON</u> <small>PRINTED NAME OF PROPERTY OWNER(S)</small>	 <small>SIGNATURE OF PROPERTY OWNER(S)</small>

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): 917-380-010

Approximate Gross Acreage: _____

General location (nearby or cross streets): North of n/a, South of Anza, East of Anza, West of Swarthout.

APPLICATION FOR LAND USE AND DEVELOPMENT

PROJECT PROPOSAL:

Describe the proposed project.

AT&T proposes to construct a new WTF with an equipment area. 12 antennas, 36 radios, and 1 MW.

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

Number of existing lots: _____

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		1		Home residence	<input type="checkbox"/>	BMR070966
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	TBD		1	Equipment Facility
2	TBD		50	Stealth Wireless Communication Facility
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). _____
(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.

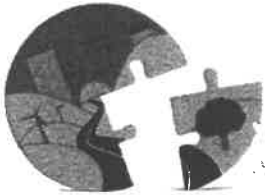
Owner/Authorized Agent (1) Alisha Strasheim Date 4/8/2020

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.

Sandra Besanson 2-25-20
Property Owner(s) Signature(s) and Date

Chris Besanson 2-25-20

SANDRA BESANSON
PRINTED NAME of Property Owner(s)

CHRISTOPHER M. BESANSON

If the property is owned by multiple owners, the paragraph above must be signed by each owner. Attach additional sheets, 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

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INDEMNIFICATION AGREEMENT PROPERTY OWNER INFORMATION

- *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.

ONLY FOR WIRELESS PROJECTS (SEE BELOW)

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
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 Smartlink LLC hereafter "Applicant" and Chris Besanson "Property Owner".

Description of application/permit use:

AT&T proposes to construct a new WTF with an equipment area. 12 antennas, 36 radios, and 1 MW.

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): 917-380-0101

Property Location or Address:
33859 Swarthout Ln, Temecula, CA 92592

2. PROPERTY OWNER INFORMATION:

Property Owner Name: Chris Besanson Phone No.: _____

Firm Name: _____ Email: _____

Address: _____

3. APPLICANT INFORMATION:

Applicant Name: Alisha Strasheim Phone No.: 951-440-0669


Firm Name: Smartlink on behalf of AT&T Email: alisha.strasheim@smartlinkllc.com

Address (if different from property owner)
3300 Irvine Ave Suite 300
Newport Beach, CA 92660

4. SIGNATURES:

Signature of Applicant: Alisha Strasheim Date: 4/7/2020

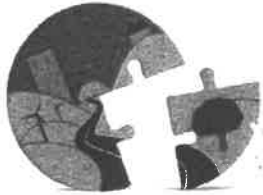
Print Name and Title: Alisha Strasheim

Signature of Property Owner:  Date: 2-25-20
Print Name and Title: CHRISTOPHER M. BESANSON

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

APPLICATION FOR MULTIPLE SPECIES HABITAT
CONSERVATION PLAN (MSHCP)
HABITAT ACQUISITION AND NEGOTIATION STRATEGY (HANS)

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

Case No: _____ Date Submitted: _____
(For office use only)

Section 1:

The HANS process applies to property which may be needed for inclusion in the MSHCP Conservation Area or subjected to other MSHCP Criteria. The process ensures that an early determination will be made. Once an initial HANS determination has been made, it will be submitted to the Western Riverside County Regional Conservation Authority (RCA) for Joint Project Review (JPR). The RCA and the Wildlife Agencies will review the County's initial determination and provide comments. If it is determined that all or a portion of property is needed for inclusion in the MSHCP Conservation Area, various incentives may be available to a property owner for the conveyance of a property interest.

Section 2:

The HANS application must be submitted in order to process this application along with the deposit based fee of not less than \$1,501.44.

Section 3:

Results of the HANS determination and any JPR comments will be mailed to the Property Owner and Applicant. To ensure timely service, the Applicant is responsible for providing one-week written notice to the Riverside County Transportation and Land Management Agency (TLMA) Permit Assistance Center if any of the information below changes.

Section 4:

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 917-380-010

Property Location or Address: 33859 Swarthout Ln, Temecula, CA 92592

Describe briefly the future property usage or development purpose causing the HANS process to be required:

Installation of a new wireless facility with 12 antennas, 36 radios, and a MW

Riverside Office • 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-6892 • 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"

Case No: _____
(For office use only)

APPLICATION FOR HABITAT ACQUISITION AND NEGOTIATION STRATEGY (HANS)

PROPERTY OWNER INFORMATION:

Property Owner Name: Chris Besanson Email: _____

Mailing Address: 33859 Swarthout Ln, Temecula, CA 92592

Street

City

State

ZIP

Daytime Phone No: (____) _____

Fax No: (____) _____

APPLICANT INFORMATION:

Applicant's Name: Alisha Strasheim/Smartlink LLC Email: alisha.strasheim@smartlinkllc.com

Mailing Address: 3300 Irvine Ave Suite 300

Street

Newport Beach, CA 92660

City

State

ZIP

Daytime Phone No: (951) 440-0669

Fax No: (____) _____

The Environmental Programs Division will primarily direct communication regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I/we certify that I am/we are the owner(s) of record and that the information filed is true and correct to the best of my/our knowledge. As the owner of record, I/we hereby authorize the Applicant to act on my/our behalf. I/we further authorize, pursuant to Government Code Section 65105, that County personnel, or its agents, may enter the subject property and make examinations and surveys, provided that the entry, examination, and survey do not interfere with the use of the land.

If the property is determined to be needed for partial or full inclusion in the Western Riverside County Multiple Species Habitat Conservation Plan ("MSHCP"), and if the 120-day negotiation period provided by Section 6.1.1.B(2) of the MSHCP commences, then the Property Owner/Applicant authorizes the Regional Conservation Authority (RCA) or its agents to enter the property for appraisal purposes.

All signatures must be originals ("wet-signed"). Photocopies of signatures are **not** acceptable.

SIGNATURES:

Signature of Applicant: Alisha Strasheim Date: 4/7/2020

Print Name and Title: Alisha Strasheim on behalf of AT&T

Signature of Property Owner: Sandra Besanson Date: 2-25-20

Case No: _____
(For office use only)

APPLICATION FOR HABITAT ACQUISITION AND NEGOTIATION STRATEGY (HANS)

Print Name and Title: _____ Property Owner _____

If the subject property is owned by persons who have not signed as owners above, please print additional copies of Page 4 (Additional Property Owner Signature) and attach them to the application. The application must include wet-signed signatures for all property owners.

See attached sheet(s) for other property owners' signatures.

Case No: _____
(For office use only)

APPLICATION FOR HABITAT ACQUISITION AND NEGOTIATION STRATEGY (HANS)

ADDITIONAL PROPERTY OWNER SIGNATURE

Please print a copy of this page for each additional property owner.

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I/we certify that I am/we are the owner(s) of record or authorized agent and that the information filed is true and correct to the best of my knowledge. An authorized agent must submit a letter from the owner(s) indicating authority to sign the application on the owner's behalf. As the owner of record/authorized agent, I hereby authorize the information to be released to Property Owner(s)/Owner's Representative/authorized agent. I further authorize, pursuant to Government Code Section 65105, that County personnel, or its agents, may enter the subject property and make examinations and surveys, provided that the entry, examination, and survey do not interfere with the use of the land.

If the property is determined to be needed for partial or full inclusion in the Western Riverside County Multiple Species Habitat Conservation Plan ("MSHCP"), and if the 120-day negotiation period provided by Section 6.1.1.B(2) of the MSHCP commences, then the Property Owner/Applicant authorizes the Regional Conservation Authority (RCA) or its agents to enter the property for appraisal purposes.

All signatures must be originals ("wet-signed"). Photocopies of signatures are not acceptable.

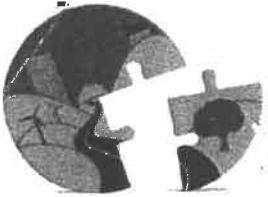
SIGNATURES:

Signature of Applicant: Alisha Strasheim Date: 4/7/2020

Print Name and Title: Alisha Strasheim on behalf of AT&T

Signature of Property Owner: _____ Date: _____

Print Name and Title: _____



RIVERSIDE COUNTY
PLANNING DEPARTMENT

Steve Weiss, AICP
Planning Director

**APPLICATION FOR SUBMITTAL OF
 PLANNING GEOLOGIC REPORT (GEO/SSR)**

CHECK ONE AS APPROPRIATE:

- | | |
|--|---|
| <input type="checkbox"/> FAULT REPORT (GEO1) | <input type="checkbox"/> LIQUEFACTION STUDY (GEO2) |
| <input type="checkbox"/> GEOTECHNICAL/GEOLOGICAL REPORT (GEO3) | <input type="checkbox"/> GEOLOGICAL WAIVER (GEO 4) |
| <input type="checkbox"/> WAIVER OF GEOLOGICAL REPORT (GEO) | <input type="checkbox"/> SLOPE STABILITY REPORT (SSR1)
(No fee required for SSR) |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATION INFORMATION

Applicant Name: Smartlink on behalf of AT&T

Contact Person: Alisha Strasheim E-Mail: alisha.strasheim@smartlinkllc.co

Mailing Address: 3300 Irvine Ave Suite 300
Newport Beach Street CA 92660
City State ZIP

Daytime Phone No: (951) 440-0669 Fax No: ()

Engineer/Representative Name: Infinigy

Contact Person: Dan Connell E-Mail: dconnell@infinigy.com

Mailing Address: 26455 Rancho Pkwy South
Lake Forest Street CA 92630
City State ZIP

Daytime Phone No: (949) 753-8807 Fax No: ()

Property Owner Name: Chris and Sandra Besanson

Contact Person: Chris Besanson E-Mail:

Mailing Address: 33859 Swarthout Ln, Temecula, CA 92592
Street
City State ZIP

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 SUBMITTAL OF PLANNING GEOLOGIC REPORT (GEO/SSR)

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 property address and/or assessor's parcel 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.)

<u>Sandra Besanson</u> PRINTED NAME OF PROPERTY OWNER(S)	<u>Sandra Besanson</u> SIGNATURE OF PROPERTY OWNER(S)
<u>CHRISTOPHER M. BESANSON</u> PRINTED NAME OF PROPERTY OWNER(S)	<u>[Signature]</u> SIGNATURE OF PROPERTY OWNER(S)

Communications regarding this application will primarily be directed 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): 917-380-010

Approximate Gross Acreage: _____

General location (nearby or cross streets): North of N/a, South of Anza, East of Anza, West of Swarthout.

APPLICATION FOR SUBMITTAL OF PLANNING GEOLOGIC REPORT (GEO/SSR)

Proposal: (describe project, indicate the number of proposed lots/parcels, units, and the schedule of the subdivision):

New AT&T unmanned wireless telcommunication facility with 12 antennas, 36 radios and a MW

Related cases filed in conjunction with this request:

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): _____

This completed application form, together with all of the listed requirements provided on the Geological Report 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\295-1073 Geological Report Condensed Application.docx
Created: 07/01/2015 Revised: 05/17/2016



RIVERSIDE COUNTY PLANNING DEPARTMENT

Steve Weiss, AICP
Planning Director

APPLICATION FOR GRADING PERMIT INITIAL STUDY

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATION INFORMATION

Applicant's Name: Smartlink on behalf of AT&T E-Mail: alisha.strasheim@smartlinkllc.com

Contact Person: Alisha Strasheim E-Mail: _____

Mailing Address: 3300 Irvine Ave Suite 300

Newport Beach CA 92660
City State ZIP

Daytime Phone No: (951) 440-0669 Fax No: ()

Engineer/Representative's Name: Infinigy E-Mail: dconnell@infinigy.com

Contact Person: Dan Connell E-Mail: _____

Mailing Address: 26455 Rancho Pkwy South

Lake Forest CA 92630
City State ZIP

Daytime Phone No: (949) 753-8807 Fax No: ()

Property Owner's Name: Chris Besanson E-Mail: _____

Contact Person: _____ E-Mail: _____

Mailing Address: 33859 Swarthout Ln, Temecula, CA 92592

City State ZIP

Daytime Phone No: () Fax No: ()

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 property address and/or assessor's parcel 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.

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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

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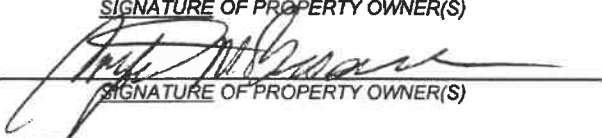
APPLICATION FOR GRADING PERMIT INITIAL STUDY

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.

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 subdivision is ready for public hearing.)

<u>SANDRA BESANSON</u> <small>PRINTED NAME OF PROPERTY OWNER(S)</small>	 <small>SIGNATURE OF PROPERTY OWNER(S)</small>
<u>CHRISTOPHER M. BESANSON</u> <small>PRINTED NAME OF PROPERTY OWNER(S)</small>	 <small>SIGNATURE OF PROPERTY OWNER(S)</small>

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): 917-380-010

Approximate Gross Acreage: _____

General location (nearby or cross streets): North of N/a, South of Anza, East of Anza, West of Swarthout.

APPLICATION FOR GRADING PERMIT INITIAL STUDY

Proposal (describe project, indicate the acreage and volume to be graded. Indicate if this an "as-built" grading plan, or a stockpile or borrow site):

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): _____

Is water service available at the project site: Yes No

If "No," how far must the water line(s) be extended to provide service? (No. of feet/miles) _____

Is sewer service available at the site? Yes No

If "No," how far must the sewer line(s) be extended to provide service? (No. of feet/miles) _____

Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet? Yes No

How much grading is proposed for the project site?

Estimated amount of cut = cubic yards: _____

Estimated amount of fill = cubic yards: _____

Does the project need to import or export dirt? Yes No

Import: _____ Export: _____ Neither: _____

What is the anticipated source/destination of the import/export?

APPLICATION FOR GRADING PERMIT INITIAL STUDY

What is the anticipated route of travel for transport of the soil material?

How many anticipated truckloads? _____ truck loads.

What is the square footage of usable pad area (area excluding all slopes)? _____ sq. ft.

Was the site previously disturbed? _____

General composition of material that will be disturbed: _____

RELATED GRADING PERMIT NO.: _____

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

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

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

- Santa Ana River/San Jacinto Valley
- Santa Margarita River
- Whitewater River

If the applicable Checklist has concluded that the application requires a preliminary project-specific Water Quality Management Plan (WQMP), such a plan shall be prepared and included with the submittal of this application.

CONDITION

This permit is issued pursuant to Section 15303, Title 14, California Code of Regulations. The permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY), its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees concerning the issuance of the above referenced Grading Permit. The COUNTY will promptly notify the permittee of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. Violation of this condition may result in the suspension and/or revocation of the Grading Permit by the County.

APPLICATION FOR GRADING PERMIT INITIAL STUDY

I have read and understand the above Condition.

PRINTED NAME OF PROPERTY OWNER

SIGNATURE OF PROPERTY OWNER

This completed application form, together with all of the listed requirements provided on the Grading Initial Study 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\295-1020 Grading Permit IS Condensed Application.doc
Created: 07/02/2015 Revised: 06/07/2016



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



Juan C. Perez
Agency Director

Patricia Romo
Director of Transportation
Transportation Department

Charissa Leach P.E.
Assistant TLMA Director
Planning Department

Mike Lara
Building & Safety Official
Building & Safety Department

Hector Viray
Code Enforcement Official
Code Enforcement Department

APPLICATION FOR CONCURRENT PROCESSING

This is an application to request that TLMA review maps/plans concurrently with processing of the related development application. Please complete the required information, sign the waiver and assumption of risk then return the completed application to the appropriate Department(s).

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: _____ DATE SUBMITTED: _____

REASON FOR REQUEST: Requesting to submit BP while zoning is concluding

LOCATION/APN/TRACT/PARCEL MAP NO: 917-380-010

APPLICANT INFORMATION:

Applicant's Name: Alisha Strasheim/Smartlink LLC Email: alisha.strasheim@smartlinkllc.com

Mailing Address: 3300 Irvine Ave Suite 300

Newport Beach City CA Street 92660 State Zip Code

Daytime Phone: (951) 440-0669 Fax: () _____

As applicant for the above-reference project, I/We hereby request that the Building and Safety Department and/or Transportation Department accept maps/plans for review concurrent with the Planning Department's processing of applicable development application(s).

As applicant for the above referenced project, I/We acknowledge that the acceptance of maps/plans by TLMA for review prior to final action on the project proposal does not explicitly or implicitly suggest that the project will receive final approval. I/We assume the full risk that the map/plans submitted at this time may not ultimately conform to the approved project or any changes necessitated by the final conditions of approval, or that the subject proposal may ultimately be denied. I/We recognize that any fees/deposits submitted to Riverside County for the processing of maps/plans may be nonrefundable if this project is ultimately denied, withdrawn or if subsequent project redesign or the final conditions of approval result in the requirement for changes in the plans, and that additional fees/deposits may be required for the processing of the maps/plans required due to project redesign. I/We further acknowledge that the acceptance of grading and/or construction maps/plans and filing fees/deposits by the Department of Building and Safety does **NOT** obligate TLMA to support a proposed project design.

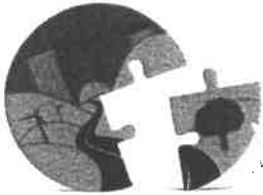
Additionally, no permits shall be issued by the Department of Building and Safety and no maps/plans will be approved prior to an approval of the above referenced development proposal, and issuance of the final Conditions of Approval by the Planning Department.

Sandra Besanson
Printed Name of Property Owner

Sandra Besanson
Signature of Property Owner

CHRISTOPHER M. BESANSON
Printed Name of Applicant

[Signature]
Signature of Applicant



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.

Sandra Besanson 2-25-20
Property Owner(s) Signature(s) and Date

Chris Paer M. Besanson 2-25-20

SANDRA BESANSON
PRINTED NAME of Property Owner(s)

CHRISTOPHER M. BESANSON

If the property is owned by multiple owners, the paragraph above must be signed by each owner. Attach additional sheets, if necessary.

If the property owner is a corporate entity, Limited Liability Company, partnership or trust, the following documentation must also be submitted with this application:

- If the property owner is a limited partnership, provide a copy of the LP-1, LP-2 (if an amendment) filed with the California Secretary of State.
- If the property owner is a general partnership, provide a copy of the partnership agreement documenting who has authority to bind the general partnership and to sign on its behalf.
- If the property owner is a corporation, provide a copy of the Articles of Incorporation and/or a corporate resolution documenting which officers have authority to bind the corporation and to sign on its behalf. The corporation must also be in good standing with the California Secretary of State.
- If the property owner is a trust, provide a copy of the trust certificate.

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Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

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INDEMNIFICATION AGREEMENT PROPERTY OWNER INFORMATION

- *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.

ONLY FOR WIRELESS PROJECTS (SEE BELOW)

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 WIRELESS NO. 200004 – Exempt from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Section 15303 (New Construction or Conversion of Small Structures) – Applicant: Applicant: Smartlink LLC. c/o Alisha Strasheim – Engineer/Representative: Connell Design Group c/o Dan Connell – Third Supervisorial District – Rancho California Zoning Area – Southwest Area Plan: Community Development – Low Density Residential (CD-LDR) ½ Acre Minimum – Location: Easterly of Anza Road and southerly of Swarthout Lane – 3.94 Acres – Zoning: Rural Residential (R-R) – **REQUEST:** An new AT&T 50-foot unmanned wireless communication facility disguised as a pine tree (monopine), a 312 sq. ft. of equipment area, and 284 sq. ft. of antenna area. The equipment consists of 12 new panel antennas, 36 RRU antennas, and six (6) new DC Surge Protectors located at 29 feet and 40 feet centerline, and one (1) maintenance parking space.

TIME OF HEARING: 1:30 pm or as soon as possible thereafter
DATE OF HEARING: **NOVEMBER 16, 2020**
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER
12th FLOOR, CONFERENCE ROOM A
4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the place of hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the Planning Department website at: <https://planning.rctlma.org/>.

For further information regarding this project, please contact Project Planner Rob Gonzalez at (951) 955-9549 or email at rgonzalez@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.

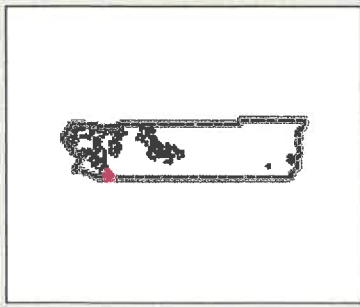
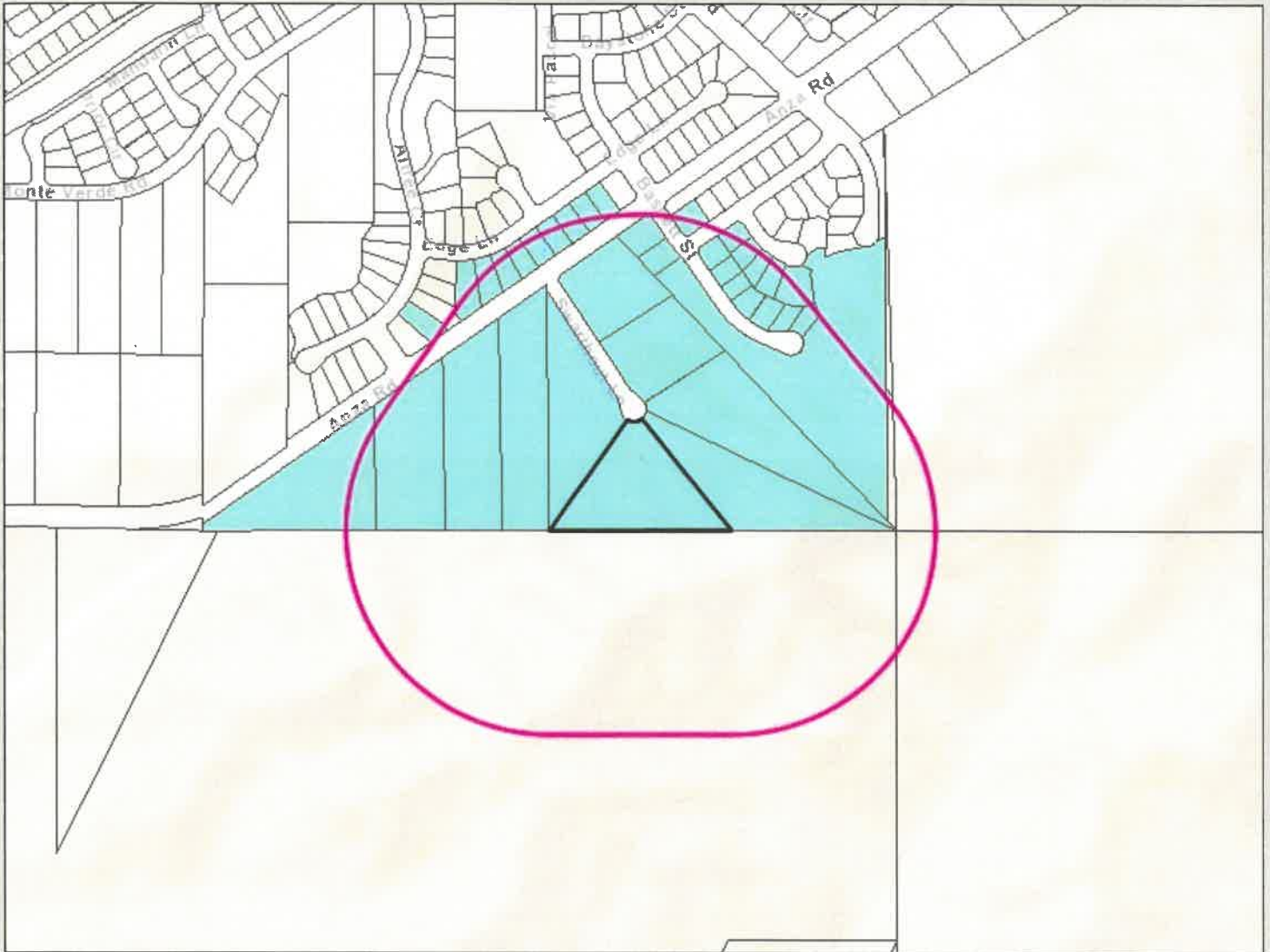
Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing. You may participate remotely by registering with the Planning Department. All comments received prior to the public hearing will be submitted to the Planning Director for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received before and during the meeting will be distributed to the Planning Director and retained for the official record.

If 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: Rob Gonzalez
P.O. Box 1409, Riverside, CA 92502-1409

Riverside County GIS Mailing Labels

PPW200004 (800 feet buffer)



- Legend**
- County Boundary
 - Cities
 - Parcels
 - 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.

REPORT PRINTED ON...9/16/2020 9:16:52 AM

© Riverside County RCIT

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on September 16, 2020,

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

APN (s) or case numbers PPW200004 for

Company or Individual's Name RCIT - GIS,

Distance buffered 800'

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

917391004
ZHONGHUA JIAO
45750 BASSETT ST
TEMECULA CA 92592

917391012
TAYLOR COOPER
45743 MIDDLE GATE CT
TEMECULA CA 92592

917411010
SAMUEL J. ABRAHAMIAN
33697 EDGE LN
TEMECULA CA 92592

917380007
LEON W. KUNDROTAS
315 TULOROSA RIDGE
HELOTES TX 78023

917380011
NICHOLS TACY L
33851 SWARTHOUT LN
TEMECULA CA 92592

917391005
JOSEPH R. SANTOS
45742 BASSETT ST
TEMECULA CA 92592

917391010
ROBERTS FAMILY TRUST DTD 8/20/2015
45931 MIDDLE GATE CT
TEMECULA CA 92592

917392008
HABIB ANWAR
33798 FLOOD ST
TEMECULA CA 92592

917411008
ROBERT L. RIEGER
33673 EDGE LN
TEMECULA CA 92592

917411013
JIANHUA SUN
33745 EDGE LN
TEMECULA CA 92592

917380010
CHRISTOPHER M. BESANSON
33859 SWARTHOUT LN
TEMECULA CA 92592

917380014
CHRISTOS P. RIGAS
P O BOX 892994
TEMECULA CA 92589

917391003
LORINCIANA CARDONA
45752 BASSETT ST
TEMECULA CA 92592

917391011
PATEL FAMILY TRUST DATED 3/10/2015
45735 MIDDLE GATE CT
TEMECULA CA 92592

917411009
PUOTINEN FAMILY TRUST DTD 9/15/2104
33685 EDGE LN
TEMECULA CA 92592

917380001
LS TERRACINA
15360 BARRANCA PKWY
IRVINE CA 92618

917380006
DAVID F. CHANG
30777 RANCHO CALIFORNIA
TEMECULA CA 92591

917390002
ANGELO H. VERA
45729 BASSETT ST
TEMECULA CA 92592

917391002
CAMERON T. FORBES
45758 BASSETT ST
TEMECULA CA 92592

917411002
LENNAR HOMES OF CALIF INC
980 MONTECITO DR
CORONA CA 92879

917411012
MICHAEL D. HERNANDEZ
33727 EDGE LN
TEMECULA CA 92592

917380012
EDA LYNN MEREDITH
13331 VALLEY VISTA BLV
SHERMAN OAKS CA 91423

917380008
PAULETTE ELIZABETH CLARK
10 WAILEA EKOLA PL 1006
KIHEI HI 96753

917380015
LIFENG HE
46150 ANZA RD
TEMECULA CA 92592

917380009
CHARLES DAVID RUGGLES
208 COPPER CANYON
LOUISVILLE TX 75067

917380013
GREGOR LP
13333 VENTURA BLV NO 202
SHERMAN OAKS CA 91423

917390001
YUANFEN FENG
44279 ECHELON CT
TEMECULA CA 92592

917391001
BELLNAP MARK STEVEN & CARPENTER
45760 BASSETT ST
TEMECULA CA 92592

917391006
GABRIEL GARRETT GARIBAY
45738 BASSETT ST
TEMECULA CA 92592

917391009
ERIC KEITH DEC
45725 MIDDLE GATE CT
TEMECULA CA 92592

917411014
JUSTIN STEVEN EVANGELIST
33769 EDGE LN
TEMECULA CA 92592

917391007
ALBERT M. ABAD
877 FIRST LIGHT RD
SAN MARCOS CA 92078

917391008
ROBERT M. COTTON
45721 MIDDLE GATE CT
TEMECULA CA 92592

917411007
GRACE YAN HAINES
33661 EDGE LN
TEMECULA CA 92592

917411011
TRISHA MARIE WILLIS
33715 EDGE LN
TEMECULA CA 92592

917411006
TIMOTHY D. PHILLIPS
33643 EDGE LN
TEMECULA CA 92592

Dan Connell
22431 Antonio Parkway
Rancho Santa Margarita, CA 92688
RE: PPW200004 - Engineer

Kirkland West
Habitat Defense Council
PO Box 7821
Laguna Niguel, Ca, 92607-7821

Smartlink LLC
C/O Alisha Strasheim
3300 Irvine Avenue, Suite 300
Newport Beach, CA 92660
RE: PPW200004 - Applicant

Richard Drury
Komalpreet Toor
Lozeau Drury, LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612

Christopher Besanson
33859 Swarthout Lane
Temecula, CA 92592
RE: PPW200004 - Owner

City of Temecula
Planning Department
41000 Main Street
Temecula, CA 92590



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

NOTICE OF EXEMPTION

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, CA 92201

Project Title/Case No.: PPW200004

Project Location: APN: 917-380-010

Project Description: A new AT&T 50-foot unmanned wireless communication facility disguised as a pine tree (monopine), a 312 square-feet of equipment area, and 284 square feet of antenna area. The equipment consists of 12 new panel antennas, 36 RRU antennas, and 6 new DC Surge Protectors located at 29 feet and 40 feet centerline, and one maintenance parking space.

Name of Public Agency Approving Project: Riverside County Planning Department

Project Applicant & Address: Smartlink, LLC, 3300 Irvine Avenue, Unit #300, Newport CA 92660

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.d)
- Statutory Exemption (_____)
- Other: _____

Reasons why project is exempt: The project is exempt from further environmental review per Categorical Exemption Section 15303 (d) which recognizes New Construction or Conversion of Small Structures. A project is exempt pursuant to Section 15303 if it consists of the installation of small new equipment and facilities on small structures. Examples of this exemption include but are not limited to Water main, sewage, electrical, gas, and other utility extensions, including street improvements, of a reasonable length to serve such construction. None of the environmental conditions or development impacts noted under Section 15300.2 would occur on this site.

County Contact Person *Phone Number*

Signature *Title* *Date*

Date Received for Filing and Posting at OPR: _____

Revised: 08/04/2020; Y:\Planning Master Forms\Templates\CEQA Forms\Form_NOE.docx

Please charge deposit fee case#: ZEA No. XXXXX ZCFG No. XXXX - County Clerk Posting Fee
FOR COUNTY CLERK'S USE ONLY