



MURANAKA WAREHOUSE PROJECT: PLOT PLAN NO. 210130

Draft Environmental Assessment/Mitigated Negative
Declaration

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March 2022

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1.0 INTRODUCTION

1.1 PURPOSE OF THIS ENVIRONMENTAL ASSESSMENT

This Initial Study (referred to as an “Environmental Assessment” by Riverside County) has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000 et seq.).

Pursuant to CEQA, this Environmental Assessment (EA) has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed project. As required by State CEQA Guidelines Section 15063, this Environmental Assessment is a preliminary analysis prepared by the Lead Agency, Riverside County, in consultation with other jurisdictional agencies, to determine if a Negative Declaration, Mitigated Negative Declaration (MND), or an Environmental Impact Report (EIR) is required for the project.

This EA informs Riverside County decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the project. A “significant effect” on the environment means *“a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project”* (Guidelines §15382). The County determined that the EA and its supporting materials provide substantial evidence that an MND is the appropriate environmental document for the proposed project.

1.2 DOCUMENT ORGANIZATION

This EA/MND includes the following sections:

Section 1.0 Introduction

Provides information about CEQA and its requirements for environmental review and explains that an EA/MND was prepared by Riverside County to evaluate the proposed project’s potential to impact the physical environment.

Section 2.0 Environmental Setting

Provides information about the proposed project’s location and surrounding setting.

Section 3.0 Project Description

Includes a description of the proposed project’s location, physical features, and construction and operational characteristics.

Section 4.0 Environmental Checklist

Includes the County of Riverside Environmental Checklist and evaluates the proposed project’s potential to result in significant adverse effects to the physical environment, and discusses ways

to mitigate the significant effects identified, if any. This section also discusses whether the project would be consistent with existing zoning, plans, and other applicable land use controls.

Section 5.0 Preparers and Persons Contacted

Provides a list of people that prepared this MND and the associated technical studies, and people contacted in preparation of this document.

2.0 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The 15.2-acre Muranaka Warehouse Project, Plot Plan No. 210130, (“project” or “proposed project”) site is located within unincorporated Riverside County and consists of five parcels (APNs 295-310-016, 295-310-037, 295-310-038, 295-310-039, and 295-310-040). As depicted in Figure 1, *Regional Location*, the project site is located approximately 5.75 miles south of downtown Moreno Valley and 9 miles southeast of downtown Riverside. The project site is located in Section 35, Township 3 South, Range 4 West, San Bernardino Base and Meridian and within the U.S. Geological Survey, 7.5-minute, 1:24,000-scale Steele Peak, California topographic quadrangle map

As depicted on Figure 2, *Local Vicinity*, the project site is bounded by Harley Knox Boulevard to the north and the unimproved Decker Road to the west. Regional access is provided via Interstate 215 (I-215), which is located 0.6 mile east of the project site. Local access to the site is provided by Harley Knox Boulevard.

2.2 EXISTING LAND USES AND DESIGNATIONS OF THE PROJECT SITE

The parcels consist of vacant yet disturbed land that is relatively flat with a gentle slope in the easterly direction. The ground surface cover consists of exposed soil with sparse to moderate native grass and weed growth. Isolated areas of tonalitic bedrock outcrops are exposed throughout the site, with heavier concentrations occurring in the northeast and eastern portions of the site. Figure 2, *Local Vicinity*, shows the project site and surrounding area.

The project site is located within the Mead Valley Area Plan of the Riverside County General Plan and is designated for Light Industrial uses (LI), which includes industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.

The site has a zoning classification of Industrial Park (I-P) and Manufacturing Medium (M-M). As described by Riverside County Ordinance No. 348 Section 10.1 the I-P zone allows a variety of uses that include: industrial and manufacturing uses, service and commercial uses, office uses, transportation related industries, engineering and scientific uses, warehousing and distribution, and other similar uses.

The Riverside County Ordinance No. 348 Section 11.25 A describes that the M-M zone is to promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the county's economic base; provide the necessary improvements to support industrial growth; ensure the new industry is compatible with uses on adjacent lands and protect industrial areas from encroachment by incompatible uses that may jeopardize industry.

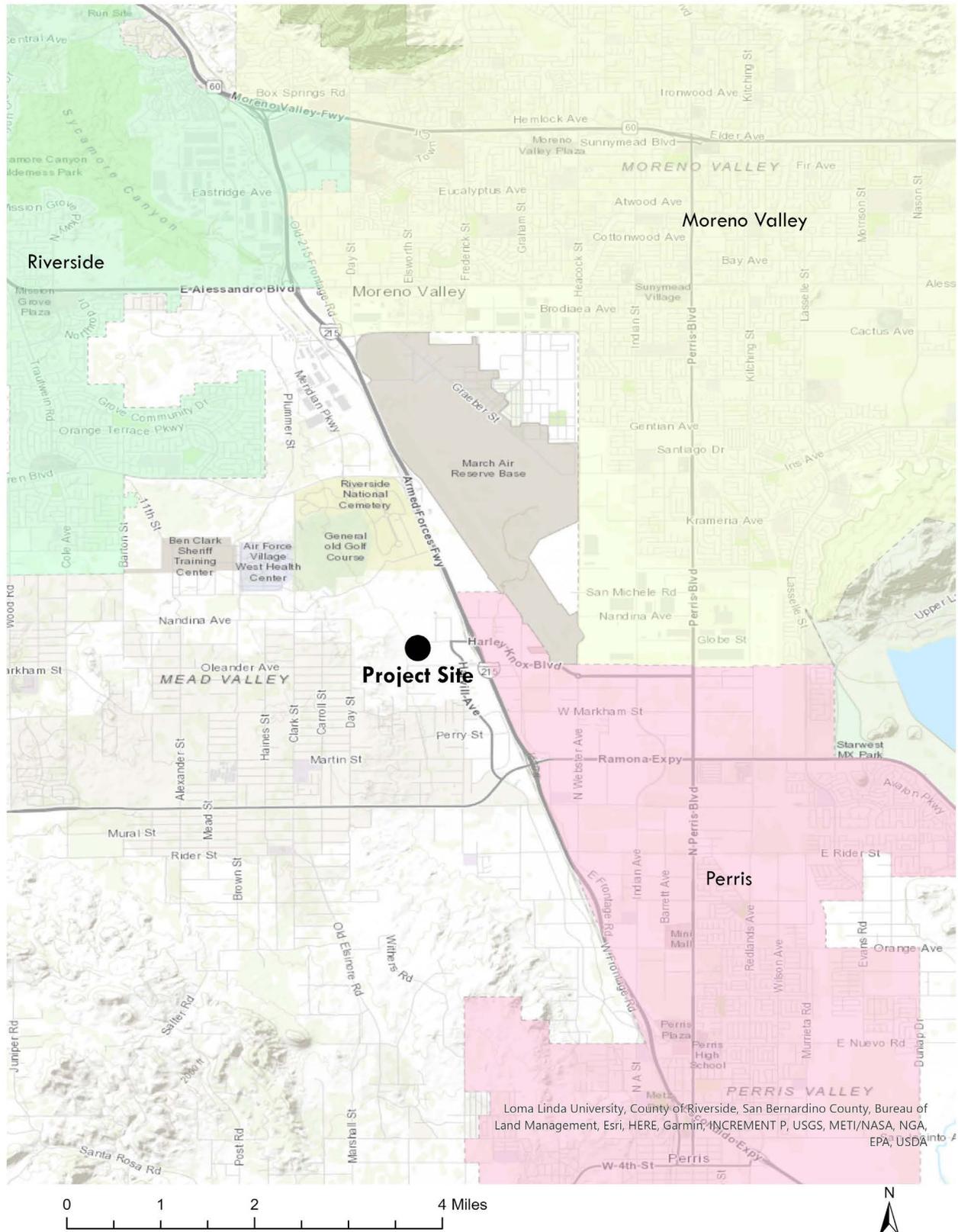
2.3 SURROUNDING LAND USES AND ZONING CLASSIFICATIONS

As shown in Figure 2, the project site is bounded to the north by Harley Knox Boulevard followed by industrial warehousing uses; to the west by the unimproved Decker Road and land that is approved for industrial business park uses; to the south by the undeveloped right-of-way for Rowland Lane followed by vacant land that is approved for industrial warehousing uses; and to

the east by developed industrial warehousing uses. The General Plan land uses and zoning classifications of the areas surrounding the project site are listed below.

Direction	Land Use	General Plan Designation	Zoning Classification
North	Industrial warehouse and distribution center	Light Industrial (LI)	Industrial Park (I-P) and Manufacturing-Medium (M-M)
West	Decker Road followed by land approved for industrial warehousing uses	Business Park (BP)	Industrial Park (I-P)
South	Rowland Lane right-of-way followed by vacant land approved for industrial warehousing uses	Light Industrial (LI)	PA- 7 of Majestic Freeway Business Center – (SP-341)
East	Industrial warehouse and distribution center	Light Industrial (LI)	Industrial Park (I-P)

Regional Location



Loma Linda University, County of Riverside, San Bernardino County, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA

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Local Vicinity



 Project Site



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Existing Site Views



Southern view of the northern boundary of the Project Site from Harley Knox Boulevard.



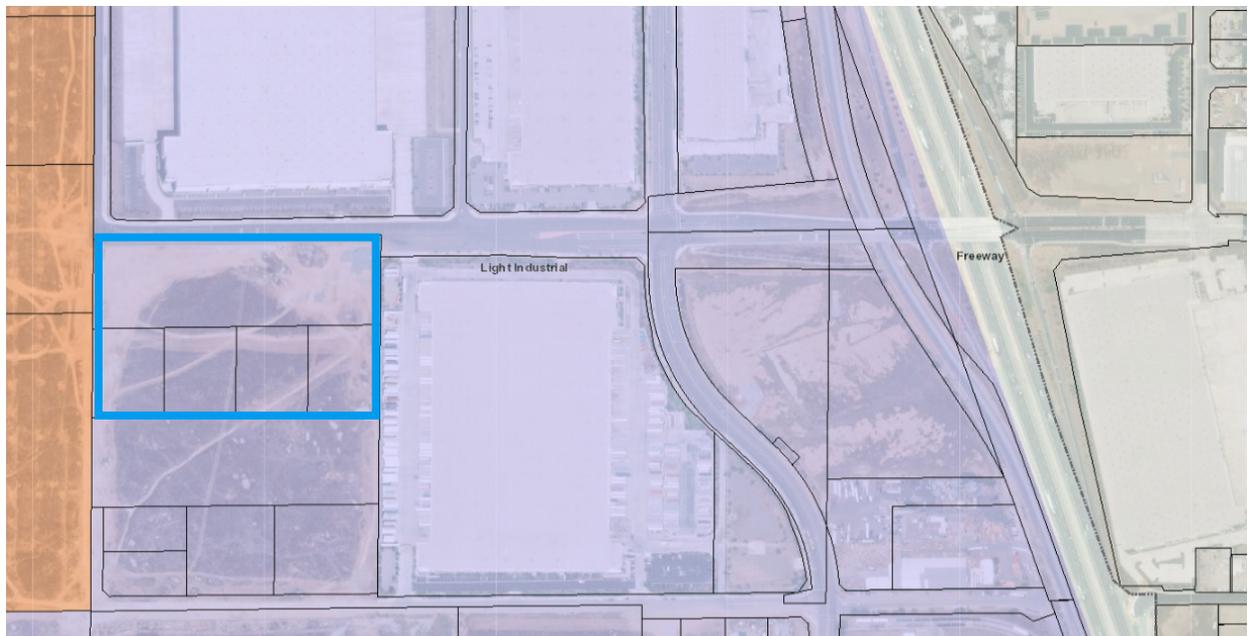
Eastern view of the northern boundary of the Project Site from Harley Knox Boulevard.

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Existing General Plan Designations and Zoning Classifications



Zoning



General Plan Land Use



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3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

As discussed in Section 2.1 above, the 15.2-acre project site is located within unincorporated Riverside County and consists of five parcels (APNs 295-310-016, 295-310-037, 295-310-038, 295-310-039, and 295-310-040). As depicted on Figure 2, *Local Vicinity*, the project site is bounded by Harley Knox Boulevard to the north, the unimproved Decker Road to the west, and the unimproved Rowland Lane to the south.

3.2 PROJECT CHARACTERISTICS

Light Industrial Warehousing Uses

The proposed Muranaka Warehouse project (“project”) would develop the 15.2-acre project site with one 239,308 square-foot warehouse building, that would include up to 5,000 square feet of office space and an 8,924 square foot mezzanine. The building would have 31 loading docks and one drive through door that would be oriented toward the south of the site. The site would also be developed with surface automobile and truck and trailer parking lots and an approximately 111-foot-wide storm water bio-retention basin located in the east side of the site, as shown in Figure 5, *Conceptual Site Plan*. The project would also include landscaping, driveways, vehicle circulation area, walls/fencing, interior gates, a guardhouse, and relevant infrastructure (water, sewer, electricity, cable) to serve the site.

The building would be used for warehousing and office space, as detailed in Table 1, *Summary of Proposed Building*. The proposed building would have a maximum height of 46 feet, as shown in Figure 5, *Proposed Project Elevations*.

Table 1: Summary of Proposed Building

Building Component	Area (Square feet)
Warehouse	225,384
Office	5,000
Mezzanine	8,924
Building Area Total	239,308

The proposed structure would be painted concrete and have accented glass window and doors at the front entrance location. The building’s main entry would be identified by a metal entry canopy and glass entry door. To vary the visual height of the 46-foot high building, the building’s roof would have architectural projections. In addition, the sides of the building would be articulated with windows and different setbacks, heights, and architectural projections to provide separation between different portions of the building. Conceptual building elevations are included as Figures 6 through 8.

Access and Circulation

The project includes half-width improvements to Harley Knox Boulevard with a raised median and a turn-pocket to provide for lefts from Harley Knox Boulevard to Decker Road. The 21-foot-wide frontage of the site along Harley Knox Boulevard would be improved to include landscaping, an 8-foot-wide multipurpose decomposed granite trail with split rail fence, and a 5-foot-wide meandering sidewalk.

Decker Road is a currently unimproved/dirt roadway that is adjacent to the west of the project site and Rowland Lane is an undeveloped right-of-way that is adjacent to the south of the site. Construction of these roadways will be completed by the adjacent approved development projects¹ prior to operation of the proposed project. However, evaluation of the proposed project includes one-half width roadway improvements on Decker Road and Rowland Lane along the project frontage, to provide a conservative evaluation in the event that construction of the adjacent projects is delayed, and the roadway improvements are completed by the project.

The project site would be accessible via three driveways: a 69-foot-wide truck access driveway from Rowland Lane, a 40-foot driveway from Harley Knox Boulevard for truck access to the loading bays and trailer parking, and a 35-foot-wide driveway from Rowland Lane for passenger car access. Internal vehicular circulation would be provided around the building (as shown in Figure 5, *Conceptual Site Plan*).

Parking

Truck and trailer parking and loading would be located on the eastern and southern portions of the project site, accessible from the both the Harley Knox Boulevard and Rowland Lane driveways. Passenger car parking would be available within the southwestern and eastern portions of the project site and would be provided at the following ratios pursuant to Riverside County Ordinance No. 348.4896 Section 18.12:

- Office: 1 parking space per 250 square feet
- Warehouse: 1 parking space per 2,000 square feet

The project also proposes a total of 178 parking spaces, which includes 4 ADA parking spaces, 18 Electric Vehicle (EV) spaces, and 3 Clean Air/Van Pool/EV spaces. Total parking onsite is shown in Table 2, *Proposed Parking* below.

Table 2: Proposed Parking

Parking Spaces	Required	Provided
Office @ 1/250 SF	56	178
Warehouse @ 1/2,000 SF	113	
Total Parking	169	178

Solar Panels

The project proposes to use photovoltaic (PV) solar panels onsite to offset its energy demand by 20 percent, in compliance with the County's Climate Action Plan Measure R2-CE1. This would be accomplished through the provision of onsite renewable energy through the installation of onsite solar panels. The solar panels would be installed on the building's rooftop. The rooftop mounted solar equipment would not extend above the 50-foot building height limit.

Landscaping and Screening

The project would install approximately 143,903 square feet of new ornamental landscaping throughout the site that would include a variety of trees, shrubs, accent species, and ground covers. Overall, landscaping would cover at least 27.5 percent of the project site, which would exceed the landscaped area requirement of 12 percent.

¹ Oleander Business Park Project (SCH #2019060002) across Decker Road from the project site includes construction of the western side of Decker Road to its ultimate half-section width as a secondary highway (100-foot right-of-way). Majestic Freeway Business Center (CEQA Case No. CEQ180118 Plot Plan No. 18033) adjacent to the south of the project site includes construction of the eastern side of Decker Road to its ultimate half-section width and includes full construction of Rowland Lane.

Landscaping would be installed within building setbacks and parking lot areas, as well as around the building perimeter to provide layered landscape screening for adjacent parcels and public right-of-way. The project's loading bays and trailer parking areas would be screened by 24-inch box and 15 gallon trees, and hedges.

Additionally, off-site landscaping would be provided along Harley Knox Boulevard at the intersection of Harvill Avenue as part of the project's compliance with the County's environmental justice policies. New plant species would be drought-tolerant, non-invasive, and compliant with the Riverside County's landscaping requirements. See Figure 9, *Conceptual Landscape Plan*. The project would provide water efficient irrigation that is compliant with California Title 24 and Riverside County Ordinance 859.3 related to water efficiency.

Infrastructure Improvements

The project site is located within an area that contains existing infrastructure within the adjacent right-of-way. The proposed project would install onsite infrastructure that would connect to the existing infrastructure that surrounds the site as described below.

Water

The project would connect to and be served by the existing water infrastructure located in the adjacent right-of-way. Existing 12-inch water lines are located in Harley Knox Boulevard and Decker Road, adjacent to the project site.

Sewer

The project would connect to and be served by the existing sewer infrastructure located in the adjacent right-of-way. Existing 8-inch sewer line is located in Harley Knox Boulevard.

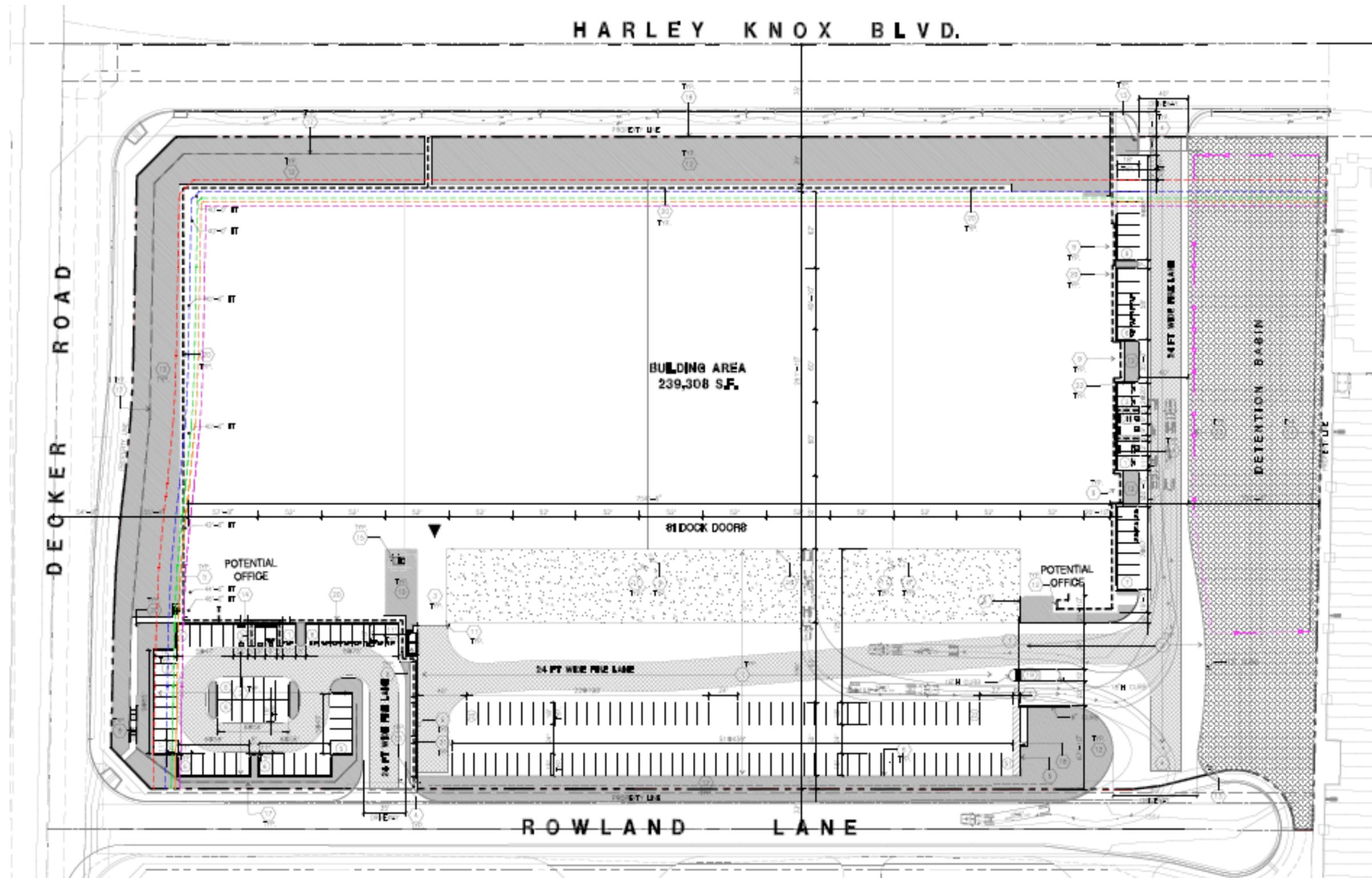
Drainage

The project would install an onsite storm water drainage system that would route runoff to a proposed bioretention basin located on the east side of the project site. The bioretention basin would include filter media, a stone section, and a perforated pipe network beneath the basin footprint that would convey treated runoff to the existing storm drain in Harley Knox Boulevard.

Other Infrastructure

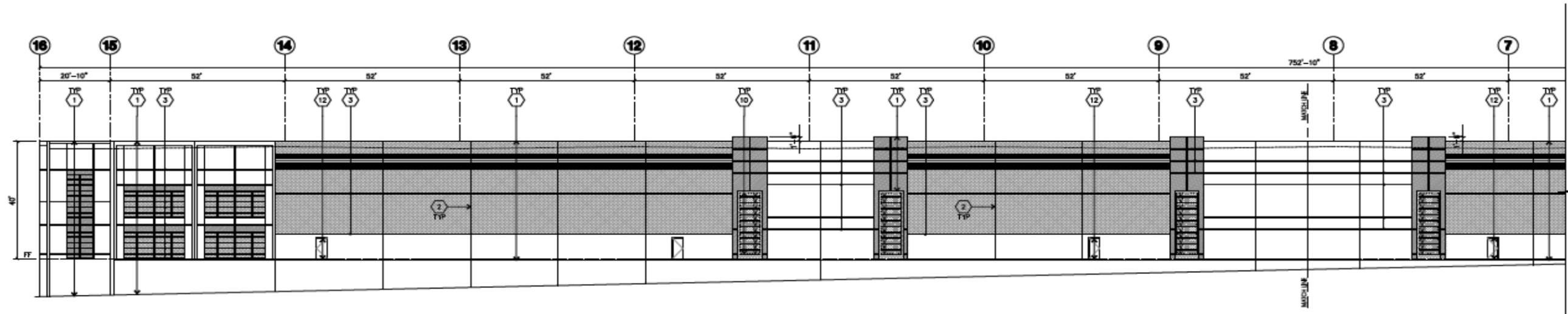
The project would connect to existing dry utility infrastructure in the right of way of Harley Knox Boulevard, including telephone, electrical, and cable. Dry utilities would be installed underground. The project would not connect to gas lines.

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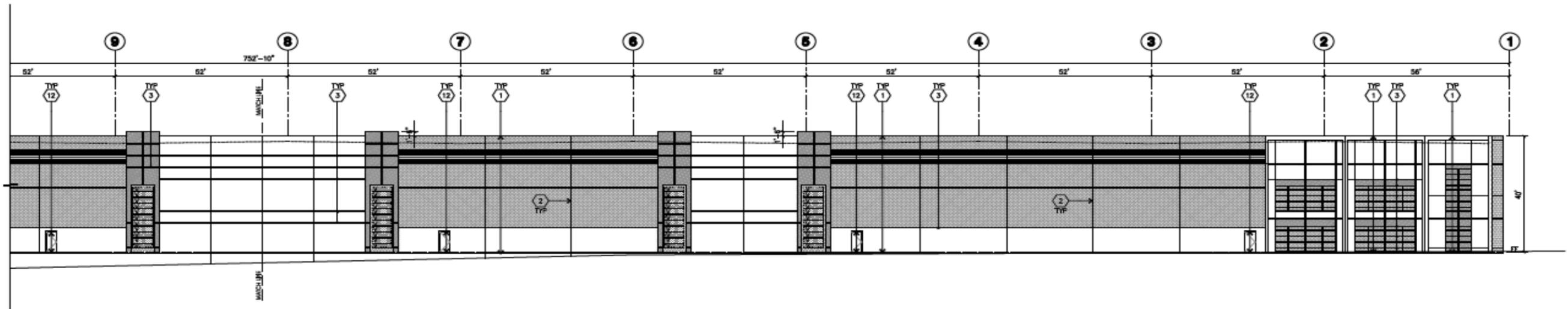


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North Elevations



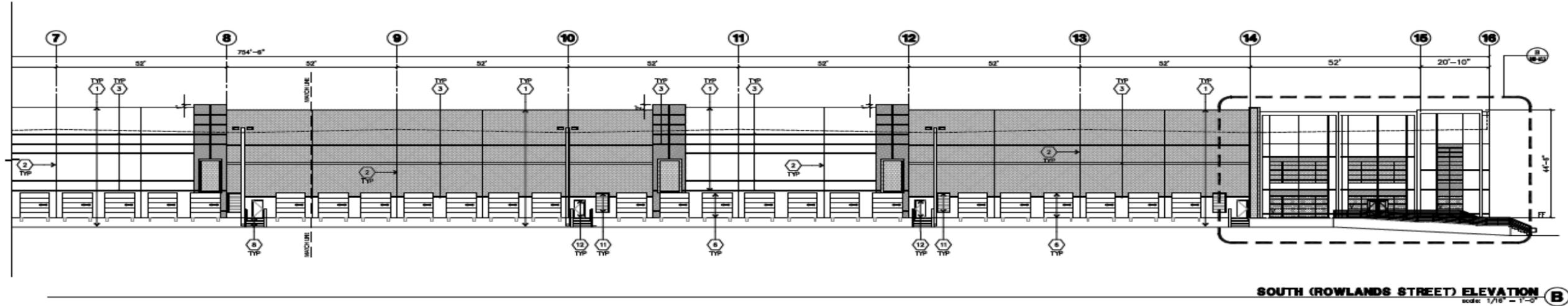
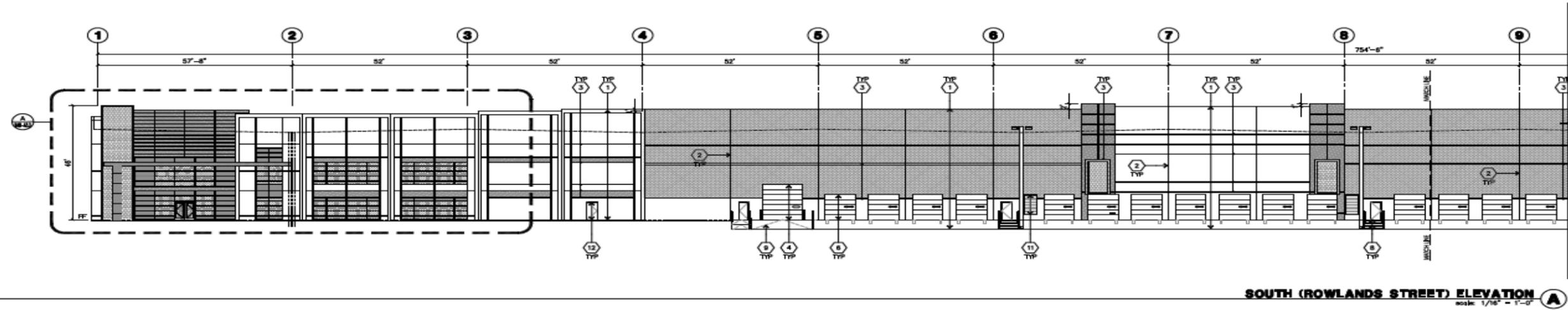
NORTH (HARLEY KNOX BLVD.) ELEVATION A
scale: 1/16" = 1'-0"



NORTH (HARLEY KNOX BLVD.) ELEVATION B
scale: 1/16" = 1'-0"

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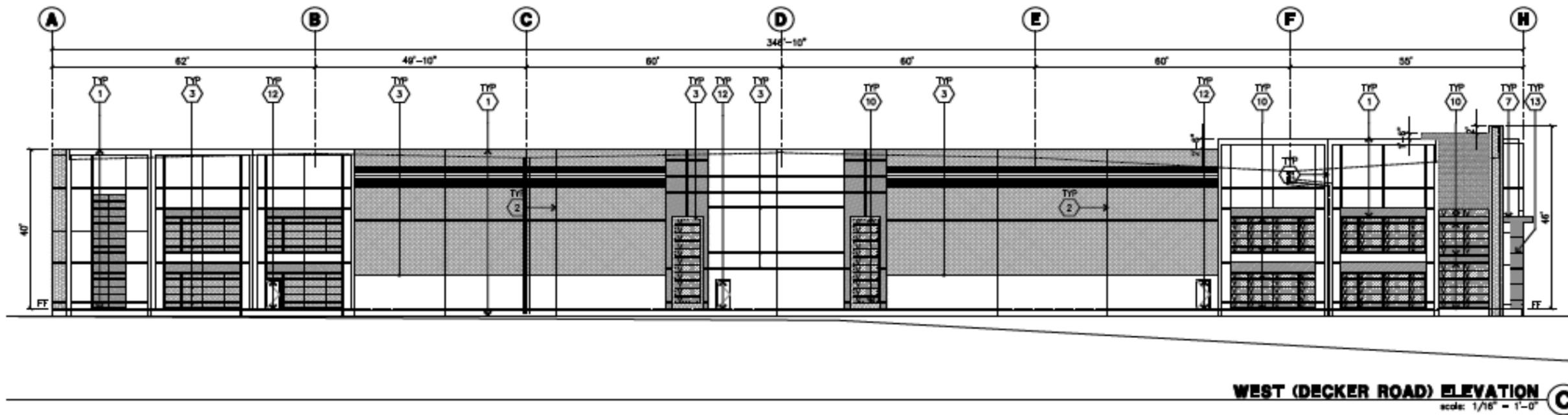
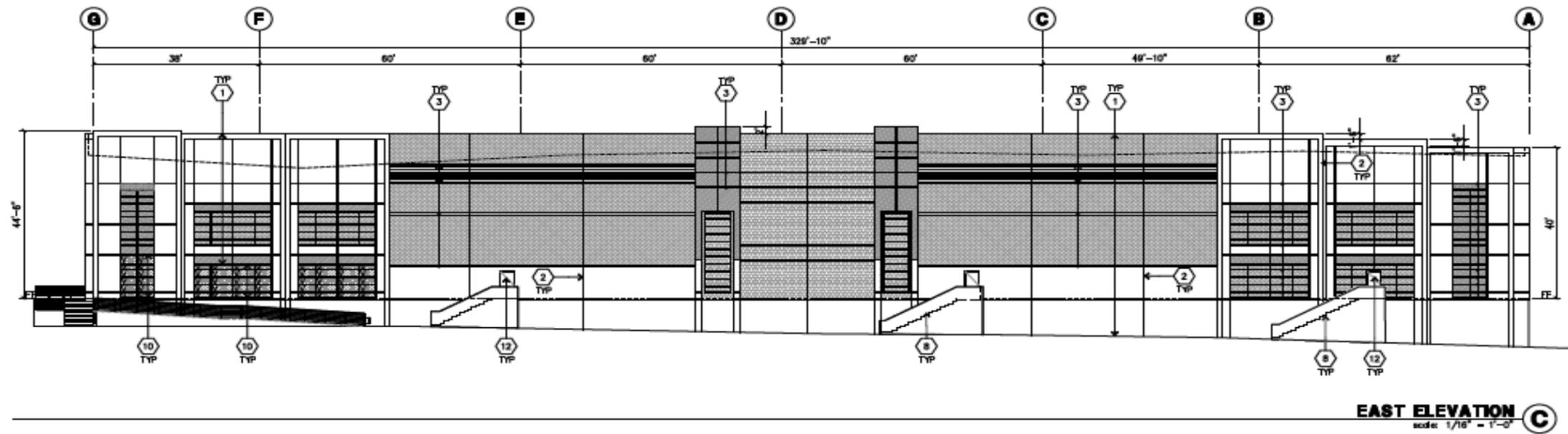
South Elevations



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East and West Elevations



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Construction

Project construction would take approximately 18 months. Project construction would include site preparation, grading that will include blasting, construction of infrastructure, followed by building construction, then paving and architectural coatings.

Blasting would be required during grading operations to remove bedrock and create suitable building pads. Blasting is expected to be required where excavations extend to depths of 9 feet or greater, where excavation/grading equipment other than a D-9 dozer has to be utilized, or within localized areas where very dense bedrock is encountered. Blasting is not anticipated to occur frequently, occurring at most once per day and up to two days per week. Blasting activities would employ small, highly-controlled explosive charges to fragment large rocks into smaller, crushable pieces. The blasting contractor would be required to obtain blasting permit(s) from the State, and to notify Riverside County Sheriff’s Department within 24 hours of planned blasting events. Further, blasting operations are required to satisfy the maximum “airblast” and vibration levels identified by the U.S. Bureau of Mines (USBM) and Office of Surface Mining and Reclamation Enforcement (OSMRE).

The building pad areas would generally be over excavated to a depth of between 3 and 5 feet below the existing grade. However, excavation to a depth of 10 feet or greater is anticipated to be required in portions of the site. The over excavated soils would be recompacted and used as structural fill material. The project would require 4,415 cubic yards of soil import for grading due to soil shrinkage from recompaction. Table 3, *Construction Activity and Equipment Schedule* provides the anticipated construction activity.

Table 3: Construction Activity and Equipment Schedule

Phase Name	Equipment	Amount	Work Days
Site Preparation	Crawler Tractors	4	10
	Rubber Tired Dozers	3	
Grading (including blasting)	Crawler Tractors	2	30
	Excavators	2	
	Graders	1	
	Rubber Tired Dozers	1	
	Scrapers	2	
Building Construction	Cranes	1	300
	Forklifts	3	
	Generator Sets	1	
	Tractors/Loaders/Backhoes	3	
	Welders	1	
Paving	Pavers	2	20
	Paving Equipment	2	
	Rollers	2	
Architectural Coating	Air Compressors	1	40

Operations

The proposed building is planned as a speculative light industrial warehouse building. The proposed project is anticipated to operate up to 7 days a week and 24 hours a day. Operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and the loading and unloading of trucks at designated loading bays.

3.3 DISCRETIONARY APPROVALS

The following discretionary approval and permits are anticipated to be necessary for implementation of the proposed project:

COUNTY OF RIVERSIDE

- Adoption of Initial Study/EA and MND
- Grading, Building, Improvement, and Occupancy Permits
- Parcel Merger
- Plot Plan

OTHER AGENCIES

This Initial Study/EA and MND would also provide environmental information to responsible agencies and other public agencies that may be required to grant approvals or coordinate with the County as part of project implementation. These agencies include, but are not limited to the following:

- Regional Water Quality Control Board for approval of a Stormwater Pollution Prevention Plan and a Water Quality Management Plan.
- Eastern Municipal Water District
- Riverside County Airport Land Use Commission
- Federal Aviation Administration
- South Coast Air Quality Management District

4.0 COUNTY OF RIVERSIDE ENVIRONMENTAL ASSESSMENT FORM: MND

Environmental Assessment (CEQ / EA/Addendum) Number: CEQ210203
Project Case Type (s) and Number(s): PPT210130
Lead Agency Name: Riverside County Planning Department
Address: P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: Deborah Bradford, Planner
Telephone Number: 951-955-6646
Applicant's Name: Trammell Crow So. Cal. Development, Inc.
Applicant's Address: 3501 Jamboree Road, Suite 230, Newport Beach, CA 92660

I. PROJECT INFORMATION

Project Description: Refer to previous section.

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

B. Total Project Area: 15.2 acres

Residential Acres:	Lots:	Units:	Projected No. of Residents:
Commercial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Industrial Acres: 15.2	Lots: 1	Sq. Ft. of Bldg. Area: 239,308	Est. No. of Employees: 233
Other:			

C. Assessor's Parcel No(s): 295-310-016, 295-310-037, 295-310-038, 295-310-039, and 295-310-040

D. Street References: The project site is located to the south of Harley Knox Boulevard, west of Decker Road, and north of the undeveloped right-of-way for Rowland Lane.

E. Section, Township & Range Description or reference/attach a Legal Description: Section 35, Township 3 South, Range 4 West, San Bernardino Base and Meridian

F. Brief description of the existing environmental setting of the project site and its surroundings: Refer to previous section.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The project site has a General Plan Land Use Designation of Light Industrial. The Light Industrial land use designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers and supporting retail uses. The proposed project complies with Land Use Element Policies LU 7.1 and LU 30.1, as it is in area that is designated for Light Industrial and is located near similar industrial businesses. Policy LU 7.1 requires "land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts". Policy LU 30.1 states "accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps."

- 2. Circulation:** Access would be provided to the project site by three new driveways with access from Harley Knox Boulevard and Rowland Lane. As described herein, implementation of the project would not result in new impacts related to circulation. In addition, the project is planned with adequate internal circulation and is consistent with the Circulation Element of the General Plan. The project also implements the County's Non-motorized Transportation plan that is depicted in the Circulation Element Figure C-7 and the Mead Valley Area Plan Figure 9, which shows a Community Trail along the project's northern boundary. Specially, the project includes development of an 8-foot-wide multipurpose decomposed granite trail with split rail fence, and a 5-foot-wide meandering sidewalk within the 21-foot-wide frontage of the site along Harley Knox Boulevard.
- 3. Multipurpose Open Space:** The project is located within the Multiple Species Habitat Conservation Plan (MSHCP) designated area requiring surveys for burrowing owls and a General Biological Assessment Report was prepared for the project pursuant to the MSHCP and General Plan policy OS 17.2. The focus survey found signs of burrowing owls and appropriate mitigation measures are included to ensure consistency with the MSHCP. Through project design and implementation of a Water Quality Management Plan and Stormwater Pollution Prevention Plan, impacts to water quality during construction and operations are addressed. The project will not result in a substantial depletion of groundwater supplies. The project includes a bio-retention basin along the project's eastern boundary and landscape throughout the project site that would capture and filter runoff.
- 4. Safety:** The proposed project is not located within any special hazard zone (including fault zone, high liquefaction, dam inundation zone, high fire hazard area, etc.). The proposed project has allowed for sufficient provision of emergency response services to the future users of this project through the design and payment of development impact fees. The proposed project meets with all other applicable Safety Element policies.
- 5. Noise:** The project would not generate noise levels in excess of standards established in the General Plan or noise ordinance. The project site is approximately 1 mile southwest of the March ARB. As described previously, the project site is identified as within Compatibility Zone C2, which is a flight corridor zone. The project has been reviewed by the Riverside County ALUC and complies with Noise Element policy N7.1. ALUC determined the project would be consistent with the ALUCP, subject to conditions of approval. These conditions of approval include actions that would minimize the potential for harm to workers at the project site, such as a requirement for interior noise levels from aircraft operations to be attenuated to 45 dBA CNEL or less. The project meets all other applicable Noise Element Policies.
- 6. Housing:** The project would develop and operate warehouse uses on the project site, which has been planned for light industrial uses. The project would not require relocation of existing residential and does not include residential uses. Therefore, no impacts related to housing would result from the project.
- 7. Air Quality:** The proposed project has been conditioned to control any fugitive dust during grading and construction activities and would not exceed air quality emissions thresholds during either construction or operation of the project. The proposed project meets all other applicable Air Quality element policies.
- 8. Healthy Communities/Environmental Justice:** The project site is located within an Environmental Justice Community as identified in the Healthy Communities Element. The project would develop and operate warehouse uses on the project site. The project would not result in any air quality, hazardous materials, noise, or other impacts that would affect

Healthy Communities and/or environmental justice issues. The project includes off-site landscaping along Harley Knox Boulevard at the intersection of Harvill Avenue as part of the project's compliance with the County's environmental justice policies. Specifically, the applicant will contribute towards community beautification and strengthening community identity, per Healthy Communities policy HC 18.9 u. The applicant will improve the hillside on parcel 295310071 with low maintenance landscaping. This intersection is one of the main entrances to the Harvill industrial corridor. Also, in compliance with General Plan Policy HC 15.1, outreach has been conducted during the planning process for the project, including the Municipal Advisory Council (MAC) meeting on September 1, 2021. The project complies with all applicable environmental justice policies. Thus, the project would not result in conflicts with the Healthy Communities policies.

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

C. Foundation Component(s): N/A

D. Land Use Designation(s): Light Industrial (LI)

E. Overlay(s), if any: There are no General Plan Policy Overlays for the project site.

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

G. Adjacent and Surrounding:

1. General Plan Area Plan(s): Mead Valley Area Plan

2. Foundation Component(s): Community Development

3. Land Use Designation(s): Light Industrial (LI) North, South and East; Business Park (BP) to the west

4. Overlay(s), if any: There are no General Plan Policy Overlays surrounding the project site.

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

H. Adopted Specific Plan Information

1. Name and Number of Specific Plan, if any: N/A

2. Specific Plan Planning Area, and Policies, if any: N/A

I. Existing Zoning: I-P and M-M

J. Proposed Zoning, if any: N/A

K. Adjacent and Surrounding Zoning: I-P and M-M

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
<input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/> I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
<input type="checkbox"/> 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.
<input type="checkbox"/> 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.
<input type="checkbox"/> 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.
<input type="checkbox"/> I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant

environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following: (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration; (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration; (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or, (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature

Date

Printed Name

For:

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

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

Source(s): Riverside County General Plan Figure C-8 “Scenic Highways”, Mead Valley Area Plan Figure 10 “Scenic Highways”; California Scenic Highway Mapping System (Caltrans 2021). Accessed: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

a) No Impact. The project site is not located along an officially designated scenic highway corridor. The closest highway is I- 215, which is approximately 0.6-mile feet east of the project site but is not designated or eligible to be a scenic highway corridor. The closest “Officially Designated” State Scenic Highway is Highway 243, which is located approximately 23 miles east of the project site. State Highway 74, which is located approximately 9.5 miles south of the project site is identified as an Eligible State Scenic Highway – Not Officially Designated. The project site is not visible from either Highway 243 or State Highway 74. Due to the distance from scenic corridors, development of the project site would not result in impacts.

b) Less Than Significant Impact. The site does not contain and is not adjacent to any scenic resources. The site is vacant and undeveloped and is located adjacent to roadways, existing light industrial warehousing/distributions, and land that is approved for development of new light industrial warehousing buildings.

The roadway corridors adjacent to the project site provide distant public views of mountains and some nearby hills to the east and north depending on the weather conditions and viewing locations. The project site and vicinity does not include any unique visual features, significant rock outcropping, or landmark features; the project site does not exist within a prominent scenic vista. Thus, these types of resources would not be impacted by implementation of the proposed project. The project would develop a new 46-foot high industrial warehouse building that would be set back from the adjacent streets and would not encroach into the existing public long-distance views. Thus, the proposed project would not substantially damage scenic resources.

The proposed structure would be painted concrete and have accented glass window and doors at the front entrance location. The building's main entry would be identified by metal entry canopy and glass entry door. The overall color scheme of the building would include white, grays, beige, and off-white, with aluminum and blue glass accents. To vary the visual height of the 46-foot high building, the building's roof would have architectural projections. In addition, to visually reduce the size and bulk of the structure, the sides of the building would be articulated with different setbacks, heights, and architectural projections to provide separation between different portions of the building. Parking and landscaping areas would be located in the setback space between roadways and the building, which would minimize the visual scale of the structure.

The proposed project would install landscaping onsite and along Harley Knox Boulevard, Decker Road, and Rowland Lane adjacent to the project site. Also, off-site landscaping would be provided along Harley Knox Boulevard at the intersection of Harvill Avenue as part of the project's compliance with the County's environmental justice policies. Onsite areas adjacent to the building would be landscaped with trees and a variety of shrubs and ground covers. The size and height of these proposed trees (that include vertical growing species) would reduce the visual perception of the 46-foot high building and provide uniform landscaping onsite. Trees would be installed pursuant to the County's standard requirements for landscape screening (as verified during the permitting process) which states that landscaping around the perimeter of the proposed building shall be designed to be opaque up to a minimum height of 6-feet at maturity. Thus, a portion of the project frontage would be screened with landscaping. Additionally, the layering of landscaping between the proposed building and the surrounding roadways would provide visual depth and distance between the roadways and proposed structure. As a result, the project would not substantially damage scenic resources, obstruct any prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to public view. Thus, impacts would be less than significant.

c) No Impact. The project site is within an urbanizing area that is mostly developed with industrial uses, roadways, and rail lines. As described in the previous response, implementation of the proposed project would develop an industrial warehouse building on the undeveloped site that is surrounded by industrially developed or developing parcels. The roadway corridors in the project area provides distant public views of mountains and hillsides to the east in certain locations. However, as described in the previous response, the project has been designed with architectural projections to visually reduce the size and bulk of the structure, the sides of the building would be articulated with different setbacks, heights to provide separation between different portions of the building. The building would be setback from the setback from the streets to reduce the visual scale. In addition, the site would be landscaped pursuant to the County's landscaping requirements and would be consistent with the Riverside County Ordinance No. 348 (Sections 10 and 11) standards for the I-P and M-M zones, which would be verified during the permitting process. Therefore, the proposed project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, nor conflict with applicable zoning and other regulations governing scenic quality. Thus, impacts would not occur.

2. Mt. Palomar Observatory	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?

Source(s): Riverside County General Plan, Ord. No. 655 (Regulating Light Pollution); Ord. No. 915 (Regulating Outdoor Lighting); Mead Valley Area Plan Figure 7 “Mt. Palomar Nighttime Lighting Policy Area”

a) Less than Significant Impact. The proposed project site is approximately 41 miles northwest of the Mt. Palomar Observatory, and is within Zone B, as designated by Riverside County Ordinance No. 655. Zone B includes areas between 15 and 45 miles from the observatory. Areas within Zone B are required to meet specific lighting design standards to minimize light that could have a detrimental effect on astronomical observation and research. To ensure that lighting meets the required standards, the proposed project is required to submit lighting plans for approval as part of the project permitting process. Thus, through the County’s development review process and conditions of approval, the proposed project would be required to comply with Riverside County Ordinance No. 655 and No. 915, and potential project interference with nighttime use of the Mt. Palomar Observatory would be less than significant.

3. Other Lighting Issues	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County Ord. No. 655 (Regulating Light Pollution), Ord. No. 915 (Regulating Outdoor Lighting).

a) Less than Significant Impact. The project site is undeveloped, and the existing sources of onsite nighttime lighting is limited to street lighting along Harley Knox Boulevard, the security and parking lot lighting from adjacent developed parcels, interior illumination from nearby uses passing through windows, and illumination from vehicle headlights along Harley Knox Boulevard. Typical sensitive receptors relative to lighting and glare include residents, motorists, and pedestrians.

The proposed project would include installation of new lighting sources on the project site including exterior lighting for security in the parking lot and along the building exterior; and interior lighting that could be visible through windows to the outside. The exterior security and parking lot lighting would be hooded, appropriately angled to focus on the project site, and would comply with the County’s lighting ordinance and Building and Safety standards, as required by County Ordinances No. 655 and No. 915 to prevent light trespass. In addition, as described above, the proposed project would be required to submit lighting plans for approval as part of the project permitting process to ensure compliance with the Riverside County lighting requirements. Therefore, implementation of the project would not result in a substantial new source of light, and impacts would be less than significant.

Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Buildings constructed of highly reflective materials from which the sun reflects at a low angle can cause adverse glare. However, the proposed industrial building would be concrete and would not be developed with reflective surfaces and would not include large areas of windows.

As discussed, the project proposes to use photovoltaic (PV) solar panels onsite to offset its building energy demand by 20 percent. The offset would be accomplished through the installation of onsite solar

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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panels as roof mounted solar arrays. The solar equipment would be below the parapet of the roof and would not exceed the 50-foot maximum building height. A Solar Glare Hazard Analysis was conducted and submitted to the Riverside County Airport Land Use Commission (ALUC), which demonstrates that the project would not pose a risk aircraft for roof mounted solar. Therefore, the proposed project would not generate substantial sources of glare, and impacts related to glare would be less than significant.

b) No Impact. The closest residence is located 1,681 feet southeast of the project site at 22980 Peregrine Way, which is behind other existing and developing buildings. Light from the project site would be screened by the approved industrial warehousing building on the south side of Rowland Lane, and the closest residences would not be exposed to light from the project site. Additionally, the project would adhere to all applicable Riverside County lighting regulations that specify lighting be hooded, and angled to focus on the project site, and away from residential uses. The proposed project would be required to submit lighting plans for approval as part of the project permitting process per Ordinances No. 655 and No.915 to ensure compliance with the Riverside County lighting requirements. No residential property would be exposed to unacceptable levels of light; and impacts related to unacceptable levels of light would not occur.

Conditions of Approval:

- **Lighting Plans:** All parking lot lighting and other outdoor lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way and shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.
- **Outdoor Lighting:** All outdoor luminaires in shall be appropriately located and adequately shielded and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. In addition, outdoor luminaires shall not blink, flash, or rotate and shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 915.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

Source(s): Riverside County General Plan Figure OS-2 “Agricultural Resources”, Mead Valley Area Plan Figure 3, Land Use Plan, and the Farmland Mapping and Monitoring Program (FMMP) California Important Farmland Finder. Accessed: <http://www.conservation.ca.gov/dlrp/fmmp> <http://maps.conservation.ca.gov/ciff/ciff.html>. Riverside County GIS Parcel Report. Accessed: https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

a) No Impact. The project site is identified by the Farmland Mapping and Monitoring Program as both Farmland of Local Importance and Urban and Built-Up Land; and is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Likewise, none of the lands nearby the project site are identified as Prime, Unique, or Farmland of Statewide importance. Therefore, implementation of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; and impacts would not occur.

b) No Impact. The zoning classification for the project site is Industrial Park (I-P) and Manufacturing Medium (M-M), and the site is surrounded by similarly zoned parcels. Therefore, a conflict with an agricultural zoning would not occur. In addition, the County GIS data shows that the project site and surrounding areas are not subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve. As a result, impacts related to conflict with agricultural zoning, agricultural use, a Williamson Act contract, or a Riverside County Agricultural Preserve from implementation of the proposed project would not occur.

c) No Impact. The zoning classification for the project site is Industrial Park (I-P) and Manufacturing Medium (M-M), and the site is surrounded by similarly zoned parcels. There are no agriculturally zoned properties within 300 feet of the project site. Therefore, impacts related to agriculture uses would not occur.

d) No Impact. As described above, there is no agriculturally zoned property or existing agriculture onsite or in the surrounding area. Thus, the development of the proposed project would not result in conversion of Farmland, to non-agricultural use, and impacts would not occur.

5. Forest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a-c) No Impact. The project site and surrounding lands are either vacant and undeveloped with limited vegetation; or are areas developed with industrial uses and roadways. There is no existing forest land or timberland on the project site or in the project vicinity. The zoning code classifications of the project site are Industrial Park (I-P) and Manufacturing Medium (M-M); and the zoning classifications of the areas surrounding the project site do not include forest or timberland. The Mead Valley Area Plan (Figure 3) shows that there are no properties zoned for forest land or timberland surrounding the project site. Thus, the proposed project would not conflict with zoning or cause rezoning or any forest or timber land, result in the loss of forest land, or involve other changes that could result in the conversion of forest land to non-forest uses, and impacts would not occur.

Conditions of Approval: No conditions of approval related to agriculture and forest resources are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”) (November 2019), SCAQMD CEQA Air Quality Handbook; Air Quality Impact Analysis, prepared by Urban Crossroads, 2021 (AQ 2021) (Appendix A); Mobile Source Health Risk Assessment, prepared by Urban Crossroads, 2021 (HRA 2021) (Appendix B).

a) No Impact. The project site is located in the South Coast Air Basin, which is under the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and SCAG are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG use land use designations contained in General Plan documents to forecast, inventory, and allocate regional emissions from land use and development-related sources. As described in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD’s CEQA Air Quality Handbook (1993) and described in the Air Quality Analysis (Appendix A), if a proposed project would have a development density and vehicle trip generation that is substantially greater than what was anticipated in the General Plan, then the proposed project would conflict with the AQMP. On the other hand, if a project’s density is consistent with the General Plan, its

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers projects consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

The project site is located with the Mead Valley Area Plan of the Riverside County General Plan and has a land use designation of Light Industrial (LI). This land use designation which includes industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. The project site has a zoning classification of Industrial Park (I-P) and Manufacturing Medium (M-M). These zoning classifications allow for industrial, warehousing, and manufacturing activities (the specific allowed uses are identified in Riverside County Ordinance No. 348 Sections 10.1 and 11.26. The County Ordinance does not identify a target density, density range, or Floor Area Ratio (FAR) for the I-P and M-M zones. The project proposes the construction of a 239,308 square-foot light industrial and warehousing building on the 15.2-acre site. The uses proposed by the project are consistent with the County's land use designations. Therefore, the development density of the proposed project would also be consistent with the assumptions in the AQMP and would not conflict with SCAQMD's attainment plans. In addition, emissions generated by construction and operation of the project would not exceed thresholds as described in the analysis below, which are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants for which it is in nonattainment. Therefore, because the project does not exceed any of the thresholds it would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. As a result, impacts related to conflict with the AQMP from the project would not occur.

b) Less than Significant Impact. The South Coast Air Basin (SCAB) is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1. The SCAQMD's CEQA Air Quality Handbook methodology describes that any projects that result in daily emissions that exceed any of these thresholds would have both an individually (project-level) and cumulatively significant air quality impact. If estimated emissions are less than the thresholds, impacts would be considered less than significant.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds²

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SOx	150	150
CO	550	550
Lead	3	3

² Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, March 2015.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Construction activities associated with the proposed project would generate pollutant emissions from the following: (1) grading and excavation; (2) construction workers traveling to and from project site; (3) delivery and hauling of construction supplies to, and debris from, the project site; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings; and paving. The quantity of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM₁₀, and PM_{2.5} emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling. In addition, implementation of SCAQMD Rule 1113 that governs the VOC content in architectural coating, paint, thinners, and solvents, was accounted for in the construction emissions modeling.

Table AQ-2: Construction Emissions Summary

Year	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2022	4.55	51.78	37.61	0.29	47.62	12.00
2023	51.39	18.74	28.61	0.07	4.42	1.71
Winter						
2022	4.54	51.91	37.47	0.29	47.62	12.00
2023	51.38	18.93	26.73	0.07	4.42	1.71
Maximum Daily Emissions	51.39	51.91	37.61	0.29	47.62	12.00
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: AQ, 2021, Appendix A

As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed project would not exceed SCAQMD regional thresholds. Therefore, emissions from construction activities would not result in a new or increased impact.

Operations

Implementation of the proposed light industrial warehousing building would result in some long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. However, of those operational emissions, vehicular emissions would generate the majority.

Operational emissions associated with the proposed project were modeled using CalEEMod and are presented in Table AQ-3. As shown below, the long-term regional emissions of criteria pollutants generated by the project would be below the SCAQMD's applicable thresholds. Therefore, the project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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considerable net increase of any criteria pollutant impacts, and operational impacts would be less than significant.

Table AQ-3: Summary of Peak Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Area Source	5.51	8.60E-04	0.09	1.00E-05	3.40E-04	3.40E-04
Energy Source	0.01	0.13	0.11	7.80E-04	9.82E-03	9.82E-03
Mobile Source	1.83	15.13	20.21	0.12	7.16	2.08
On-Site Equipment Source	0.11	1.04	0.75	3.17E-03	0.04	0.03
Stationary Source	0.05	0.15	0.14	2.60E-04	8.04E-03	8.04E-03
Total Maximum Daily Emissions	7.52	16.45	21.30	0.12	7.22	2.13
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Winter						
Area Source	5.51	8.60E-04	0.09	1.00E-05	3.40E-04	3.40E-04
Energy Source	0.01	0.13	0.11	7.80E-04	9.82E-03	9.82E-03
Mobile Source	1.61	15.98	18.01	0.12	7.16	2.08
On-Site Equipment Source	0.11	1.04	0.75	3.17E-03	0.04	0.03
Stationary Source	0.05	0.15	0.14	2.60E-04	8.04E-03	8.04E-03
Total Maximum Daily Emissions	7.30	17.30	19.10	0.12	7.22	2.13
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: AQ, 2021, Appendix A

The project would be required to comply with AQMD Rule 2305, which would reduce the volume of emissions that are shown in Table AQ-3. However, the measures are tenant specific and cannot currently be measured and are therefore not included in Table AQ-3.

Rule 2305 requires warehouses that are over 100,000 square feet in size to implement Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points Compliance Obligation (WPCO) intended to reduce emissions. To meet the WPCO, WAIRE Points are earned by implementing emissions reduction measures that include:

- 1) acquiring and/or using near-zero emissions (NZE) and zero-emission (ZE) trucks;
- 2) acquiring and/or using ZE yard trucks;
- 3) installing and/or using ZE charging/fueling infrastructure (e.g., electric charger, hydrogen fuel station) for cars, trucks, and/or transport refrigeration units;
- 4) installing and/or using onsite energy systems (e.g., solar panels); and
- 5) implementing community benefits (e.g., Minimum Efficiency Reporting Value (MERV 16) or greater filters or filter systems).

In addition, warehouse operators may apply to earn WAIRE Points through a Custom WAIRE Plan specific to their operations that satisfy prescribed performance metrics that go beyond existing state and federal regulations or pay a mitigation fee to SCAQMD that would be used in a mitigation program to achieve the emissions reductions, such as subsidizing the purchase of NZE and ZE trucks and/or the installation of charging and fueling infrastructure for ZE trucks.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Compliance with Rule 2305 would be ensured through required reporting to the SCAQMD from building owners (Warehouse Operators Notification) and warehouse operators (Initial Site Information Report and Annual WAIRE Report). Thus, actual operational emissions from the project would be less than the less than significant emissions listed in Table AQ-3.

c) Less than Significant Impact. As detailed in the Air Quality Impact Analysis (Appendix A), SCAQMD’s Final Localized Significance Threshold Methodology recommends the evaluation of localized NO₂, CO, PM₁₀, and PM_{2.5} construction-related impacts to sensitive receptors in the immediate vicinity of the project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD’s Final Localized Significance Threshold Methodology, “off-site mobile emissions from the project should not be included in the emissions compared to the LSTs”. SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO_x, CO, PM₁₀, and PM_{2.5} pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The project site is located in SRA 23, Metropolitan Riverside County.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the project’s potential to cause an individual a cumulatively significant impact. The nearest land use where an individual could remain for 24 hours to the project site has been used to determine localized construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5} (since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time). The nearest receptor used for evaluation of localized impacts of PM₁₀ and PM_{2.5} is the existing residence at 22980 Peregrine Way, represented by R1, approximately 1,681 feet (512 meters) southeast of the project site.

Consistent with *LST Methodology*, the nearest industrial/commercial use to the project site is used to determine construction and operational LST air impacts for emissions of NO_x and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that employees are present on these sites for periods of 8 hours. The nearest receptor used for evaluation of localized impacts of NO_x and CO is the existing Logistics facility at 17789 Harvill Avenue, approximately 160 feet (49 meters) east of the project site, as shown in Figure A-1, *Sensitive Receptor Locations*.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Figure A-1: Sensitive Receptor Locations



Construction

The localized thresholds from the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily. The Air Quality Impact Analysis (Appendix A) determined that the proposed project would disturb a maximum of 5 acres per day.

Table AQ-4 identifies the localized impacts at the nearest receptor location in the vicinity of the project. As shown, project construction-source emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant. Thus, implementation of the project would not result in a localized air quality impact.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table AQ-4: Localized Significance Construction Emissions

On-Site Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation				
Maximum Daily Emissions	50.35	19.98	11.27	6.08
SCAQMD Localized Threshold	301	2,154	207	105
Threshold Exceeded?	No	No	No	No
Grading (including Blasting)				
Maximum Daily Emissions	49.26	36.22	47.03	11.82
SCAQMD Localized Threshold	301	2,154	207	105
Threshold Exceeded?	No	No	No	No
Building Construction				
Maximum Daily Emissions	16.77	17.44	0.86	0.81
SCAQMD Localized Threshold	301	2,154	207	105
Threshold Exceeded?	No	No	No	No
Paving				
Maximum Daily Emissions	10.19	14.58	0.51	0.47
SCAQMD Localized Threshold	301	2,154	207	105
Threshold Exceeded?	No	No	No	No
Architectural Coating				
Maximum Daily Emissions	1.74	2.41	0.09	0.09
SCAQMD Localized Threshold	301	2,154	207	105
Threshold Exceeded?	No	No	No	No

Source: AQ, 2021, Appendix A

Operations

For operational LSTs, onsite passenger car and truck travel emissions were modeled. The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state Ambient Air Quality Standards. As shown on Table AQ-5, operational emissions would not exceed the SCAQMD’s localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, the project would not result in a localized air quality impact from operational activities.

Table AQ-5: Localized Significance Summary of Operations

Operational Activity	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	2.12	2.10	0.41	0.16
SCAQMD Localized Thresholds	301	2,154	50	26
Threshold Exceeded?	No	No	No	No

Source: AQ, 2021, Appendix A

Diesel Mobile Source Health Risk

A Mobile Source Health Risk Assessment, included as Appendix B, was prepared for the project to evaluate the health risk impacts of exposure to diesel particulate matter (DPM) as a result of heavy-duty diesel trucks entering and leaving the site during operation of the proposed project, thus potentially exposing nearby sensitive receptors.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Onsite truck idling was estimated to occur as trucks enter and travel through the facility. Although the proposed uses are required to comply with CARB's idling limit of 5 minutes, SCAQMD recommends that the onsite idling emissions should be estimated for 15 minutes of truck idling, which takes into account onsite idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation, although the project would be required to limit truck idling to no more than five minutes.

SCAQMD recommends using 10 in one million as the cancer risk threshold. 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. SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Noncarcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index less of than 1.0 means that adverse health effects are not expected; thus, noncarcinogenic exposures of less than 1.0 are considered less-than-significant.

Residential: The nearest residential land use with the greatest potential exposure to project DPM source emissions is an existing residence located approximately 1,681 feet southeast of the project site at 22980 Peregrine Way. At 1,681 feet from the site, the maximum incremental cancer risk attributable to project DPM source emissions is calculated at 0.04 in one million, which is substantially less than the SCAQMD threshold of 10 in one million (HRA 2021). Additionally, non-cancer risks were calculated to be ≤ 0.01 , which would not exceed the applicable threshold of 1.0 (HRA 2021). As such, the project would not cause a significant human health or cancer risk to adjacent residences, and impacts would be less than significant.

Workers: The nearest offsite workers with the greatest potential exposure to project DPM source emissions are located 160 feet east of the project site. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact at this location is 0.04 in one million which is less than the threshold of 10 in one million. Also, the non-cancer risks were calculated to be ≤ 0.01 , which would not exceed the applicable threshold of 1.0 (HRA 2021). 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 SCAQMD guidance does not require assessment of the potential health risk to onsite workers. Onsite worker health and safety is regulated by the State of California Department of Industrial Relations, Division of Occupational Safety and Health (DOSH), better known as Cal/OSHA.

School Children: There are no schools located within 0.25 mile of the project site. The closest school is the Mead Valley Elementary School, located at 21100 Harley Knox Boulevard approximately 1.5 miles west of the project site. Due to the distance between the project site and the closest school, the project would not cause a significant human health or cancer risk to any school children, and impacts would be less than significant (HRA 2021).

CO "Hot Spot" Analysis

Regarding potential "hot spots" of CO that could result from the project, the Air Quality Impact Analysis describes that a daily traffic volume of 400,000 vehicles per day would not exceed the most stringent 1-hour CO standard (20 ppm).

As shown on Table AQ-6, the highest trips on a segment of road with the proposed project during AM and PM traffic is 1,264 vehicles per hour and 1,222 vehicles per hour, respectively, on Harvill Avenue and Harley Knox Boulevard. Traffic volumes are less than the traffic volumes identified in the 2003

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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AQMP and would not produce the volume of emissions to generate a CO “hot spot”. Thus, no impacts related to a CO hot spot would result from implementation of the proposed project.

Table AQ-6: Opening Year Traffic Volumes with Project

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (AM/PM)	Westbound (AM/PM)	Southbound (AM/PM)	Northbound (AM/PM)	Total (AM/PM)
Decker Road/Harley Knox Boulevard	22/56	12/6	37/114	194/87	265/263
Driveway/Harley Knox Boulevard	3/11	0/0	61/306	215/118	279/435
Harvill Avenue/Harley Knox Boulevard	390/636	27/34	62/299	785/253	1,264/1,222

Source: AQ, 2021, Appendix A

d) Less than Significant Impact. The proposed project would not generate other emissions, not described previously. The project site does not contain land uses typically associated with emitting objectionable odors. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor issues include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The proposed project would develop and operate an industrial warehousing building, which would not involve the types of uses.

Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed project’s operational uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction. Thus, a less than significant impact would occur.

It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County’s solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 (included as a County condition of approval) to prevent occurrences of public nuisance odors. Therefore, other emissions (such as those leading to odors) that could adversely affect a substantial number of people would not occur from the proposed project.

Conditions of Approval

SCAQMD Rule 402: The project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403: The project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

SCAQMD Rule 1113: The project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

SCAQMD Rule 2305: The project is required to implement Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points Compliance Obligation (WPCO). Compliance with Rule 2305 would be ensured through required reporting of emission reduction measures to the SCAQMD from building owners (Warehouse Operators Notification) and warehouse operators (Initial Site Information Report and Annual WAIRE Report).

CARB Rule 2485: The project is required to comply with the provisions of CARB Rule 2485 that limits diesel fueled truck idling to 5 minutes to reduce emissions (13 CCR, Chapter 10 Section 2485).

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Wildlife & Vegetation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): General Biological Assessment, prepared by Hernandez Environmental Services (Hernandez 2021) (Appendix C).

a) Less than Significant Impact with Mitigation Incorporated. The project site is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Area Plan. The MSHCP provides coverage/take authorization for some species listed under the federal or state Endangered Species Act (ESA) as well as non-listed special-status plant and wildlife species. It also provides mitigation for impacts to special-status species and their associated habitats. The County of Riverside is a permittee under the Western Riverside County MSHCP and, therefore, is afforded coverage for impacts to listed species and habitats covered by the plan.

The project site is not located within or adjacent to a Plan Cell Group, Plan Criteria Cell, or Conservancy Area; and is not located within plan-defined areas requiring surveys for narrow endemic plant species, or criteria area plant species. However, the project is located within a MSHCP designated area requiring surveys for burrowing owl. As a result, the General Biological Assessment Report that was prepared for the project conducted the habitat assessment outlined by the MSHCP in *Step 1: Habitat Assessment*, which identified suitable habitat for burrowing owls and determined that burrowing owls are currently on the site.

Consistent with the MSHCP requirements, focused surveys were conducted pursuant to *Step II, Part B: Focused Burrowing Owl Surveys of the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* (2006). The focused surveys were conducted in August 2020 (August 12, August 14, and August 27) and on March 3 and March 9, 2021. The focused survey effort resulted in the detection of suitable burrows/nesting opportunities for burrowing owl. Focused surveys also found burrowing owl signs such as molted feathers, cast pellets, and excrement on rock outcrops located within the northeast portion of the site. Two burrowing owls were observed perched among rock outcrops in front of a burrow within the northeastern portion of the site on March 3 and 9, 2021; and five burrowing owls were observed perched among rock outcrops in front of two burrows within the northeastern portion of the site on August 12 and 14. Three of these owls were perched close together and appeared smaller in size than the other two. Based on the size and behavior of these burrowing owls it was concluded that they consisted of one pair and three juveniles. In addition, one individual burrowing owl was observed within the same area of the site on August 27, 2020. To ensure consistency with MSHCP requirements related to burrowing owls, Mitigation Measure BIO-1 is provided to require burrowing owl surveys to be conducted within 120 days prior to ground disturbance and implementation of relocation measures if owls are found during the surveys. With implementation of Mitigation Measure BIO-1, potential conflict with the MSHCP would be less than significant.

Regarding MSHCP Section 6.1.2 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, the project site does not contain riparian/riverine habitat areas as defined in Section 6.1.2 of the Western Riverside County MSHCP. There are no depressions or areas where water would pool were observed within the project site. The project site contains sandy loam soils that do not allow for

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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water to remain on the surface long enough for hydrophytic plants to dominate or to saturate soils long enough to create hydric soils. The plant species found on site that are listed as facultative and facultative upland species on the Arid West 2016 Regional Wetland Plant List. No hydrophytic plants were found on site. No vernal pools occur on the project site and there is no suitable habitat for fairy shrimp to occur. Further, none of the riparian/riverine species listed in Section 6.1.2 of the MSHCP were found within the project site. Thus, impacts related to MSHCP Section 6.1.2 would not occur from implementation of the project.

In addition, MSHCP Section 6.1.3 Protection of Narrow Endemic Plant Species is not applicable to the site because the project site is not within an MSHCP-defined Narrow Endemic Plant Species survey area (NEPSSA) or Criteria Area Species survey area (CASSA). Likewise, MSHCP Section 6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface are not applicable to the project site because the guidelines are related to the MSHCP Conservation Area; and the project site is not within the vicinity of a conservation area. Thus, impacts related to MSHCP Section 6.1.4 would not occur from implementation of the project.

Additionally, the project Applicant would be required to pay fees required pursuant to Riverside County Ordinance No. 810 (Western Riverside County MSHCP Fee Program Ordinance), as listed below. With payment of fees pursuant to Ordinance No. 810 and incorporation of MM BIO-1, the project would not result in any conflicts with the MSHCP and impacts would be less than significant with mitigation incorporated.

b) Less than Significant Impact. The project site contains approximately 12.27 acres of heavily disturbed ruderal areas and approximately 2.97 acres of disturbed, non-vegetated areas (Hernandez 2021). The dominant plant species observed within these areas include oats (*Avena sp.*), brome spp. (*Bromus spp.*), Canada horseweed (*Erigeron canadensis*), and stinknet (*Oncosiphon piluliferum*).

None of the plant or wildlife species listed as state and/or federal Threatened or Endangered species have been found to have a potential to exist on the project site (Hernandez 2021). Therefore, impacts related to threatened and endangered species would be less than significant.

c) Less than Significant Impact with Mitigation Incorporated. As described in the previous response, the project site consists of heavily disturbed ruderal areas and no state or federal endangered, or threatened species exist on the site. However, the burrowing owl (*Athene cunicularia*) that is a listed as a CDFW Species of Special Concern and is a covered species by the Western Riverside County MSHCP, exists on the project site.

The burrowing owl is typically found in open and dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. It is a subterranean nester and is dependent upon burrowing mammals, most notably the California ground squirrel. The project site contains habitat for this species. As described in Response a), consistent with the MSHCP requirements, focused surveys were conducted pursuant to *Step II, Part B: Focused Burrowing Owl Surveys of the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* (2006). The results of these surveys were positive. Therefore, Mitigation Measure BIO-1 requires burrowing owl surveys to be conducted within 120 days prior to ground disturbance and implementation of relocation measures if owls are found during the surveys, which are implemented as part of the building plancheck process. With implementation of MSHCP and Mitigation Measure BIO-1, potential impacts to candidate, sensitive, or special status species would be less than significant. Also, as detailed previously, the County is a permittee under the MSHCP and, therefore, is afforded coverage for impacts related to loss

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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of habitats. Because the project site is not within or adjacent to a Plan Cell Group, Plan Criteria Cell, or Conservancy Area, and would implement the MSHCP requirements, the loss of burrowing owl habitat would be less than significant.

No additional special-status species not included for coverage under the MSHCP were observed or are expected to occur within the project site. Therefore, the project would result in a less than significant impact related to candidate, sensitive, or special status species in local or regional plans, or state regulations.

d) Less than Significant Impact with Mitigation Incorporated. Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The project site does not contain, or is not adjacent to, any wildlife corridors. The project site is relatively flat, and no hillside or drainages exist on the site. No wildlife movement corridors were found to be present within the project site. Areas of industrial and undeveloped land are located beyond the roadways adjacent to the site. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

The project site contains shrubs and trees that can be utilized by nesting birds and raptors during the nesting bird season of February 1 through September 15. Therefore, the site may be used as a native wildlife nursery site, and project activities could impede its use. Disturbing or destroying active nests, including eggs and young, is a violation of the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.). Bird nests and eggs are also protected under Fish and Game Code Section 3503. As such, an impact could occur if vegetation is required to be removed during nesting bird season. Thus, Mitigation Measure BIO-2 has been included to require a nesting bird survey to be conducted prior to initiating vegetation clearing. With implementation of Mitigation Measure BIO-2, impacts related to native wildlife nursery sites would be reduced to a less than significant level.

e) No Impact. The General Biological Assessment Report describes that the project site does not contain any drainage, riparian, or riverine features. There are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the project site boundaries. The project area does not contain any wetlands or vernal pools. Also, as described previously, the project site contains approximately 12.27 acres of heavily disturbed ruderal areas and approximately 2.97 acres of disturbed, non-vegetated areas; none of which is a sensitive natural community (Hernandez 2021). Therefore, the project would not result in impacts related to riparian habitat or other sensitive natural community.

f) No Impact. As described in the previous response, the project site does not include any wetlands or vernal pools. In addition, there are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the project site boundaries. Therefore, the project would not impact federally protected wetlands.

g) No Impact. The proposed project would not conflict with any local policies or ordinances protecting biological resources. See prior discussions regarding compliance with the MSHCP. The County of Riverside has two tree management ordinances; one which manages the removal of oak trees, and the other that manages the removal of trees above 5,000 feet in elevation. The project site does not contain any oak trees and elevation of the project site ranges between 1,557 feet mean sea level (msl) to 1,594 feet msl (Hernandez 2021). Thus, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impacts would not occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Conditions of Approval

County Ordinance No. 810. Prior to the issuance of any grading permits, fees required pursuant to Riverside County Ordinance No. 810 (Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Fee Program Ordinance) shall be submitted to the County. County Ordinance No. 810 requires a per-acre local development impact and mitigation fee payment (currently \$16,358/acre) prior to the issuance of a building permit.

Mitigation

Mitigation Measure BIO-1: Burrowing Owl Pre-Construction. Within 30 days of construction, conduct burrowing owl (BUOW) take avoidance surveys within the project site and the 150-meter survey area surrounding the project site for BUOW presence/absence, per guidelines specified in the Western Riverside County Regional Conservation Authority Burrowing Owl Survey Instructions for the Plan Area (2006). The pre-construction survey shall include the project site as well as any areas of off-site improvements

If BUOW are observed to occupy the project site and/or adjacent areas during take avoidance surveys or incidentally during construction, the Riverside County Planning Department and the Environmental Programs Department will be notified, and avoidance measures shall be implemented during the breeding season (March 1 through August 31). If it is determined that the project site is occupied by BUOW, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act (MBTA). If burrowing owls are present during the non-breeding season (September 1 through February 28), burrowing owl exclusion measures may be implemented in accordance with the MSHCP. Relocation outside of the nesting season by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites, in accordance with California Department of Fish and Wildlife (CDFW) guidelines. In the event that burrowing owls are to be relocated, a Burrowing Owl Relocation Plan shall be submitted for review and approval by the County and the CDFW. In the event that burrowing owls are occupying the Project site at the time of the pre-construction survey, passive relocation shall not be allowed. A grading permit may be issued once the species has been relocated. If the grading permit is not obtained within 30 days of the survey, a new survey shall be required.

Mitigation Measure BIO-2: Nesting Bird Survey. Vegetation removal should occur outside of the nesting bird season (generally between February 1 and August 31). If vegetation removal is required during the nesting bird season, the applicant must conduct take avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys will be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities will stay outside of a 300-foot buffer around the active nests. For raptor species, the buffer is to be expanded to 500 feet. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Riverside County Environmental Programs Department verify that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur.

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

A minimum of 120 days prior to the issuance of any grading permits, burrowing owl surveys shall be completed and the results of the preconstruction surveys shall be reviewed by the Riverside County Planning Department. If burrowing owls are identified onsite prior to initiation of grading activities, a Burrowing Owl Protection and Relocation Plan shall be prepared in accordance with the MSHCP prior to the issuance of any grading permits. If active nesting birds are observed, a qualified biologist will determine appropriate minimum disturbance buffers or other adaptive mitigation techniques.

CULTURAL RESOURCES Would the project:				
8. Historic Resources				
a) Alter or destroy a 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, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Phase I Cultural Resources Assessment, Prepared by Brian F. Smith and Associates, Inc., 2021 (CULT 2021) (Appendix E).

a) No Impact. As described by the Phase I Cultural Resource Assessment, the project site is undeveloped vacant land with no previous development. Additionally, the site is adjacent to either undeveloped vacant land or modern industrial warehousing buildings. There are no historic sites within or adjacent to the project site, and impacts related to historic sites would not occur from implementation of the project.

b) No Impact. As described by the previous response, the project site is undeveloped vacant land with no previous development and is adjacent to either undeveloped vacant land or modern industrial warehousing buildings. As the site does not include any historic resources, an impact related to the significance of a historical resource would not occur from implementation of the project.

9. Archaeological Resources				
a) Alter or destroy an archaeological site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Phase I Cultural Resources Assessment, Prepared by Brian F. Smith and Associates, Inc. 2021 (CULT 2021) (Appendix E).

a) Less than Significant Impact with Mitigation Incorporated. The Phase 1 Cultural Resources Assessment prepared for the project identified three previously recorded resources within the project site that consist of prehistoric bedrock milling features (grinding slicks on a bedrock outcrops). The onsite features have been evaluated previously and determined not to be eligible for the California Register of Historic Resources (CRHR) in accordance with CEQA. The sites were revisited as part of the Phase I Cultural Resources Assessment, no changes to the previously identified conditions of the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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sites were noted and the previous significance conclusion is still valid based upon the current site conditions.

The Phase I Cultural Resources Assessment determined that the project site has a high sensitivity for presence of archaeological deposits. As a result, Mitigation Measure CUL-1 has been included to require a qualified professional archeologist to prepare and implement a Cultural Resource Monitoring Program (CRMP) in coordination with the consulting tribe(s). The CRMP will include the archaeologist(s) presence at the pre-grade meeting, archaeological monitoring of ground disturbing activities, and for contractors to halt work in the event of uncovering a potential archaeological resource and to have the find evaluated by the qualified archaeologist. Further, the CRMP will include measures to ensure the proper treatment of any unknown resources that might be identified during construction activities. Therefore, impacts to archaeological sites would be less than significant with implementation of mitigation.

b) Less than Significant Impact with Mitigation Incorporated. As described in the previous response, the Phase I Cultural Resources Assessment (including field survey) prepared for the project identified three previously recorded resources within the project site that were determined not to be eligible for the CRHR in accordance with CEQA. The project site has a high sensitivity for presence of archaeological deposits. Therefore, Mitigation Measure CUL-1 has been included to require a qualified professional archeologist to prepare and implement a CRMP in coordination with the consulting tribe(s). The CRMP will include the archaeologist(s) presence at the pre-grade meeting, archaeological monitoring of ground disturbing activities, and for contractors to halt work in the event of uncovering a potential archaeological resource and to have the find evaluated by a qualified archaeologist. The CRMP would also include measures to ensure the proper treatment of any unknown resources that might be identified during construction activities. Therefore, impacts to archaeological resources would be less than significant with implementation of mitigation.

c) No Impact. The project site has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during project construction. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that significant impacts to human remains would not occur.

Conditions of Approval

Human Remains. Should human remains be discovered during project construction, the project would be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

Mitigation

Mitigation Measure CUL-1: Cultural Resource Monitoring Program / Archaeological Monitoring.

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 Program shall be developed in coordination with the consulting tribe(s) that addresses the details of all ground disturbing activities and provides procedures that must be followed to avoid or reduce potential impacts to cultural, archaeological, and tribal cultural resources to a level that is less than significant.

A fully executed copy of the contract and a digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this measure. 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 Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.

Monitoring

Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County Planning Department, or designee identifying that the qualified archaeologist has been retained and has prepared the Cultural Resource Monitoring Program (CRMP) as detailed in Mitigation Measure CUL-1 for County Archaeologist approval.

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

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (CAP) (November 2019), Energy Analysis, prepared by Urban Crossroads (Energy 2021) (Appendix F).

a) Less than Significant Impact.

Construction

During construction of the proposed project, energy would be consumed in three general forms:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Based on these uses of energy during construction activities, the proposed building and the associated infrastructure would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Construction does not involve any wasteful, inefficient, or unnecessary need for energy. The project site is largely undeveloped and limited haul of debris would be required during preparation of the site for the new building structure. The project would recompact excavated soils to reduce the need for soils import and not require soil export. In addition, the extent of construction activities that would occur is limited to an 18-month period, and the demand for construction-related electricity and fuels would be limited to that time frame.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment as part of the County’s construction permitting process. In addition, compliance with existing CARB idling restrictions would reduce fuel combustion and energy consumption. The energy modeling shows that project construction electricity usage over the 18-month construction period would be approximately 253,098 kWh.

Table E-1: Estimated Construction Electricity Usage

Facility Constructed	Cost per kWh	Electricity Usage (kWh)
Building	\$0.11	91,477
Parking Lot	\$0.11	15,906
Landscape	\$0.11	29,961
Other Asphalt Surfaces	\$0.11	115,754
Total Construction Electricity Usage (kWh)		253,098

Source: Energy, 2021 (Appendix F)

Also, as shown in Table E-2, the construction equipment used to develop the proposed project is estimated to result in the need for 56,904 gallons of diesel fuel.

Table E-2: Estimated Construction Equipment Fuel Consumption

Activity	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Use (gal. diesel fuel)
Site Preparation (10 Days)	Crawler Tractors	212	4	8	0.43	2,917	1,577
	Rubber Tired Dozers	247	3	8	0.40	2,371	1,282
Grading and Blasting (30 days)	Crawler Tractors	212	2	8	0.43	1,459	2,365
	Excavators	158	2	8	0.38	961	1,558
	Graders	187	1	8	0.41	613	995
	Rubber Tired Dozers	247	1	8	0.40	790	1,282
	Scrapers	367	2	8	0.48	2,819	4,571
Building Construction (300 days)	Cranes	231	1	8	0.29	536	8,691
	Forklifts	89	3	8	0.20	427	6,928
	Generator Sets	84	1	8	0.74	497	8,064
	Tractors/Loaders/Backhoes	97	3	8	0.37	861	13,968
	Welders	46	1	8	0.45	166	2,685

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

Activity	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Use (gal. diesel fuel)
Paving (20 days)	Pavers	130	2	8	0.42	874	944
	Paving Equipment	132	2	8	0.36	760	822
	Rollers	80	2	8	0.38	486	526
Architectural Coating (40 days)	Air Compressors	78	1	8	0.48	300	648
Total Construction Fuel Demand (Gallons Diesel Fuel)							56,904

Source: Energy, 2021 (Appendix F)

Table E-3 shows that construction workers in light duty autos would use approximately 19,241 gallons of fuel to travel to and from the project site. Tables E-4 and E-5 shows that construction workers in light duty trucks would use 11,528 and 12,168 gallons of fuel. This is in addition to the construction equipment fuel listed in Table E-2. Based on CalEEMod methodology, it is assumed that 50% of all vendor trips are from light-duty-auto vehicles, 25% are from light-duty-trucks 1, and 25% are from light-duty-trucks 2.

Table E-3: Estimated Construction Worker Fuel Consumption from Light-Duty-Autos

Construction Activity	Duration (Days)	Worker Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2022						
Site Preparation	10	9	14.7	1,323	32.77	40
Grading (including Blasting)	30	10	14.7	4,410	32.77	135
Building Construction	195	139	14.7	398,444	32.77	12,159
2023						
Building Construction	105	139	14.7	214,547	33.79	6,350
Paving	20	8	14.7	2,352	33.79	70
Architectural Coating	40	28	14.7	16,464	33.79	487
Total						19,241

Source: Energy, 2021 (Appendix F)

Table E-4: Estimated Construction Worker Fuel Consumption from Light-Duty-Trucks 1

Construction Activity	Duration (Days)	Worker Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2022						
Site Preparation	10	5	14.7	735	27.55	27
Grading (including Blasting)	30	5	14.7	2,205	27.55	80
Building Construction	195	70	14.7	200,655	27.55	7,283
2023						
Building Construction	105	70	14.7	108,045	28.38	3,807
Paving	20	4	14.7	1,176	28.38	41
Architectural Coating	40	14	14.7	8,232	28.38	290
Total						11,528

Source: Energy, 2021 (Appendix F)

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

Table E-5: Estimated Construction Worker Fuel Consumption from Light-Duty-Trucks 2

Construction Activity	Duration (Days)	Worker Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2022						
Site Preparation	10	5	14.7	735	26.03	28
Grading (including Blasting)	30	5	14.7	2,205	26.03	85
Building Construction	195	70	14.7	200,655	26.03	7,708
2023						
Building Construction	105	70	14.7	108,045	27.02	3,999
Paving	20	4	14.7	1,176	27.02	44
Architectural Coating	40	14	14.7	8,232	27.02	305
Total						12,168

Source: Energy, 2021 (Appendix F)

Table E-6: Estimated Construction Vendor Fuel Consumption (Medium High Duty Trucks)

Construction Activity	Duration (Days)	Vendor Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2022						
Site Preparation	10	2	6.9	138	10.34	13
Grading (including Blasting)	30	4	6.9	828	10.34	80
Building Construction	195	41	6.9	55,166	10.34	5,336
2023						
Building Construction	105	41	6.9	29,705	10.74	2,766
Paving	20	3	6.9	414	10.74	39
Architectural Coating	40	6	6.9	1,656	10.74	154
Total						8,388

Source: Energy, 2021 (Appendix F)

Table E-7: Estimated Construction Vendor Fuel Consumption (Heavy High Duty Trucks)

Construction Activity	Duration (Days)	Vendor/Hauling Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2022						
Site Preparation	10	2	6.9	138	7.06	20
Grading (including Blasting)	30	4	6.9	828	7.06	117
Building Construction	195	41	6.9	55,166	7.06	7,812
2023						
Building Construction	105	41	6.9	29,705	7.44	3,995
Paving	20	3	6.9	414	7.44	56
Architectural Coating	40	6	6.9	1,656	7.44	223
Hauling						
2022						
Grading (including Blasting)	30	18	20	10,800	7.06	1,529
Total						13,751

Source: Energy, 2021 (Appendix F)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Tables E-6 and E-7 show that approximately 8,388 gallons of fuel would be used by medium high duty vendor trucks, and 13,751 gallons of fuel would be used by heavy high duty vendor trucks during construction of the proposed project.

Overall, construction activities would be typical and be temporary and short-term, the site would require limited hauling of debris and reuse onsite excavated soils and crushed rock. The project would also comply with all existing regulations that were adopted to ensure efficient use of energy and would therefore not use fuel in a wasteful, inefficient, and/or unnecessary manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Once operational, the project would generate demand for electricity, natural gas, as well as diesel fuel and gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of the building, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity and water to the areas where they would be consumed. This use of energy is typical for urban development, no additional energy infrastructure would be required to be built to operate the project, and no operational activities would occur that would result in extraordinary energy consumption.

The proposed project would be required to meet the current Title 24 energy efficiency standards. The County’s administration of the Title 24 requirements and the County’s Climate Action Plan (CAP) includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); solar-reflective roofing materials; energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. All development is required to comply with the adopted California Energy Code (Code of Regulations, Title 24 Part 6) and the California Green (CalGreen) Building Standards (included as a condition approval and is a standard requirement of any development project in the County). The project proposes to use photovoltaic (PV) solar panels onsite to offset its energy demand by 20 percent, in compliance with the County’s Climate Action Plan Measure R2-CE1. As detailed in Table E-8, operation of the proposed project is estimated to result in the annual use of 218,507 gallons of fuel.

Table E-8: Estimated Annual Operational Vehicle Fuel Consumption

Vehicle Type	Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
LDA	1,034,343	33.79	30,614
LDT1	108,283	28.38	3,815
LDT2	333,827	27.02	12,354
MDV	272,772	21.45	12,714
MCY	46,510	37.90	1,227
LHDT1	148,410	14.58	10,180
LHDT2	40,813	15.26	2,675
MHDT	189,355	10.74	17,633
HHDT	946,511	7.44	127,294
Total	3,120,823	--	218,507

Source: Energy, 2021 (Appendix F)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In addition, Table E-9 details that operation of the proposed project would use 569,759 kilowatt-hour (kWh) per year of electricity annually. The project does not require the use of natural gas and does not connect to any natural gas utility infrastructure. Operation of the project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur.

Table E-9: Estimated Annual Operational Electricity Demand

Electricity Demand	kWh/year
Parking Lot	14,564
Light Industrial Warehouse	555,195
Total Project Electricity Demand	569,759

Source: Energy, 2021 (Appendix F)

b) No Impact. The proposed project would be required to meet the CCR Title 24/CalGreen energy efficiency standards in effect during permitting of the project. The County’s administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, the project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. As discussed, the project proposes to use photovoltaic (PV) solar panels onsite to offset its energy demand by 20 percent, in compliance with the County’s Climate Action Plan Measure R2-CE1. The solar panels would be installed on the building’s rooftop. As such, development of the site would not result in obstruction of opportunities for use of renewable energy. Thus, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur.

Conditions of Approval

CalGreen Compliance: The project is required to comply with the CalGreen Building Code as adopted by County Ordinance No. 7492 to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-2 “Earthquake Fault Study Zones;” Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2010) (Appendix G); California Geological Survey Earthquake Zones of Required Investigation, Accessed: <https://maps.conservation.ca.gov/cgs/EQZApp/App/>

a) No Impact. The project site is not located within an Alquist-Priolo Earthquake Fault zone (Geo 2020). The closest Alquist-Priolo Earthquake Fault zone is the San Jacinto Fault zone that is located 9.5 miles

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to the northeast of the project site. Due to the distance of the project site from the closest fault zone, there is no potential of the project to be subject to rupture of a known earthquake fault. Impacts related to a fault zone would not occur from implementation of the proposed project.

12. Liquefaction Potential Zone

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

Source(s): Riverside County General Plan Figure S-3 “Generalized Liquefaction;” Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2020) (Appendix G).

a) Less than Significant Impact. Liquefaction occurs when vibrations or water pressure causes soil particles to lose its friction properties. As a result, soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. However, effects of liquefaction can include sand boils, settlement, and structural foundation failures. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands in areas where the groundwater table is within approximately 50 feet below ground surface.

The Geotechnical Investigation describes that the site contains 1 to 1.5 feet of artificial fill that is underlain by tonalite bedrock, which is not liquefiable. No groundwater was encountered during onsite borings and is estimated to be approximately 30 feet below the ground surface (Geo 2020). Additionally, all structures built in the County are required to be developed in compliance with the CBC (California Code of Regulations, Title 24, Part 2), which is adopted as Chapter 16.08 of the County’s Municipal Code. Compliance with the CBC would require proper construction of building footings and foundations so that it would withstand the effects of potential ground movement, including liquefaction.

The Riverside County Department of Building and Safety reviews structural plans and geotechnical data prior to issuance of a grading permit and conducts inspections during construction, which would ensure that all required CBC measures are incorporated. Compliance with the CBC as included as a condition of approval and verified by the County’s review process would ensure that impacts related to liquefaction are less than significant.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

Source(s): Riverside County General Plan Figure S-4 “Earthquake-Induced Slope Instability Map;” and Figures S-13 through S-21 (showing General Ground Shaking Risk); Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2020) (Appendix G).

a) Less than Significant Impact. The project site, like most of southern California, could be subject to seismically related strong ground shaking. Ground shaking is a major cause of structural damage from earthquakes. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology.

The closest fault to the project site is the San Jacinto Fault zone that is located 9.5 miles to the northeast of the project site. A major earthquake along this fault or another regional fault could cause substantial seismic ground shaking at the site. However, structures built in the County are required to be built in compliance with the CBC (California Code of Regulations, Title 24, Part 2) that provides provisions for

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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earthquake safety based on factors including building occupancy type, the types of soils onsite, and the probable strength of ground motion. Compliance with the CBC would require the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structure so that it would withstand the effects of strong ground shaking.

The Riverside County Department of Building and Safety permitting process would ensure that all required CBC seismic safety measures are incorporated into the building. Compliance with the CBC as verified by the County’s review process and included as a condition of approval, would reduce impacts related to strong seismic ground shaking to a less than significant level.

14. Landslide Risk

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

Source(s): Riverside County General Plan Figure S-5 “Regions Underlain by Steep Slope;” Mead Valley Area Plan Figure 14, Steep Slopes; Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2020) (Appendix G).

a) Less than Significant Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The project site and the adjacent parcels are flat and do not contain any hills or steep slopes. The elevation of the project site ranges between 1,557 feet msl to 1,594 feet msl (Hernandez 2021), and no landslides on or adjacent to the project site would occur. Furthermore, the project area is not identified as an area having a risk of landslides on the Mead Valley Area Plan Figure 14, *Steep Slopes*. Therefore, impacts related to landslides or rock falls would not occur from implementation of the proposed project.

Lateral spreading is a type of liquefaction induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. As described previously, high groundwater does not exist in the project vicinity and the site contains 1 to 1.5 feet of artificial fill that is underlain by tonalite bedrock, which is not liquefiable. Therefore, the Geotechnical Investigation determined that the project site is not susceptible to liquefaction (Geo 2020). Similarly, the site is not susceptible to lateral spreading. Impacts would be less than significant with compliance with the mandatory CBC requirements.

In addition, the Geotechnical Investigation describes that the tonalite bedrock do not have the potential for settlement, and excavation and recompaction of the artificial fill soils in compliance with the CBC as required through the County’s permitting process would ensure that settlement related impacts would be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Ground Subsidence	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure S-7 “Documented Subsidence Areas Map;” Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2020) (Appendix G).

a) Less than Significant Impact. Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occur in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. The project site is located within a susceptible subsidence hazard zone as shown on Riverside County General Plan Figure S-7. However, due to the shallow bedrock underlying the site, the potential for subsidence to occur on this site is low. Also, groundwater extraction is managed by groundwater management plans, which limits the allowable withdrawal of water and potential of subsidence.

In addition, compliance with the CBC would be required by the Riverside County Department of Building and Safety, as implemented as a condition of approval. Compliance with the requirements of the CBC as part of the building plan check and development review process, would ensure that impacts related to subsidence would be less than significant.

16. Other Geologic Hazards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Source(s): Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2020) (Appendix G).

a) No Impact. A seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The nearest water body is the Perris Reservoir, which is located over 4 miles from the project site. Due to the distance of the closest water body an impact related to seiche would not occur from the project.

A mudflow is an earthflow consisting of material that is wet enough to flow rapidly and typically occurs in small, steep stream channels. The project site and the adjacent parcels are relatively flat. The elevation of the project site ranges between 1,557 feet msl to 1,594 feet msl (Hernandez 2021). The site does not contain steep slopes and is not adjacent to any steep slopes that could be subject to a mudflow. Therefore, the proposed project would not be subject to a mudflow, and no impacts would occur.

In addition, there are no known volcanoes in the project region. Thus, impacts related to volcanic hazards would not occur. Overall, the proposed project would not result in impacts related to seiche, mudflow, or volcanic hazards, and no impacts would occur.

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

Source(s): Riv. Co. 800-Scale Slope Maps; Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2020) (Appendix G).

a) No Impact. As described previously, the project site and the adjacent parcels are relatively flat. The elevation of the project site ranges between 1,557 feet msl to 1,594 feet msl (Hernandez 2021). The site does not contain steep slopes and is not adjacent to any steep slopes. The proposed project would include excavation of the building pad area to a depth of between 3 and 5 feet below existing grade. However, excavation to a depth of 10 feet or greater is anticipated to be required in portions of the site. The over excavated materials would be recompacted and used as structural fill to provide appropriate structural foundations. The project would not change topography or ground surface relief features, and impacts would not occur.

b) Less Than Significant Impact. As described in the previous response, the project is anticipated to include excavation to a depth of 10 feet or greater in portions of the site. The over excavated soils would be recompacted and used as structural fill material and the site topography would not change. Thus, the project is anticipated to include limited and temporary excavation of soils and rock beyond 10-feet in depth during construction. However, the project would not result in permanent slopes greater than 2:1 or higher than 10 feet. Thus, impacts would be less than significant.

c) No Impact. The project includes installation of an onsite sewer system that would connect to the existing 8-inch sewer line in Harley Knox Boulevard. The installation and grading of the site would be completed pursuant to the County's and service provider's required specifications for sewer installation such that the project would not negate the use of the sewage disposal systems. Therefore, no impacts would occur.

18. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): U.S.D.A. Soil Conservation Service Soil Surveys, Geotechnical Investigation, prepared by Southern California Geotechnical, Inc. (Geo 2020) (Appendix G).

a) Less than Significant Impact. Construction of the proposed project has the potential to contribute to soil erosion and the loss of topsoil. Grading activities that would be required for the project would

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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expose and loosen topsoil, which could be eroded by wind or water. However, the County’s Municipal Code Chapter 13.12, Article 2 Stormwater Management and Discharge Controls implement the requirements of the California Regional Water Quality Control Board, Riverside County (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R8-2010-0033 (MS4 Permit) establishes minimum stormwater management requirements and controls that are required to be implemented for the project.

To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by these County and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by the County’s conditions of approval. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of: silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance with the County’s Municipal Code stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the County’s project review by the Department of Building and Safety, construction impacts related to erosion and loss of topsoil would be less than significant.

The proposed project includes installation of landscaping adjacent to the proposed building and throughout the proposed parking areas. With this landscaping, areas of loose topsoil that could erode by wind or water, would not exist upon operation of the proposed project. In addition, as described in Section 25, *Hydrology and Water Quality*, the hydrologic features of the proposed project have been designed to slow, filter, and retain stormwater within landscaping and the proposed detention basin, which would also reduce the potential for stormwater to erode topsoil. Furthermore, implementation of the project requires County approval of a Water Quality Management Plan (WQMP), which would ensure that RWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant.

b) Less than Significant Impact. Expansive soils contain significant amounts of clay particles that swell when wet and shrink when dry. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result.

The Geotechnical Investigation prepared for the project describes that near-surface soils consist of silty sands with no appreciable clay content that is underlain by tonalite bedrock, which is not liquefiable (Geo 2020). In addition, as described above, compliance with the CBC is a standard County practice and is included as a condition of approval. Therefore, compliance with the requirements of the CBC as part of the building plan check and development review process, would ensure that expansive soil related impacts would be less than significant.

c) No Impact. The project includes installation of an onsite sewer system that would connect to the 8-inch sewer line in Harley Knox Boulevard and the project would not use septic tanks or alternative wastewater disposal systems. As a result, no impacts related to septic tanks or alternative wastewater disposal systems would occur from implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. Wind Erosion and Blows and from project either on or off site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Be impacted by or result in an increase in wind erosion and blows and, either on or off site?				

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

a) No Impact. Like the majority of the County, the project site is identified by the General Plan Safety Element Figure S-8 as having a moderate wind erosion susceptibility. The General Plan, Safety Element Policy for Wind Erosion requires buildings and structures to be designed to resist wind loads that are covered by the CBC. In addition, as described above, the proposed project includes installation of landscaping adjacent to the proposed building and throughout the parking areas. With this landscaping, areas of loose topsoil that could erode by wind, would not exist upon operation of the proposed project. As described previously, the proposed project would be developed in compliance with CBC regulations (included as condition of approval), which would be verified by the County Department of Building and Safety prior to approval of building permits. Therefore, the project would not result in an increase in wind erosion and blow sand, either on or off site, and impacts would not occur.

Conditions of Approval

CBC Compliance. The project is required to comply with the California Building Standards Code as included in the County’s Municipal Code Chapter 16.08 to preclude significant adverse effects associated with seismic and soils hazards. CBC related and geologist and/or civil engineer specifications for the proposed project are required to be incorporated into grading plans and building specifications as a condition of construction permit approval.

Comply with NPDES. Since this project is one acre or more, the permit holder shall comply with all of the applicable requirements of the National Pollutant Discharge Elimination System (NPDES) and shall conform to NPDES Best Management Practices for Stormwater Pollution Prevention Plans during the life of this permit.

NPDES/SWPPP. Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of submitting a Notice of Intent (NOI), develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project:				
20. Greenhouse Gas Emissions				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Riverside County General Plan, Riverside County Climate Action Plan (CAP); Greenhouse Gas Analysis, prepared by Urban Crossroads, 2012 (GHG 2021) (Appendix H).

Thresholds

The analysis methodologies from SCAQMD and the Riverside County Climate Action Plan (CAP) are used in evaluating potential impacts related to GHG from implementation of the proposed project.

SCAQMD: SCAQMD does not have approved thresholds; however, does have draft thresholds that provides a tiered approach to evaluate GHG impacts. The current interim SCAQMD thresholds consist of the following:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project’s construction emissions are averaged over 30 years and are added to the project’s operational emissions. If a project’s emissions are below one of the following screening thresholds, then the project is less than significant:
 - Residential and Commercial land use: 3,000 MTCO₂e per year
 - Industrial land use: 10,000 MTCO₂e per year
 - Based on land use type: residential: 3,500 MTCO₂e per year; commercial: 1,400 MTCO₂e per year; or mixed use: 3,000 MTCO₂e per year
- Tier 4 has the following options:
 - Option 1: Reduce BAU emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
 - Option 3, 2020 target for service populations (SP), which includes residents and employee: 4.8 MTCO₂e/SP/year for projects and 6.6 MTCO₂e/SP/year for plans;
 - Option 3, 2035 target: 3.0 MTCO₂e/SP/year for projects and 4.1 MTCO₂e/SP/year
- Tier 5 involves mitigation offsets to achieve target significance threshold.

In addition, SCAQMD methodology for project’s construction are to average them over 30-years and then add them to the project’s operational emissions to determine if the project would exceed the screening values listed above (GHG 2021).

Climate Action Plan: The County of Riverside adopted the CAP in December 8, 2015. The CAP was designed under the premise that Riverside County’s emission reduction efforts should coordinate with the state strategies of reducing emissions in order to accomplish these reductions in an efficient and cost-effective manner. The County of Riverside Climate Action Plan Update, November 2019 (CAP Update) establishes GHG emission reduction programs and regulations that correlate with and support evolving State GHG emissions reduction goals and strategies. The CAP Update includes reduction targets for year 2030 and year 2050. These reduction targets require the County to reduce emissions

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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by at least 525,511 MT CO₂e below the Adjusted Business As Usual (ABAU)³ scenario by 2030 and at least 2,982,948 MT CO₂e below the ABAU scenario by 2050 (CAP Update, p.7-1).

In order to evaluate consistency of development projects with the CAP, the CAP includes Screening Tables to aid in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. The CAP contains a menu of measures potentially applicable to discretionary development that include energy conservation, water use reduction, increased residential density or mixed uses, transportation management and solid waste recycling. Individual sub-measures are assigned a point value within the overall screening table of GHG implementation measures. The point values are adjusted according to the amount of GHG emissions are reduced by the measures.

The CAP identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MTCO₂e per year is used to determine if additional analysis is required. Projects that generate less than 3,000 MTCO₂e per year are considered less than significant. Projects that exceed the 3,000 MTCO₂e per year are required to quantify and disclose the anticipated GHG emissions then either 1) demonstrates GHG emissions at project buildout year levels of efficiency and includes project design features and/or mitigation measures to reduce GHG emissions or 2) garner 100 points through the Screening Tables.

Projects that garner at least 100 points (equivalent to an approximate 49 percent reduction in GHG emissions) are determined to be consistent with the reduction quantities anticipated in the CAP. As such, pursuant to the County’s CAP, projects that achieve a total of 100 points or more are considered to have a less than significant individual and cumulative impact on GHG emissions (Urban 2020).

a) Less than Significant Impact. Construction activities produce combustion emissions from various sources, such as site excavation, grading, utility engines, heavy-duty construction vehicles onsite, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from onsite construction activities would vary daily as construction activity levels change.

In addition, operation of the proposed industrial warehouse would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. GHG emissions from electricity consumed by the building would be generated off-site by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source.

The estimated operational GHG emissions that would be generated from implementation of the proposed project are shown in Table GHG-1. Additionally, in accordance with SCAQMD recommendation, the project’s amortized construction related GHG emissions are added to the operational emissions estimate in order to determine the project’s total annual GHG emissions.

³ Adjusted Business As Usual (ABAU) Scenario reflects GHG emissions reductions achieved through anticipated future State actions (CAP Update, p. 2-1).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table GHG-1: Greenhouse Gas Emissions

Emission Source	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ E
Annual construction-related emissions amortized over 30 years	37.50	0.00	0.00	38.07
Area Source	0.02	6.00E-05	0.00	0.02
Energy Source	106.50	7.31E-03	1.30E-03	107.07
Mobile Source	2,044.71	0.05	0.24	2,117.88
Stationary Source	50.75	0.02	0.00	51.16
Onsite Equipment	4.53	6.40E-04	0.00	4.55
Waste	45.69	2.70	0.00	113.20
Water Usage	149.58	1.81	0.04	208.03
Total CO₂E (All Sources)	2,639.99			

Source: GHG, 2021 (Appendix H)

As shown on Table GHG-1, the project would result in approximately 2,639.99 MTCO₂e per year, which is below the County’s screening threshold of 3,000 MTCO₂e per year. Thus, the project result in a less than significant impact.

b) No Impact. The proposed project would result in development of an industrial warehouse. The design of the building would comply with state and federal programs that are designed to be energy efficient. The proposed project would comply with all mandatory measures under the California Title 24, California Energy Code, and the CalGreen Code, which would provide efficient energy and water consumption.

The project would comply with CAP Measure R2-CE1, which requires that if any tentative tract map, plot plan, or conditional use permit that proposes to add more than 75 new dwelling units of residential development or one or more new building totaling more than 100,000 gross square feet of commercial, office, industrial or manufacturing development the project must offset its energy demands by 20 percent. This would be accomplished through the provision of onsite renewable energy.

The project proposes to use photovoltaic (PV) solar panels onsite to offset its building energy demand by 20 percent. This would be accomplished through the installation of onsite solar panels on the building’s rooftop. Through the incorporation of energy reducing project design features, the proposed project would be in compliance with CAP Measure R2-CE1.

As the CAP regulates GHG emissions from the project area, and project emissions would be below 3,000 MTCO₂e per year. Therefore, the proposed project would be consistent with the County’s CAP and would not conflict with existing plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gas.

Conditions of Approval

CALGreen Code. Listed previously in Section 10.

CAP Energy Measures. Prior to issuance of a building permit, the project applicant shall provide documentation to the County of Riverside Transportation Land Management Agency demonstrating implementation of CAP Measure R2-CE1 (Energy Use), which includes onsite renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes development or one or more new buildings totaling more than 100,000 gross square feet of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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commercial, office, industrial, or manufacturing development to offset its energy demand. For industrial developments, measure R2-CE1 requires a 20 percent offset in building energy demand.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required. However, prior to issuance of a building permit, the project applicant shall provide documentation to the County of Riverside Transportation Land Management Agency demonstrating compliance with the CAP measures.

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

Source(s): Phase I Environmental Site Assessment, prepared by Haley and Aldrich (Phase I 2020) (Appendix D).

a) Less than Significant Impact. A hazardous material is typically defined as any material that due to its quantity, concentration, or physical or chemical characteristics, poses a significant potential hazard to human health and safety or the environment if released. Hazardous materials may include, but are not limited to hazardous substances, hazardous wastes, and any material that would be harmful if released.

There are multiple state and local laws that regulate the storage, use, and disposal of hazardous materials. The Riverside County Department of Environmental Health Hazardous Materials Branch is the local administrative agency that coordinates regulatory programs that regulate use, storage, and handling of hazardous materials, including Hazardous Materials Business Plans. As required by the County's standard conditions of approval, should tenants of the proposed building utilize or transport hazardous materials, the tenant/business would also be required to comply with Riverside County Department of Environmental Health conditions, and if required, the California Accidental Release Program (CalARP). CalARP would require the tenant to provide a Risk Management Plan and allow site access for routine inspections of CalARP facilities.

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

Construction activities for the proposed project would involve routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. In addition, routine hazardous materials would be used for fueling and serving construction equipment onsite. These types of hazardous materials routinely used during construction are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by existing state and federal laws that the project is required to strictly adhere to. As a result, the routine transport, use or disposal of hazardous materials during construction activities for the proposed project would be less than significant.

Operation

The proposed project would operate an industrial warehouse, which generally uses limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. Normal routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the project.

Also, should any future business that occupies the proposed building handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) the business would require a permit from the Riverside County Department of Environmental Health Hazardous Materials Branch. Such businesses are also required to comply with California’s Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the County Hazardous Materials Branch and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan with the County. A Hazardous Materials Business Emergency Plan is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the Hazardous Materials Business Emergency Plan is to satisfy federal and state right-to-know laws and to provide detailed information for use by emergency responders.

Therefore, if future businesses that use or store hazardous materials occupy the proposed building, the business owners and operators would be required to comply with all applicable federal, state, and local regulations, as permitted by the County Department of Environmental Health Hazardous Materials Branch to ensure proper use, storage, and disposal of hazardous substances. Overall, operation of the proposed project would result in a less than significant impact related to the routine transport, use, or disposal of hazardous materials.

b) Less than Significant Impact.

Construction

As described previously, construction of the proposed project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the project has the potential to release gas, oils, greases, solvents; and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP implemented by County conditions of approval) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and regulations, which is mandated by the County through construction permitting, the project’s construction-related impacts would be less than significant.

Operation

As described previously, operation of the proposed industrial warehouse includes use of limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. These types of hazardous materials are not acutely hazardous and regulated by existing laws that have been implemented to reduce risks related to the use of these substances. Similarly, should any future business that occupies the approved or proposed building handle acutely hazardous materials, it would be required to file a Hazardous Materials Business Plan and receive a permit from the County Department of Environmental Health Hazardous Materials Branch to ensure proper use, storage, and disposal of hazardous substances. As a result, operation of the proposed project would not create a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment, and impacts would be less than significant.

c) No Impact. The County of Riverside has implemented a Multi-Jurisdictional Local Hazard Mitigation Plan (July 2018) that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters. The proposed project would operate an industrial warehouse that would be permitted and approved in compliance with existing safety regulations, such as the CBC and California Fire Code (included in the County’s Municipal Code as Chapter 15.04 and Chapter 8.32, respectively) to ensure that it would not conflict with implementation of the Multi-Jurisdictional Local Hazard Mitigation Plan.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction of the project driveways and connections to existing infrastructure along Harley Knox Boulevard and Rowland Lane, the roadways would remain open to ensure adequate emergency access to the project area and vicinity, and impacts related to interference with an adopted emergency response of evacuation plan during construction activities would not occur.

Operation

Operation of the proposed project would also not result in a physical interference with an emergency response evacuation. Direct access to the project site would be provided from Harley Knox Boulevard and Rowland Lane, which are adjacent to the project site. The project is also required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the County Municipal Code and the Riverside County Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the International Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9. As a result, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impacts would occur.

d) No Impact. There are no schools located within a 0.25 mile of the project site. As such, there would be no impacts that would occur to any schools in the vicinity of the project. The closest school site is at the Mead Valley Elementary School, located at 21100 Harley Knox Boulevard approximately 1.5 miles west of the project site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As described previously, the use of hazardous materials related to the proposed industrial warehouse uses would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential of accidental release into the environment. Also, the emissions that would be generated from construction and operation of the proposed project were evaluated in the air quality analysis presented in Section 3, and the emissions generated from the proposed project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the proposed project would not emit hazardous or handle acutely hazardous materials, substances, or waste within 0.25 mile of school, and no impacts would occur.

e) No Impact. The Phase I Environmental Site Assessment conducted database searches to determine if the project area or any nearby properties are identified as currently having hazardous materials. The record searches determined that although the site has a history of various uses and identified as previously generating hazardous wastes and clean-up activities, the project site is not located on or near by a site which is included on a list of hazardous materials sites pursuant to Government Code Section 65962.5 (Phase I 2021).

In addition, the Phase I ESA did not identify any nearby or surrounding area sites that are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed project.

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

Source(s): Riverside County General Plan Figure S-20 “Airport Locations,” Mead Valley Area Plan Figure 5 “March Air Reserve Base & Perris Valley Airport Influence Area,” March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan, 2014 (ALUCP 2014). Accessed: <http://www.rcaluc.org/Portals/13/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700>.

a) Less than Significant Impact. The project site is located approximately 1 mile southwest of the March Air Reserve Base (ARB) and is within Compatibility Zones C2 in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP). The C2 zone is identified as a flight corridor zone for March Air Reserve Base. The ALUCP restricts the number of people within the C2 zone to an average of 200 people per acre, with no more than 500 people in one acre. Highly noise-sensitive outdoor non-residential uses and hazards to flight are prohibited. In addition, an airspace review is required for any objects taller than 70-feet in height within the C2 zone.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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On October 14, 2021, the project was reviewed for consistency with the ALUCP by the Riverside County Airport Land Use Commission (ALUC). ALUC determined the project would be consistent with the ALUCP, subject to conditions of approval. With implementation of these conditions of approval listed below, impacts related to an inconsistency with an Airport Master Plan would be less than significant.

b) Less than Significant Impact. As described in the previous response, the project has been reviewed for consistency with the ALUCP by the Riverside County ALUC. ALUC determined the project would be consistent with the ALUCP, subject to conditions of approval. With implementation of these conditions of approval, impacts related to an inconsistency with an Airport Master Plan would be less than significant.

c) Less than Significant Impact. The project site is approximately 1 mile southwest of the March ARB. As described previously, the project site is identified as within Compatibility Zone C2, which is a flight corridor zone. The project has been reviewed by the Riverside County ALUC. ALUC determined the project would be consistent with the ALUCP, subject to conditions of approval. These conditions of approval include actions that would minimize the potential for harm to workers at the project site, such as a requirement for interior noise levels from aircraft operations to be attenuated to 45 dBA CNEL or less. With implementation of these conditions of approval, impacts related to a safety hazard for people residing or working in the project area would be less than significant.

d) No Impact. The project site is not located within the vicinity of a private airstrip and would not result in a safety hazard related to an airstrip for people residing or working in the project area.

Conditions of Approval

ALUC Conditions. The project will be required to comply with the following conditions issued by the Airport Land Use Commission on October 14, 2021:

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 1 on Table 4 of the Mead Valley Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low ("green") level.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Highly noise sensitive outdoor nonresidential uses.
 - (f) Other hazards to flight.
3. A notice (attached to the October 14, 2021 ALUC staff report) shall be given to all prospective purchasers of the property and lessees/tenants of the building and shall be recorded as a deed notice.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- The proposed bioretention basin/water quality management basin on the site 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 basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

A notice sign, in a form similar to that attached to the October 14, 2021 ALUC staff report, shall be permanently affixed to the bioretention basin with the following language; "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes." The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

- 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.
- This project has been evaluated for a total of 239,308 square feet of industrial warehousing area. Any increase in building area or change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
- Solar panels shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 10 degrees and orientation of 160 degrees. Solar panels shall be limited to a total of 239,308 square feet, and the locations and coordinates shall be specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.
- In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

9. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
10. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2021-AWP-12269-OE) and has determined that neither marking nor lighting of the structures are 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 M and shall be maintained in accordance therewith for the life of the project.
11. The proposed building shall not exceed a height of 46 feet above ground level and a maximum elevation at top point of 1,622 feet above mean sea level.
12. 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.
13. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 46 feet in height and a maximum elevation at top point of 1,622 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
14. Within five (5) days after construction of the proposed 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.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-9 “Special Flood Hazard Areas,” Figure S-10 “Dam Failure Inundation Zone,” Riverside County Flood Control District Flood Hazard Report; Preliminary Hydrology Report, 2021, prepared by Huitt-Zollars, Inc. (HYDRO 2021) (Appendix I); Preliminary Water Quality Management Plan, 2021, prepared by Huitt-Zollars, Inc. (WQMP 2021) (Appendix J); Eastern Municipal Water District 2020 Urban Water Management Plan (UWMP 2020); Mead Valley Area Plan Figure 11, Special Flood Hazard Zones; Federal Emergency Management (FEMA) Flood Insurance Rate Map (FIRM) number 06065C1410G.

a) Less than Significant Impact. The project site is within the Santa Ana Watershed Region of Riverside County, within the San Jacinto Sub-Watershed and under the jurisdiction of the Santa Ana RWQCB, which sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act (CWA) to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). Water quality standards for all ground and surface waters overseen by the Santa Ana RWQCB are documented in its Basin Plan, and the regulatory program of the Santa Ana RWQCB is designed to minimize and control discharges to surface and groundwater, largely through permitting, such that water quality standards are effectively attained.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The ground surface throughout the site consists of exposed soils and rock formations. The project site generally slopes $\pm 3\%$ from the southwest to the northeast. Currently, runoff from the site is collected in the northeast and the southeast portions of the site (HYDRO 2021).

Construction

Construction of the proposed project would require excavation of soils and rock, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff could wash into and pollute waters.

These types of water quality impacts during construction of the project would be prevented through implementation of a grading and erosion control plan that is required by the Construction Activities General Permit (State Water Resources Board Order No. 2012-0006-DWQ, NPDES No. CAS000002), which requires preparation of a SWPPP by a Qualified SWPPP Developer, as discussed previously in Section 18. The SWPPP is required for plan check and approval by the County’s Building and Safety Division, prior to provision of permits for the project, and would include construction BMPs such as:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

Adherence to the existing requirements and implementation of the appropriate BMPs per the permitting process would ensure that activities associated with construction would not violate any water quality standards. The project would be required to have an approved grading and erosion control plan and approval of a SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution, per County conditions of approval, which would be implemented during construction to protect water quality. As a result, impacts related to the degradation of water quality during construction of the proposed project would be less than significant.

Operation

The proposed project would operate an industrial warehouse facility, which would introduce the potential for pollutants such as, chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, in accordance with State Water Resources Board Order No. 2012-0006-DWQ, NPDES No. CAS000002 the proposed project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. The proposed project would install an onsite bio-retention basin in the southeast corner of the site to treat stormwater, which would remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides). The additional types of BMPs that would be implemented as part of the proposed project are listed in Table HWQ-1.

Table HWQ-1: Types of BMPs Incorporated into the Project Design

Type of BMP	Description of BMPs
LID Site Design	<u>Optimize the site layout:</u> The site has been designed so that runoff from impervious surfaces would flow over pervious surfaces or to the bio-retention basin. Runoff would be directed to the onsite bio-retention basin that would slow and retain runoff.
	<u>Use pervious surfaces:</u> Landscaping and an onsite bio-retention basin is incorporated into the project design to increase the amount of pervious area and onsite retention of stormflows.
Source Control	<u>Storm Drain Stenciling:</u> All inlets/catch basins would be stenciled with the words "Only Rain Down the Storm Drain," or equivalent message.
	<u>Need for future indoor & structural pest control:</u> The building would be designed to avoid openings that would encourage entry of pests.
	<u>Landscape/outdoor pesticide use:</u> Final landscape plans would accomplish all of the following: <ul style="list-style-type: none"> • Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to storm water pollution. • Consider using pest-resistant plants, especially adjacent to hardscape. • To ensure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions
	<u>Roofing, gutters and trim:</u> The architectural design would avoid roofing, gutters, and trim made of copper or other unprotected metals that may leach into runoff.
	<u>Plazas, sidewalks and parking lots:</u> Plazas, sidewalks, and parking lots shall be swept regularly to prevent the accumulation of litter and debris. Debris from pressure washing would be collected to prevent entry into the storm drain system. Wash water containing any cleaning agent or degreaser would be collected and discharged to the sanitary sewer and not discharged to a storm drain.
Treatment Control	<u>Biofiltration Systems:</u> The bio-retention basin proposed for the project would detain runoff, filter it prior to discharge.

With implementation of the operational source and treatment control BMPs that is outlined in the preliminary WQMP (Appendix J) that would be reviewed and approved by the County during the project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed project would not substantially degrade water quality. Therefore, impacts would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Less than Significant Impact. The proposed project would not deplete groundwater supplies. The Eastern Municipal Water District provides water services to the project site and vicinity, which receives a large portion of water from imported sources (UWMP 2020). The project area overlies the Perris North Groundwater basin, which is located within the West San Jacinto Basin, and is managed through the West San Jacinto Groundwater Management Plan. The plan manages groundwater extraction, supply, and quality. Because the groundwater basin is managed through this plan, which limits the allowable withdrawal of water from the basin by water purveyors, and the project would not pump water from the project area (as water supplies would be provided by EMWD), the proposed project would not result in a substantial depletion of groundwater supplies.

In addition, development of the proposed project would result in a large area of impervious surface on the project site. However, the project site is underlain by granitic rock that limits infiltration. The project design includes a bio-retention basin that would capture and filter runoff. In addition, the project includes installation of landscaping that would infiltrate stormwater onsite. As a result, the proposed project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The proposed project would have a less than significant impact.

c) Less than Significant Impact. The project site does not include or is adjacent to any river or stream. Thus, impacts related to alteration of the course of a stream or river would not occur. The project site generally slopes $\pm 3\%$ from the southwest to the northeast. Currently, runoff from the site is collected in the northeast and the southeast portions of the site (HYDRO 2021). The stormwater runoff from the addition of impervious surfaces from development of the project would be conveyed to the bio-retention basin that would be developed on the east side of the project site that would filter, retain, and slowly discharge drainage into the storm drain within Harley Knox Boulevard. Drainage would be controlled and would not result in substantial alteration of the drainage pattern. In addition, a WQMP is required to be developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County’s Building and Safety Division through the County’s permitting process and through conditions of approval. Therefore, the proposed project would result in less than significant impacts related to alteration of the drainage pattern of the site or area.

d) Less than Significant Impact. As described previously, existing RQWCB and County regulations require the project to implement a project specific SWPPP during construction activities, that would implement erosion control BMPs, such as silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. to reduce the potential for siltation or erosion. In addition, the project is required to implement a WQMP that would provide operational BMPs to ensure that operation of the industrial warehouse use would not result in erosion or siltation. With implementation of these regulations, impacts related to erosion or siltation onsite or off-site would be less than significant.

e) Less than Significant Impact. As detailed previously, runoff generated by the proposed project would be conveyed to a bio-retention basin that would be developed on the east side of the project site, which would filter, retain, and slowly discharge drainage into the storm drain in Harley Knox Boulevard, such that drainage would be controlled and would not result in an increase in runoff that could result in on or off-site flooding. In addition, a WQMP is required to be developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County’s Building and Safety Division through the County’s permitting process to ensure that the proposed project would meet the stormwater control requirements. Therefore, the proposed project would not increase the rate or amount of surface runoff in a manner which would result in flooding onsite or off-site, and impacts would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) Less than Significant Impact. As described previously, the runoff generated by the proposed project would be conveyed to a bio-retention basin that would be developed on the east side of the project site, which would filter, retain, and slowly discharge drainage into a storm drain. The basin has been sized to accommodate the anticipated flows, and would control drainage, such that it would not exceed the capacity of the stormwater drainage system. The Preliminary Hydrology Report details that the storm drain facilities are be sized adequately for 100-year storm event. The required capture volume is 19,341 cubic feet of storm water per the current Riverside County design criteria and the basin has been sized to capture and treat 22,464 cubic feet of storm water (HYDRO 2021). Thus, runoff from the project site would not exceed the capacity of stormwater drainage systems.

In addition, a WQMP is required to be developed, approved, and implemented to satisfy the requirements of the adopted NPDES program, which would be verified by the County’s Building and Safety Division through the County’s permitting process to ensure that the proposed project would not provide additional sources of polluted runoff. As listed previously in Section 18, implementation of a WQMP during the County’s standard review and permitting process would result in less than significant impacts related to the stormwater drainage system and polluted runoff.

g) No Impact. The project would develop an undeveloped vacant site into an industrial warehouse facility and install a bio-retention basin onsite that would retain and convey storm flows to the drainage system. According to the FEMA FIRM map (06065C1410G) and the Mead Valley Area Plan Figure 11, Special Flood Hazard Zones, the project site is not located within a flood zone. Thus, the proposed project would not impede or redirect flood flows, and no impacts would occur.

h) No Impact. As described above, the project is not located within a flood zone. Therefore, the project would not potentially risk the release of pollutants due to project inundation. The project site is located over 37 miles northeast of the Pacific Ocean and separated by the Santa Ana Mountains. Therefore, the project is not located within a tsunami zone and no impacts would occur. Similarly, a seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no water bodies near enough to the project site to pose a flood hazard to the site resulting from a seiche. The nearest water body is the Perris Reservoir, which is located approximately 4 miles from the project site. Therefore, no seiche impacts would occur.

i) No Impact. As described previously, the project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the County during the project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed project would not obstruct implementation of a water quality control plan.

Also as described previously, the project site overlies the Perris North Groundwater basin, which is located within the West San Jacinto Basin, and is managed through the WSJ Groundwater Management Plan. The plan limits the allowable withdrawal of water from the basin by water purveyors. Additionally, the project would not pump water and water supplies would be provided by EMWD. Thus,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the proposed project would not conflict with or obstruct a groundwater management plan, and no impacts would occur.

Conditions of Approval

Comply with NPDES. Listed previously in Section 19.

NPDES/SWPPP. Listed previously in Section 19.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE/PLANNING Would the project:				
24. Land Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Source(s): Riverside County General Plan Land Use Element and Municipal Code. Riverside Board of Supervisors “Good Neighbor Policy” for Logistics and Warehouse/Distribution Uses Policy F-1.

a) No Impact. The project site is vacant and undeveloped. The site is surrounded by roadways, light industrial warehousing uses, and site under construction for industrial warehousing uses. The proposed project would develop an industrial warehousing facility. The Riverside County General Plan Land Use Element designates the site for Light Industrial uses (LI) which includes industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.

The site has a zoning classification of Industrial Park (I-P) and Manufacturing Medium (M-M). The Riverside County Ordinance No. 348 Section 10.1 states that the I-P zone allows a variety of uses that include: industrial and manufacturing uses, service and commercial uses, office uses, transportation related industries, engineering and scientific uses, warehousing and distribution, and other similar uses. The Riverside County Ordinance No. 348 Section 11.25 A states that the M-M zone is to promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the county's economic base; provide the necessary improvements to support industrial growth; ensure the new industry is compatible with uses on adjacent lands, and protect industrial areas from encroachment by incompatible uses that may jeopardize industry.

The proposed industrial warehousing facility would also comply with the Board of Supervisors “Good Neighbor Policy” for Logistics and Warehouse/Distribution Uses. The proposed industrial warehousing facility would be compatible with the allowable light industrial land uses allowed within a I-P and M-M zoned area. The project is adjacent to existing and planned light industrial buildings that would have similar uses, and the loading area would not be visible from any sensitive receptors. As discussed in Section V1, *Aesthetics*, the proposed project would install landscaping onsite and along Harley Knox

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Boulevard, Decker Road, and Rowland Lane. Adequate parking would be provided for both vehicles and trucks to avoid spill-over and queuing. In addition, there are separate access points for trucks and passenger vehicles into the site. Operation of the proposed project would involve trucks entering and exiting the project site from Rowland Lane for access to the loading bays and trailer parking on the southeastern portion of the project site via a 69-foot-wide driveway that is designed to accommodate trucks. Passenger vehicles would enter and exit the site using a separate driveway on a driveway on Rowland Lane and a driveway on Harley Knox Boulevard. Finally, as discussed in Section V3 *Lighting*, outdoor lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan. Therefore, the proposed project would be consistent with the site's General Plan land use designation and zoning classification, and a conflict with a land use plan or policy adopted for the purpose of avoiding or mitigating an environmental effect would not occur from implementation of the project.

b) No Impact. As described in the previous response, the project site is vacant and undeveloped. The site is surrounded by existing roadways, existing industrial uses, and land that is being developed for new industrial and business park uses. As described in the previous response, the project site is designated for Light Industrial uses and the proposed project is consistent with the planned land uses for the site. In addition, the project does not involve development of roadways or other infrastructure that could divide a community. No low-income or minority communities appear to be located within the project vicinity. Therefore, the proposed project would not disrupt or divide the physical arrangement of an established community, and no impact would occur.

Conditions of Approval: No conditions of approval related to land use and planning are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure OS-6 “Mineral Resources Area”

a) No Impact. The Riverside County General Plan Figure OS-5 “Mineral Resources Area” identifies the project site and vicinity as within MRZ-3 Mineral Resource Zone, which indicates that information related to mineral deposits is unknown. No mining activities occur within the project site or within the surrounding project vicinity. Thus, impacts related to the loss of availability of a known mineral resource that would be of value to the region or the residents of the state would not occur from implementation of the proposed project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) No Impact. The Riverside County General Plan Figure OS-5 “Mineral Resources Area” identifies the project site as within MRZ-3 Mineral Resource Zone, which indicates that information related to mineral deposits is unknown. Thus, impacts related to the loss of availability of a mineral resource recovery site delineated on a land use plan would not occur from implementation of the proposed project.

c) No Impact. There are no existing surface mines in the vicinity of the project site. Thus, impacts related to incompatible land uses in mine areas, and impacts related to exposure to hazards from quarries or mines would not occur from implementation of the proposed project.

Conditions of Approval

No conditions of approval related to mineral resources are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-20 “Airport Locations,” Mead Valley Area Plan Figure 5 “March Air Reserve Base & Perris Valley Airport Influence Area,” March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, 2014 (ALUCP 2014); Noise Impact Analysis, prepared by Urban Crossroads, 2021 (Noise 2021) (Appendix K)

a) Less than Significant Impact. The March Air Reserve Base/Inland Port Airport (MARB/IPA) is located approximately 0.35-mile northeast of the project site boundary. The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP) identifies the Project site as located within Compatibility Zone C2 and is outside the MARB 55 dBA CNEL noise level contour boundaries, as shown on Figure N-1. The General Plan Noise Element identifies that industrial land uses, such as the project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL. Therefore, noise impacts related to March ARB would be less than significant.

b) No Impact. The project site is not located within the vicinity of a private airstrip and would not result in excessive noise related to an airstrip.

Conditions of Approval

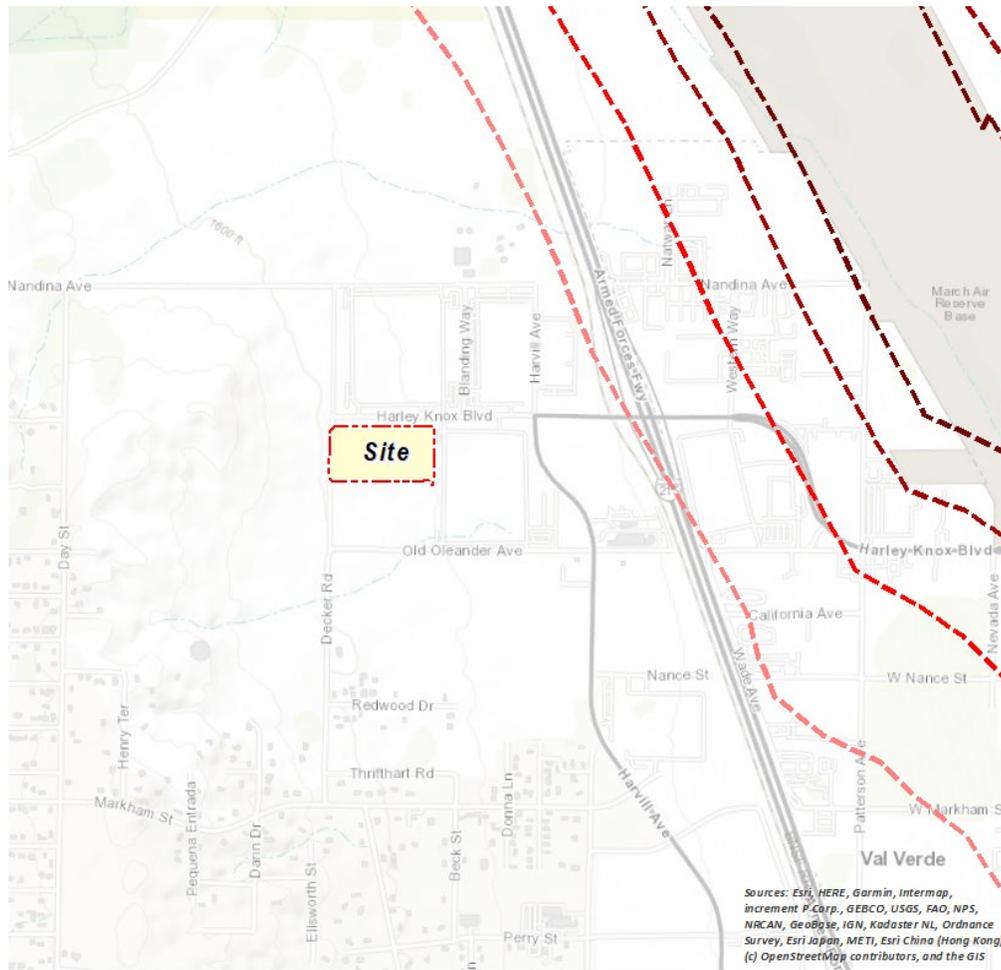
No conditions of approval related to airport noise is required.

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

Monitoring: No monitoring is required.

Figure N-1: March ARB Noise Contours



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, Geobase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS



Source: Riverside County Airport Land Use Compatibility Plan, MA-4

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?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”), Noise Impact Analysis, prepared by Urban Crossroads, 2021 (Noise 2021) (Appendix K)

County Noise and Vibration Standards

General Plan Noise Element Policy N 1.3: Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:

- Schools
- Hospitals
- Rest Homes
- Long Term Care Facilities
- Mental Care Facilities
- Residential Uses
- Libraries
- Passive Recreation Uses
- Places of Worship

General Plan Noise Element Policy N 1.5: Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.

General Plan Noise Element Policy N 4.1: Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels:

- a. 45 dBA 9-minute L_{eq} between 10:00 p.m. and 7:00 a.m.
- b. 65 dBA 9-minute L_{eq} between 7:00 a.m. and 10:00 p.m.

General Plan Noise Element Policy N 13.1: Minimize the impacts of construction noise on adjacent uses within acceptable standards.

General Plan Noise Element Policy N 13.2: Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse impacts on surrounding areas.

General Plan Noise Element Policy N 13.3: Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the [County] for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:

- i. Temporary noise attenuation fences;
- ii. Preferential location and equipment; and
- iii. Use of current noise suppression technology and equipment.

General Plan Noise Element Policy N 14.1: Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County’s Building

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.

General Plan Noise Element Policy N 16.3: Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

General Plan Noise Element Policy N 4.1: The exterior noise limit not to be exceeded for a cumulative period of more than ten minutes in any hour of 65 dBA Leq for daytime hours of 7:00 a.m. to 10:00 p.m., and 45 dBA Leq during the noise-sensitive nighttime hours of 10:00 p.m. to 7:00 a.m.

General Plan Noise Element Policy N 16.3: Prohibit exposure of residential dwellings to perceptible ground vibration. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.

Ordinance No. 847 Regulating Noise Section 2i, Construction Noise: Noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May.

Existing Ambient Noise Levels

The Noise Impact Analysis describes that the background ambient noise levels in the project area are dominated by the existing industrial uses in the vicinity, roadway noise, and flights to and from March ARB. The 24-hour noise level measurements show that ambient noise is between approximately 51.5 dBA and 55.2 dBA in the daytime and between approximately 48.5 dBA and 59.7 dBA in the nighttime. The noise measurements listed in Table N-1 provide the equivalent or the hourly energy average sound levels (Leq) at the locations shown in Figure N-2. The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period.

Table N-1: Noise Level Measurements

Location	Description	Energy Average Noise Level (dBA Leq) ¹	
		Daytime	Nighttime
L1	Southeast of the Project site near single-family residence at 22980 Peregrine Way.	57.2	59.7
L2	South of the Project site near single-family residence at 22730 Redwood Drive.	51.5	48.5
L3	South of the Project site near single-family residence at 22510 Redwood Drive.	56.9	48.8
L4	Southwest of the Project site near single-family residence at 18040 Day Street.	53.5	48.9
L5	West of the Project site near single-family residence at 21934 Corson Avenue.	55.2	53.5

Source: Noise 2021, Appendix K.

¹ Energy (logarithmic) average levels.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Figure N-2: Noise Measurement Locations



LEGEND:
 N
 Measurement Locations

a) Less than Significant Impact.

General Construction

As described above, County Ordinance No. 847 Regulating Noise Section 2i, exempts construction noise between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. The project would comply with the County’s construction hours regulations, as verified by standard County Conditions of Approval. Neither the County’s General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers for CEQA analysis purposes. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as the threshold for noise sensitive residential uses.

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: excavation, grading, building construction, architectural coating, paving. Noise levels generated by heavy construction equipment can range from approximately 72 dBA to 79 dBA when measured at 50 feet, as shown on Table N-2.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table N-2: General Construction Reference Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L _{eq})	Combined Noise Level (dBA L _{eq})
Site Preparation	Crawler Tractors	77	79
	Hauling Trucks	71	
	Rubber Tired Dozers	71	
Grading	Graders	79	79
	Excavators	64	
	Compactors	67	
Building Construction	Cranes	67	74
	Tractors	72	
	Welders	65	
Paving	Pavers	70	74
	Paving Equipment	69	
	Rollers	69	
Architectural Coating	Cranes	67	72
	Air Compressors	67	
	Generator Sets	67	

Source: Noise 2021, Appendix K.

The closest sensitive receiver is 1,681 feet to the southwest of the project site and is behind (and therefore shielded by) an existing industrial warehouse building. The next closest sensitive receiver is 1,916 feet to the south of the site, as shown on Figure N-3. Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. 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. Consistent with FTA guidance for general construction noise assessment, Table N-3 includes the combined noise levels for all equipment, assuming they operate at the same time. As shown on Table N-3, the highest construction noise at the nearby receiver locations would range from 49.5 to 56.9 dBA Leq, which would not exceed the 80 dba Leq daytime construction noise level threshold. Therefore, impacts would be less than significant.

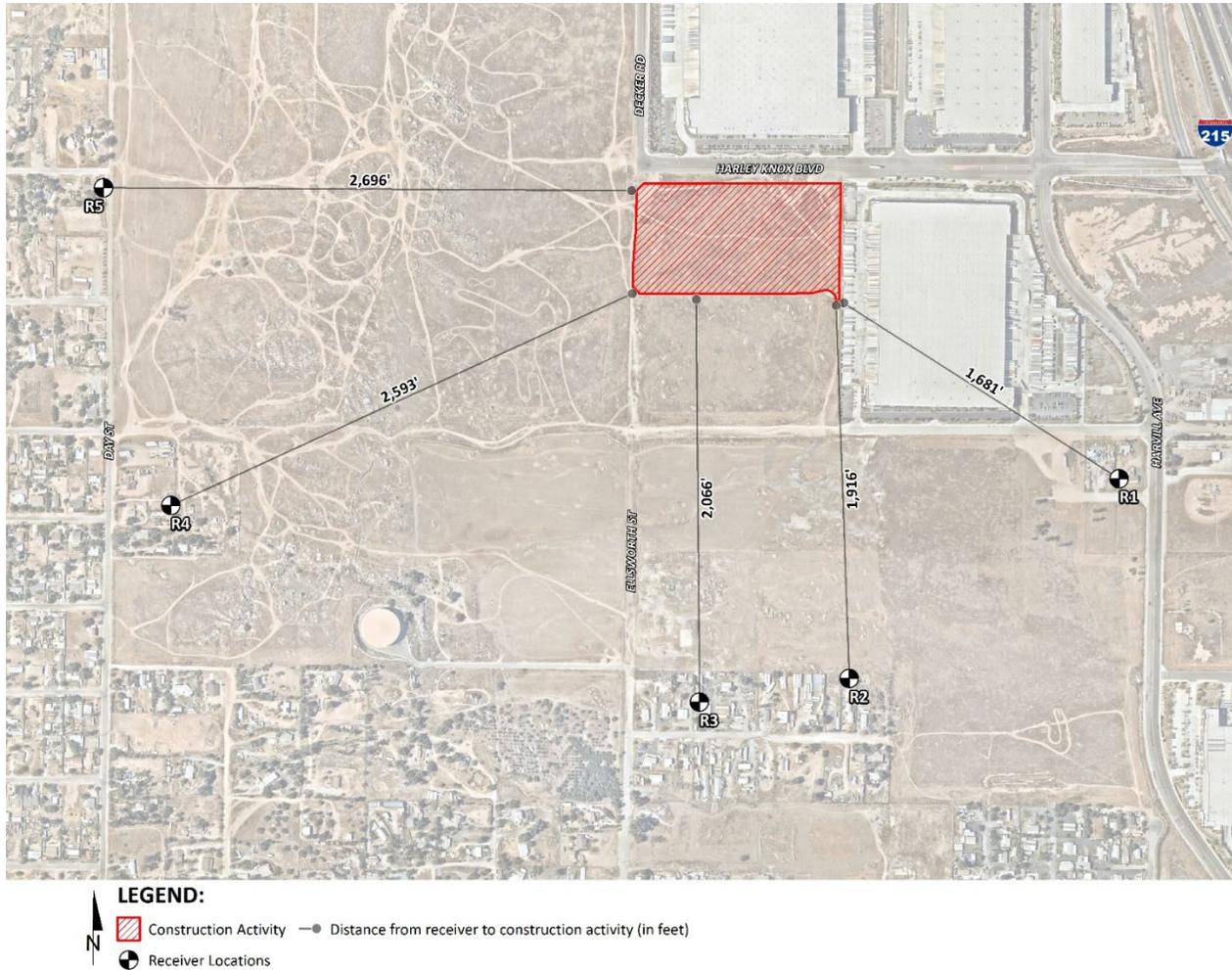
Table N-3: General Construction Noise Levels at Sensitive Receptors

Receiver Location	Construction Noise Levels (dBA L _{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels
R1	47.5	49.5	42.5	40.5	37.5	49.5
R2	54.9	56.9	49.9	47.9	44.9	56.9
R3	54.7	56.7	49.7	47.7	44.7	56.7
R4	51.7	53.7	46.7	44.7	41.7	53.7
R5	51.6	53.6	46.6	44.6	41.6	53.6

Source: Noise 2021, Appendix K.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Figure N-3: Noise Sensitive Receptor Locations



Blasting. Blasting would be required during grading operations to remove bedrock and create suitable building pads in areas where excavation extends to depths of 9 feet or greater, where excavation/grading equipment other than a D-9 dozer has to be utilized, or within localized areas where very dense bedrock is encountered. Blasting is not anticipated to occur frequently, occurring at most once per day and up to two days per week during the grading phase of construction. The blasting contractor would be required to obtain blasting permit(s) from the State, and to notify Riverside County Sheriff’s Department within 24 hours of planned blasting events. As detailed on State permits, the blasting operations are required to satisfy the maximum “airblast” and vibration levels identified by the U.S. Bureau of Mines (USBM) and Office of Surface Mining and Reclamation Enforcement (OSMRE). The 18th Edition of the *International Society of Explosives Engineers’ (ISEE’s) Blasters’ Handbook* identifies an air overpressure of 133 dB as a perception-based criteria level for blasting, which is the threshold used by the and U.S. Bureau of Mines; and therefore, incorporated herein.

To present a conservative approach, this analysis assumes that blasts would occur at the site boundary closest to the sensitive receptors. Table N-4 shows that the calculated airblast levels are expected to range from 107 to 124 dB, which would not exceed the 133 dB airblast noise threshold. Therefore, noise impacts related to construction blasting would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table N-4: Blasting Noise Levels at Sensitive Receptors

Receiver Location	Distance to Construction Activity (Feet)	Airblast Level ¹ (dB)	Airblast Threshold ² (dB)	Threshold Exceeded?
R1	1,681'	109	133	No
R2	1,916'	107	133	No
R3	2,066'	110	133	No
R4	2,593'	113	133	No
R5	2,696'	124	133	No

Source: Noise 2021, Appendix K.
¹ Based on input data provided by California Drilling & Blasting. Calculations are provided in Appendix K for each blast location.
² Airblast threshold is based on ISEE's Blasters' Handbook, Table 26.17 Typical Air Overpressure Damage Criteria, and U.S. Bureau of Mines standards.

Recognizing that it is impossible to foresee all the variables that may be encountered on various project sites, the County requires that a site-specific blasting plan be developed and implemented for the project. The blasting plan would ensure that blasting would only be conducted by a licensed blaster who is required to design all blasts such that they remain below the significance thresholds identified by the USBM and OSMRE. In addition, the blasting would have to meet permitting requirements of the State of California and Riverside County Sheriff's Department, which would also ensure that potential impacts are reduced to a less than significant level.

Operation

Onsite Operational Noise. The General Plan Noise Element establishes a noise standard for sensitive uses of 45 dBA Leq between 10:00 p.m. and 7:00 a.m. and 55 dBA Leq between 7:00 a.m. and 10:00 p.m. The Noise Impact Analysis prepared for the project evaluated potential impacts to ambient noise levels at the nearest sensitive receptors resulting from the proposed onsite noise sources such as idling trucks, delivery truck activities, backup alarms, loading and unloading of trucks, and roof-top air conditioning units (Noise 2021). The noise source locations are shown in Figure N-4. As shown in Table N-5, the noise levels generated by the project at the sensitive receptor locations (shown in Figure 3) would be less than the 55 dBA daytime maximum noise level and the 45 dBA nighttime maximum noise level at the closest sensitive receptors. The daytime hourly noise levels at the off-site receiver locations would range from 26.1 to 32.6 dBA Leq; and the nighttime hourly noise levels from operation of the project at the off-site receiver locations would range from 25.8 to 32.5 dBA Leq. Therefore, noise generated from operation of the proposed project would not exceed noise standards and impacts would be less than significant.

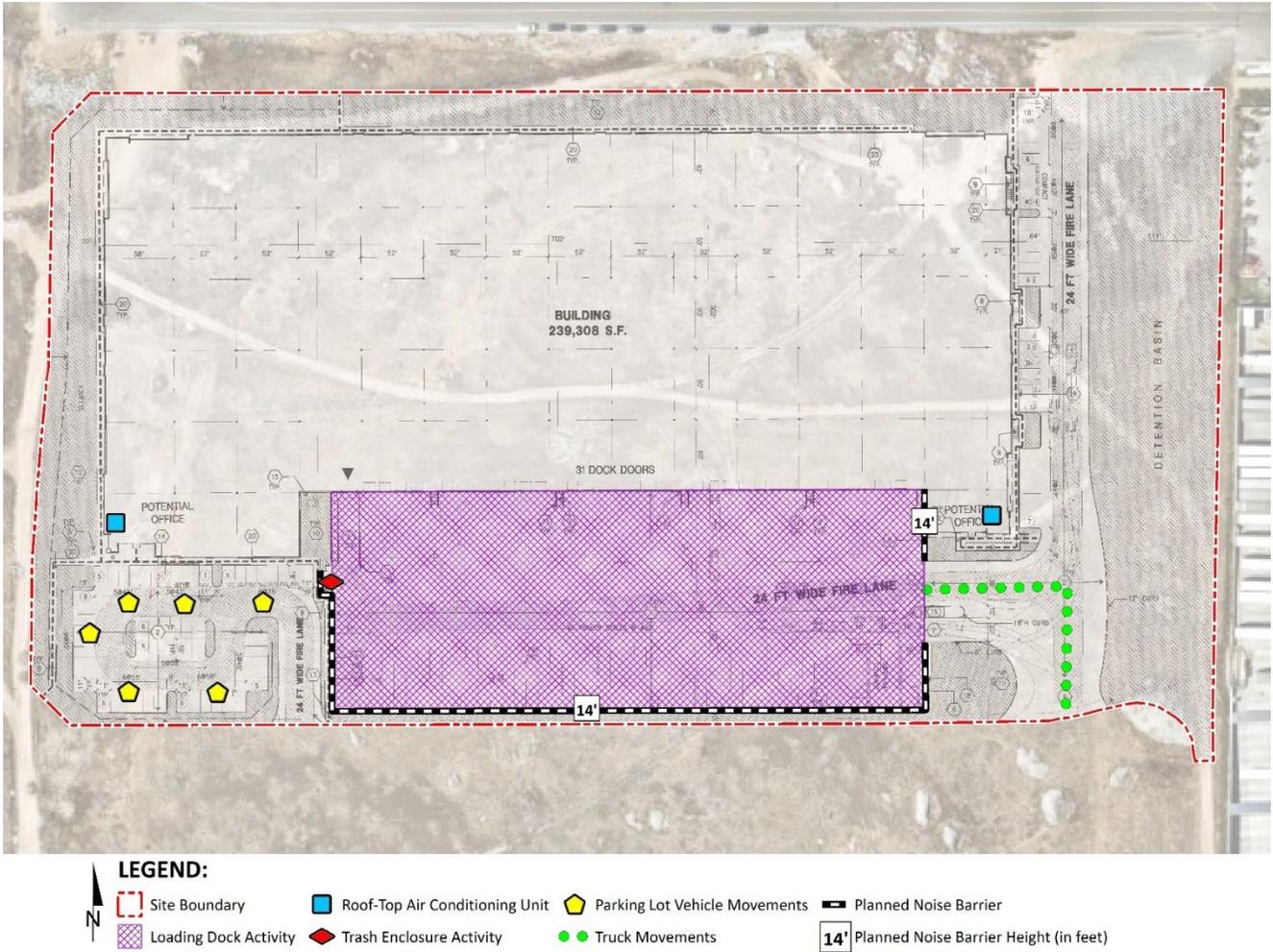
Table N-5: Project Operational Noise Levels

Receiver Location	Project Operational Noise Levels (dBA Leq)		Noise Level Standards (dBA Leq)		Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	28.0	27.8	55	45	No	No
R2	32.6	32.5	55	45	No	No
R3	32.1	31.9	55	45	No	No
R4	28.0	27.7	55	45	No	No
R5	26.1	25.8	55	45	No	No

Source: Noise 2021, Appendix K.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Figure N-4: Operational Noise Source Locations



In addition, the Noise Impact Analysis identified the project's increase in ambient noise levels at the nearest sensitive receptor. As detailed in the Noise Impact Analysis prepared for the project (Appendix K), the Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level, which is utilized in this analysis. FICON identifies a *readily perceptible* 5 dBA or greater project-related noise level increase as a significant impact when ambient noise is less than 60 dBA. Per the FICON, in areas where the without project noise levels range from 60 to 65 dBA, a 3 dBA *barely perceptible* noise level increase is identified as the threshold; and when the without project noise levels already exceed 65 dBA, a noise increase of 1.5 dBA or greater is considered a significant impact (Noise 2021).

As shown on Tables N-6 and N-7, the project would generate a daytime and nighttime operational noise level increase of up to 0.1 dBA Leq at the nearest receiver locations, which would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table N-6: Project Operational Daytime Ambient Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	28.0	L1	57.2	57.2	0.0	5.0	No
R2	32.6	L2	51.5	51.6	0.1	5.0	No
R3	32.1	L3	56.9	56.9	0.0	5.0	No
R4	28.0	L4	53.5	53.5	0.0	5.0	No
R5	26.1	L5	55.2	55.2	0.0	5.0	No

Source: Noise 2021, Appendix K

Table N-7: Project Operational Nighttime Ambient Noise Level Increases (dBA Leq)

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	27.8	L1	59.7	59.7	0.0	5.0	No
R2	32.5	L2	48.5	48.6	0.1	5.0	No
R3	31.9	L3	48.8	48.9	0.1	5.0	No
R4	27.7	L4	48.9	48.9	0.0	5.0	No
R5	25.8	L5	53.5	53.5	0.0	5.0	No

Source: Noise 2021, Appendix K

Off-Site Traffic Noise. The proposed project would generate traffic related noise from operation. The proposed project provides access from Rowland Lane and Harley Knox Boulevard. The Noise Impact Analysis (Appendix K) describes that if ambient noise levels are below the normally acceptable 70 dBA CNEL compatibility criteria, a readily perceptible 5 dBA or greater noise level increase would be considered a significant impact, and when ambient noise levels are greater than the normally acceptable 70 dBA CNEL land use compatibility criteria, a barely perceptible 3 dBA or greater noise level increase would be a significant impact because the noise level criteria is already exceeded. Modeling of vehicular noise on area roadways was conducted in the Noise Impact Analysis (Appendix K). The tables below provide a summary of the exterior traffic noise levels in the without and with project conditions.

With operation of the project in the opening year 2023 traffic condition, Table N-8 shows that noise would range from 60.3 to 72.4 dBA CNEL. Implementation of the proposed project would generate a noise level increase between 0.2 to 1.2 dBA CNEL on the study area roadway segments, which is less than the most stringent threshold of 3.0 dBA CNEL. Thus, off-site traffic noise impacts from operation of the project would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table N-8: Opening Year Plus Project Off-Site Traffic Noise

ID	Road	Segment	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
			No Project	With Project	Project Addition	Limit	Exceeded?
1	Harvill Av.	s/o Harley Knox Blvd.	60.1	60.3	0.2	5.0	No
2	Harley Knox Blvd.	w/o Harvill Av.	72.0	72.4	0.4	3.0	No
3	Harley Knox Blvd.	e/o Harvill Av.	67.1	68.3	1.2	5.0	No

Source: Noise 2021, Appendix K.

b) Less than Significant Impact.

General Construction

Construction activity can cause varying degrees of ground vibration, depending on the equipment and methods used, the distance to receptors, and soil type. Construction vibrations are intermittent, localized intrusions. The use of heavy construction equipment, particularly large bulldozers, and large loaded trucks hauling materials to or from the site generate construction-period vibration impacts.

The Noise Impact Analysis prepared for the project evaluated construction equipment vibration levels at the closest sensitive receptors. As shown in Table N-9, at the closest sensitive receptor, which is 1,681 feet from the closest edge of project site construction activities, vibration levels are expected to be 0.000 in/sec RMS and would not exceed the County’s threshold of 0.01 in/sec RMS. In addition, the project-related construction vibration levels do not represent levels capable of causing building damage to nearby structures. Therefore, general construction-related vibration impacts would be less than significant.

Table N-9: Construction Equipment Vibration Levels

Receiver	Distance to Const. Activity (Feet)	Receiver Levels (in/sec) RMS					Threshold (in/sec) RMS	Threshold Exceeded?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	1,681'	0.000	0.000	0.000	0.000	0.000	0.01	No
R2	1,916'	0.000	0.000	0.000	0.000	0.000	0.01	No
R3	2,066'	0.000	0.000	0.000	0.000	0.000	0.01	No
R4	2,593'	0.000	0.000	0.000	0.000	0.000	0.01	No
R5	2,696'	0.000	0.000	0.000	0.000	0.000	0.01	No

Source: Noise 2021, Appendix K.

Blasting. As described previously, blasting is not anticipated to occur frequently, occurring at most once per day and up to two days per week during the grading phase of construction. The blasting contractor would be required to obtain blasting permit(s) from the State, and to notify Riverside County Sheriff’s Department within 24 hours of planned blasting events.

The County does not have vibration thresholds related to blasting. Therefore, the Caltrans *Transportation and Construction Vibration Guidance Manual* vibration threshold of 0.5 inches per second (in/sec) is used to assess construction-related blasting impacts at the closest sensitive receivers. Therefore, a 0.5 PPV (in/sec) vibration threshold is used to evaluate the blasting-related vibration levels.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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To provide a conservative approach, this analysis assumes that blasts would occur at the edge of the blasting area (site boundary). As shown on Table N-10, the calculated vibration levels for the worst-case are expected to range from 0.02 to 0.38 in/sec PPV, which would not exceed the vibration threshold 0.5 PPV (in/sec). Therefore, construction-related blasting vibration impacts would be less than significant.

Table N-10: Blasting Vibration Levels at Sensitive Receptors

Receiver Location	Distance to Construction Activity (Feet)	Blasting Levels ¹ Vibration (PPV)	Threshold ² Vibration (PPV)	Threshold Exceeded?
R1	1,681'	0.04	0.5	No
R2	1,916'	0.02	0.5	No
R3	2,066'	0.04	0.5	No
R4	2,593'	0.07	0.5	No
R5	2,696'	0.38	0.5	No

Source: Noise 2021, Appendix K.
² Based on input data provided by California Drilling & Blasting. Calculations are provided in Appendix K for each blast location.
³ Vibration threshold obtained from the Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19.

Operation

The Noise Impact Analysis describes that the County of Riverside has a threshold for vibration of 0.01 in/sec root-mean-square (RMS). 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 frequent potholes in the road). Trucks transiting onsite would be travelling at very low speeds so it is expected that truck vibration impacts at nearby sensitive uses would satisfy the County of Riverside vibration threshold of 0.01 in/sec RMS. Therefore, operational vibration impacts would be less than significant.

Conditions of Approval

Noise: Comply with Ordinance No. 847 Regulating Noise Section 2i, Construction Noise.

Blasting: Prior to permit approval for blasting activities, a site-specific blasting plan shall be developed and approved by the County of Riverside Department of Building and Safety for the project that shall ensure that blasting is only conducted by a licensed blaster that shall design all blasts such that they remain below the significance thresholds identified by the USBM and OSMRE in addition to the permitting requirements of the State of California and Riverside County Sheriff’s Department.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

28. Paleontological Resources

a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Riverside County General Plan Figure OS-8 “Paleontological Sensitivity,” Paleontological Resources Assessment, prepared by Brian F. Smith and Associates, Inc., 2020. (PAL 2020).

a) Less than Significant Impact. The Paleontological Resources Assessment describes that the entire project site is underlain by Cretaceous granitic rocks (biotite-hornblende tonalite) of the Val Verde pluton (Val Verde Tonalite, “Kvt”), which have a low to zero potential for paleontological resources. The Paleontological Resources Assessment describes that the site is mapped by the County of Riverside Land Information Systems as being half within an area of low potential and half within an area of high potential for paleontological resources. However, other geologic mapping (Morton, 2001) is more accurate, depicting the project as underlain entirely by granitic rocks of the Val Verde pluton, which is evidenced by the rocks and boulders on the site. The Paleontological Resources Assessment describes that the likelihood of discovering fossils in granitic rocks is nil.

In addition, the record searches completed as part of the Paleontological Resources Assessment included the Los Angeles County Natural History Museum (LACM), the San Bernardino County Museum (SBCM), the University of California Museum of Paleontology in Berkeley (UCMP), and primary literature did not identify any previously recorded fossil localities within the project boundaries, or within a one-mile radius of the site. The closest known fossil localities are from Pleistocene older alluvial deposits located approximately eight miles east of the project site, near the Lakeview Hot Springs area on the southeast side of the Perris Reservoir. Fossil vertebrates collected from these localities included mammoths, extinct horses, and extinct bison (SBCM localities 5.3.151 and 5.3.153). Due to the lack of local previously identified resources within the area and the site being underlain by granitic rocks of the Val Verde pluton the project is not anticipated to impact paleontologically sensitive deposits. Therefore, impacts related to paleontological resources would be less than significant.

Conditions of Approval: No condition of approval

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

POPULATION AND HOUSING Would the project:

29. Housing

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Riverside County General Plan Housing Element, California Employment Development Department Labor Market info (EDD 2021), U.S. Census Factfinder (Census Factfinder 2021).

a) No Impact. The project site is undeveloped and does not contain any housing and has not been historically used for housing. The project site has a General Plan land use designation of Light Industrial uses (LI) and has a zoning classification of Industrial Park (I-P) and Manufacturing Medium (M-M) that does not provide for residential development. Thus, the project would not displace any housing and would not necessitate the construction of replacement housing. As a result, no impact would occur.

b) Less than Significant Impact. The proposed project would develop a 239,308 square-foot industrial warehouse. For purposes of analysis, employment estimates were calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimates that Light Industrial (LI) businesses would employ one worker for every 1,030 square feet of building area. Thus, the project would generate the need for approximately 233 employees, which are anticipated to come from the region, as the unemployment rate of Riverside County was 4.7 percent in June 2019. Similarly, the unemployment rates for the City of Perris was 4.1 percent, City of Hemet was 5.1 percent, City of Moreno Valley was 3.8 percent, and the City of Menifee was at 3.6 percent (State Employment Development Department, October 2019). Note these values were prior to the massive job losses associated with the COVID-19 pandemic that began in 2020. In comparison, in June 2021 the unemployment rate of the County was 7.9 percent, the City of Perris was 9.8 percent, City of Hemet was 11 percent, City of Moreno Valley was 9 percent, and the City of Menifee was at 8.1 percent (State Employment Development Department, July 2021). Thus, it is anticipated that new employees at the project site would be within commuting distance and would not generate needs for any housing.

In addition, should project employees relocate to work at the proposed project, sufficient vacant housing is available within the region to fill the project's need. The County of Riverside had a vacancy rate of 13 percent in January 2021. The vacancy rate for the City of Perris was 6.4 percent, City of Hemet was 13.2 percent, City of Moreno Valley was 6.1 percent, and the City of Menifee was at 6.5 percent, in January 2021 (State Department of Finance 2021). Thus, the proposed project would not create a demand for any housing, including housing affordable to households earning 80 percent or less of the County's median income; impacts would be less than significant.

c) Less than Significant Impact. As described above, employees that would work at the proposed project are anticipated to come from the region, due to the steady unemployment rate. Any new employees to the region that would work at the proposed project would be accommodated by the existing vacant housing in the region. Furthermore, the project site has been planned for light industrial uses. As a result, growth related to development of the project site for employment generating uses is included in County General Plan planning projections. Thus, direct impacts related to population growth in an area would be less than significant. In addition, the proposed project does not include the extension of roads or other infrastructure. The project would be served by the adjacent roadway system, and utilities would be provided by the existing infrastructure that is located in adjacent roadways. Therefore, the proposed project would not extend roads or other infrastructure that could indirectly induce population growth. Overall, direct and indirect impacts related to population growth would be less than significant.

Conditions of Approval: No conditions of approval related to population and housing are required.

Mitigation: No mitigation is required.

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

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

30. Fire Services

Source(s): Riverside County General Plan Safety Element, Riverside County Fire Department website (rvcfire.org).

Less than Significant Impact. The project site is located within 6.3 miles of the two Riverside County Fire Stations, listed below:

- Riverside County Station 59, located at 21510 Pinewood Street, 4.1 miles from the project site
- Riverside County Station 1, located at 210 West San Jacinto Avenue, 6.3 miles from the project site

Implementation of the proposed project would be required to adhere to the California Fire Code, as included in the Riverside County Ordinance No. 787, Fire Code and would be reviewed by the County’s Department of Building and Safety to ensure that the project plans meet the fire protection requirements.

The new industrial warehouse and increase in 233 employees that would occur from implementation of the proposed project would result in an incremental increase in demand for fire protection and emergency medical services. However, as there are two existing fire stations within 6.3 miles of the project site that currently serve the project vicinity. The closest station is 4.1 miles from the site. The increase in fire service demands from the project would not require construction of a new or physically altered fire station that could cause environmental impacts. Therefore, impacts related to fire protection services would be less than significant.

In addition, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for fire facilities for every acre of new industrial use. Overall, impacts related to fire services would be less than significant.

31. Sheriff Services

Source(s): Riverside County General Plan, Riverside County Sheriff Department website (www.riversidesheriff.org).

Less than Significant Impact. The project site is located 6.4 miles from the Riverside County Sherriff Station in the City of Perris (137 N. Perris Boulevard), which currently serves the project region. The proposed project would result in additional onsite employees and goods that could create the need for sheriff services. Crime and safety issues during project construction may include: theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Operation of the industrial warehouse may generate a typical range of sheriff service calls, such as burglaries, thefts,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and employee disturbances. However, to reduce the need for law enforcement services, security concerns are addressed in the project design by providing low-intensity security lighting and security cameras. Pursuant to the County's existing permitting process, the Sheriff's Department would review and approve the site plans to ensure that crime prevention and emergency access measures are incorporated appropriately to provide a safe environment.

Although an incremental increase could occur from implementation of the project, the need for law enforcement services from the project would not result in the need for new or physically altered sheriff facilities. Thus, impacts related to sheriff services would be less than significant.

In addition, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for sheriff facilities per every acre of new and industrial use. Overall, impacts would be less than significant.

32. Schools

Less than Significant Impact. The project would develop and operate an industrial warehouse facility that would not directly generate students. As described previously, the proposed project is not anticipated to generate a new population, as the employees needed to operate the project are anticipated to come from within the project region due to the steady unemployment rate; and substantial in migration of employees that could generate new students is not anticipated to occur. As required by all projects within the County, the proposed project is required to pay School Mitigation Impact fees. Impacts would be less than significant.

33. Libraries

Less than Significant Impact. The project would develop and operate an industrial warehouse facility that would not generate a substantial new population that would utilize libraries. As described previously, the employees needed to operate the proposed project are anticipated to come from the project region and commute to the project site, due to the steady unemployment rate; and substantial in migration of employees that could generate substantial usage of library facilities is not anticipated to occur. Therefore, impacts would be less than significant.

Additionally, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for library facilities per every acre of new industrial use.

34. Health Services

Less than Significant Impact. The project would develop and operate an industrial warehouse facility that would not directly generate a substantial new population that would need health services. As described previously, the employees needed to operate the proposed project are anticipated to come from the project region and commute to the project site, due to the steady unemployment rate; and substantial in migration of employees that could generate substantial need for health services is not anticipated to occur. Therefore, impacts would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Conditions of Approval

Ordinance No. 659. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development projects, and it establishes the authorized uses of the fees collected.

Schools. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the Val Verde Unified School District related to the funding of school facilities pursuant to Government Code Section 65995 et seq.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees), Riverside County Community & Cultural Services Division, County Service Areas, Mead Valley, <https://rivcoccsd.org/csa/>

a) Less than Significant Impact. The proposed project would develop and operate an industrial warehouse facility, and the project does not include development of recreational facilities. However, the project does include installation of landscaping, an 8-foot-wide multipurpose decomposed granite trail, and a 5-foot-wide meandering sidewalk within the 21-foot-wide frontage of the site along Harley Knox Boulevard. As described previously, the proposed project is not anticipated to result in an influx of new residents, as the employees needed to operate the project are anticipated to come from the unemployed labor force in the surrounding area. Thus, the proposed project would not generate a substantial population that would require construction or expansion of recreational facilities, and impacts would be less than significant.

b) Less than Significant Impact. As described previously, the proposed project would develop and operate an industrial warehouse facility, which would not result in an influx of new residents, as the employees needed to operate the project are anticipated to come from the unemployed labor force in

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the region. Thus, the proposed project would not generate a substantial population that would generate significant use of existing neighborhood or regional parks and recreation facilities, such that substantial physical deterioration would occur or be accelerated, and impacts would be less than significant.

In addition, as described above, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for park and recreation facilities per every acre of new industrial use.

c) No Impact. The project site is not located within a CSA or recreation park district with a Community Park and Recreation Plan. Thus, no impacts related to a park district or recreation plan would occur from implementation of the proposed project

36. Recreational Trails

a) Include the construction or expansion of a trail system?

Source(s): Riverside County General Plan Figure C-6 Trails and Bikeway System, Mead Valley Area Plan Figure 8 Trails and Bikeway System.

a) Less than Significant Impact. The proposed project would develop and operate an industrial warehouse facility. As described previously, the project includes installation of landscaping, an 8-foot-wide multipurpose decomposed granite trail, and a 5-foot-wide meandering sidewalk within the 21-foot-wide frontage of the site along Harley Knox Boulevard.

The proposed project is not anticipated to result in an influx of new residents, as the employees needed to operate the proposed industrial warehouse facility is anticipated to come from the unemployed labor force in the region. Thus, the proposed project would not generate a substantial population that would use or require recreational trails, and impacts would be less than significant.

Conditions of Approval

Modified Standard 405: Provision of the following within the 21-foot-wide parkway along the Harley Knox Boulevard frontage of the project site:

- a. A 5-foot-wide meandering concrete sidewalk
- b. Driveways shall be constructed in accordance with County Standard No. 207(A), Ordinance 461.
- c. A 8-foot-wide decomposed granite (dg) multipurpose trail with PVC split rail fence, per a modified Std. 405 trail width and location to match up to existing trail and rail east of the project boundary.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION Would the project:				
37. Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<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"/>

Source(s): Riverside County General Plan Circulation Element; Mead Valley Area Plan; Traffic Impact Analysis, prepared by EPD Solutions, 2021 (EPD 2021) (Appendix L), VMT Analysis, prepared by EPD Solutions, 2021 (EPD 2021) (Appendix M).

Traffic Threshold

Chapter 4 of the Riverside County General Plan, Circulation Element, prescribes a Level of Service (LOS) target of LOS C for all intersections in the County, except for intersections within designated Area Plans. Mead Valley Area Plan is one of those Area Plans designated for a LOS target of LOS D. The project site is within the Mead Valley Area; therefore, a LOS target of LOS D has been used in the traffic analysis. A deficiency would occur if the project causes an intersection to deteriorate from acceptable LOS (LOS D or better) to an unacceptable LOS (LOS E or F). At an intersection already operating at LOS E or F in the baseline condition, a project impact would occur if the project adds any delay to an intersection already operating at an unacceptable LOS.

However, automobile delay, as described solely by LOS or similar measure of traffic congestion, is no longer considered a significant impact under CEQA, except in locations specifically identified in the Guidelines (Pub. Resources Code, § 21099(b)(2)). CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Given the discussion above, the LOS analysis is utilized to describe the project effect on local intersection operations and project consistency with the General Plan Circulation Element and Mead Valley Area Plan requirements.

Traffic Study Area and Existing Conditions

The roadways included in the traffic study area include Harley Knox Boulevard, Decker Road, and Harvill Avenue. To identify the existing traffic conditions, traffic counts at the study intersections were conducted on Tuesday, June 16, 2021. As shown in Table T-1, all of the study intersections operate at satisfactory LOS C or better during the weekday a.m. and p.m. peak hours under existing conditions.

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

Table T-1: Existing Peak Hour Levels of Service

Intersection	Signal Control	AM Peak		PM Peak	
		Delay ¹	LOS ²	Delay ¹	LOS ²
1. Decker Road/Harley Knox Boulevard	AWSC	7.0	A	6.9	A
2. Driveway 3/Harley Knox Boulevard	TWSC	-	-	-	-
3. Harvill Ave/Harley Knox Boulevard	Signal	25.8	C	21.0	C

Source: EPD, 2021 (Appendix L). TWSC = Two-Way Stop Controlled
¹ Delay in Seconds; ² Level of Service

a) Less than Significant Impact.

Operation

Table T-2 identifies the number of trips that would be generated by the project. The trip generation is broken out by vehicle type and passenger car equivalent (PCE) factors are applied to the truck trips to determine the PCE trip generation. Passenger car equivalent factors account for the additional roadway capacity utilized by trucks due to their larger size, slower acceleration and reduced maneuverability when compared to passenger cars. As shown, the project would generate 659 daily trips including 37 AM peak hour and 47 PM peak hour trips.

Table T-2: Estimated Project Trip Generation

Land Use	Units	AM Peak Hour				PM Peak Hour		
		Daily	In	Out	Total	In	Out	Total
Trip Rates								
Fulfillment Center ¹		2,129	0.099	0.023	0.122	0.064	0.101	0.165
Cars	TSF	1,750	0.083	0.020	0.103	0.056	0.088	0.144
2-4 Axle	TSF	0.162	0.006	0.002	0.008	0.004	0.007	0.011
5 Axle	TSF	0.217	0.009	0.002	0.011	0.004	0.006	0.010
Proposed Project Trip Generation (Total Vehicles)								
Project Fulfillment Center	239,308 TSF	509	24	6	29	15	24	39
Vehicle Mix²								
	Percent							
Passenger Vehicles		419	20	5	25	13	21	34
2-Axle Trucks		13	1	0	1	0	1	1
3-Axle Trucks		13	1	0	1	0	1	1
4+-Axle Trucks		65	3	1	3	1	2	3
		509	24	6	29	15	24	39
PCE Trip Generation³								
	PCE Factor							
Passenger Vehicles	1.0	419	20	5	25	13	21	34
2-Axle Trucks	1.5	19	1	0	1	0	1	1
3-Axle Trucks	2.0	26	1	0	1	1	1	2
4+-Axle Trucks	3.0	195	8	2	10	4	6	10
Total PCE Trip Generation		659	30	7	37	18	29	47

Source: EPD, 2021 (Appendix L)
 TSF = Thousand Square Feet
 PCE = Passenger Car Equivalent

¹ Trip rates from TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2019. In/Out splits from the Institute of Transportation Engineers, *Trip Generation, 10th Edition, 2017*. Land Use Code 155 - High-Cube Fulfillment Center Warehouse.

² Vehicle Mix from TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2019. 2-4 Axle trucks were separated out, assuming equal amount of each.

³ Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Opening Year Plus Project: Opening Year Baseline (2023) traffic volumes were developed by applying a growth rate of two percent per year to the existing (2021) traffic volumes and adding traffic generated by 19 other approved and pending development projects in the vicinity of the proposed project. As shown in Table T-3, all of the intersections are forecast to operate at satisfactory LOS D or better in the opening year plus project condition. Therefore, impacts would be less than significant.

Table T-3: Opening Year (2023) Plus Project Conditions

Intersection	Opening Year				Opening Year plus Project				Impact?	
	AM Peak		PM Peak		AM Peak		PM Peak		AM	PM
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1. Decker Rd/Harley Knox Blvd	8.1	A	8.5	A	8.4	A	9.2	A	No	No
2. Driveway/Harley Knox Blvd	-	-	-	-	9.2	A	10.9	B	No	No
3. Harvill Ave/Harley Knox Blvd	33.8	C	27.6	C	33.9	C	36.1	D	No	No

Source: EPD, 2021 (Appendix L)

Construction

Construction activities of the project would generate vehicular trips from construction workers traveling to and from project site, delivery of construction supplies and import materials to, and export of debris from the project site. However, these activities would only occur for a period of 18 months. As shown in Table T-3, all study intersections are forecast to continue to operate at satisfactory LOS D or better in the Opening Year Plus Project condition during the weekday a.m. and p.m. peak hours with the addition of the project’s operational trips of 659 new net daily PCE trips, with 37 a.m. peak hour trips, and 47 p.m. peak hour trips. The increase of trips during construction activities would be limited and would not exceed the number of operational trips. Therefore, deficiencies from the short-term vehicle trips from construction of the project would be less than significant.

b) Less than Significant Impact. Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

The County of Riverside Transportation Department’s *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled* were adopted in December 2020 and contain the following screening thresholds to assess whether further VMT analysis is required. If the project meets any of the following screening thresholds, then the VMT impact of the project is considered less than significant and further VMT analysis is not required.

1. Small Projects: This applies to projects with low trip generation (110 trips per day), or projects that have GHG emissions that are less than 3,000 metric tons of Carbon Dioxide Equivalent (MTCO_{2e}) per year.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2. Projects Near High Quality Transit: Projects which are located within a Transit Priority Area (TPA) are presumed to have a less than significant impact on VMT and therefore would not need to prepare a full VMT analysis.
3. Local Serving Retail: Retail that does not exceed 50,000 sf
4. Affordable Housing: Residential Projects that have a high percentage of affordable housing.
5. Local Essential Services: Projects that include Day Care, Public School, and Police or Fire facilities.
6. Map Based Screening: Areas of development that is under threshold as shown on a screening map.
7. Redevelopment projects: Projects that replace existing land uses with an existing VMT that is higher than the proposed project.

The project meets the first screening threshold for a small project because it would generate less than 3,000 MTCO₂e per year from project operation. The California Emissions Estimator Model (CalEEMod) land use emission model with trip rates from the TUMF High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) that are higher than the ITE 10th Edition rate for High Cube Warehouse identifies that the project would generate 2,891 MTCO₂e annually (Table T-4), less than the 3,000 MTCO₂e screening threshold. Therefore, the project would meet the small project screening criteria, and project impacts related to VMT are presumed to be less than significant.

Table T-4: Project Operational GHG Emissions

Activity	Annual GHG Emissions (MTCO ₂ e)
Area	0
Energy	169
Auto Mobil	820
Truck Mobil	1,530
Waste	114
Water	258
Total Project Gross Operation Emissions	2,891
Significance Threshold	3,000
Threshold Exceeded?	No

Source: VMT Analysis, EPD, 2021 (Appendix M)

c) No Impact. The proposed project includes only an industrial warehouse facility. There are no proposed uses that would be incompatible. The project would also not increase any hazards related to a design feature. Operation of the proposed project would involve trucks entering and exiting the project site from Rowland Lane for access to the loading bays and trailer parking on the southern portion of the project site via a 69-foot-wide driveway that is designed to accommodate trucks. Passenger vehicles would enter and exit the site using a separate driveway on a driveway on Rowland Lane and a driveway on Harley Knox Boulevard. The onsite circulation design prepared for the project provides fire truck accessibility and turning ability throughout the site. Thus, no impacts related to vehicular circulation design features would occur from the proposed project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) No Impact. The proposed project would not result in the altered need for road maintenance; however, as described above, the proposed project would generate 659 new daily PCE trips, which would contribute to the need for regular maintenance of roads. To provide for public facility maintenance needs, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for road improvements and maintenance, which are levied per every acre of new industrial use. In addition, the taxes generated from the proposed uses on the project site would support regular road maintenance. Thus, the project would provide funding for future roadway maintenance needs, and impacts would not occur.

e) Less than Significant Impact. As described in Response 37 A, construction activities of the project would generate vehicular trips from construction workers traveling to and from the project site, delivery of construction supplies and import materials to, and export of debris from the project site. However, these activities would only occur for a period of 18 months. The increase of trips during construction activities would be limited and are not anticipated to exceed the number of operational trips, which as detailed previously, would not result in a significant impact related to traffic. Therefore, the short-term vehicle trips from construction of the project would be less than significant.

f) No Impact.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction of the project driveways along Rowland Lane and Harley Knox Boulevard, the roadways would remain open to ensure adequate emergency access to the project area and vicinity, and impacts related to inadequate emergency access during construction activities would not occur.

Operation

Operation of the proposed project would also not result in inadequate emergency access or access to nearby uses. Direct access to the project site would be provided from Rowland Lane and Harley Knox Boulevard, which are adjacent to the project site. The project is also required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the County Municipal Code and the Riverside County Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in the International Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, the proposed project would not result in inadequate emergency access or access to nearby uses, and no impacts would occur.

Conditions of Approval

Ordinance No. 659. Listed previously in 34.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
38. Bike Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Include the construction or expansion of a bike system or bike lanes?				

Source(s): Riverside County General Plan

a) Less than Significant Impact. The proposed project would develop and operate an industrial warehouse facility and does not include the construction or expansion of a bike system or bike lanes. As described previously, the proposed project is not anticipated to result in an influx of new residents, as the employees needed to operate the proposed industrial warehouse facility is anticipated to come from the unemployed labor force in the region. Thus, the proposed project would not generate a substantial population that would use or require a bike system or bike lanes, and impacts would be less than significant.

As described previously, the project includes installation of landscaping, an 8-foot-wide multipurpose decomposed granite trail, and a 5-foot-wide meandering sidewalk within the 21-foot-wide frontage of the site along Harley Knox Boulevard. The new multipurpose trail would connect to the existing trail that currently ends at the site boundary. Thus, the project would assist in completion of the currently segmented bicycle circulation, as part of roadway and site frontage improvements. Therefore, impacts would be less than significant.

Conditions of Approval

Modified Standard 405. Listed previously in 35.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

39. Tribal Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?				
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Phase I Cultural Resources Assessment, prepared by Brian F. Smith and Associates, Inc., 2021 (CULT 2021) (Appendix E) and Government to Government Tribal consultations detailed herein.

a) Less than Significant Impact with Mitigation Incorporated. Changes in the California Environmental Quality Act, effective July 2015, require that the County address a new category of cultural resources – tribal cultural resources – not previously included within the law’s purview. Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

Public Resources Code section 21074 (a)(1)(A) and (B) defines tribal cultural resources:

- 1) “Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and meets either of the following criteria: 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
- 2) A cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

According to Public Resources Code (PRC) Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

- 1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
- 2) Associated with the lives of persons important to local, California or national history;
- 3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
- 4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

As detailed in Response b) below, during the AB 52 consultation, the Pechanga Band, Agua Caliente Band of Cahuilla Indians, and Soboba Band provided information that the project site is within a Traditional Cultural Property which is a Cultural Landscape and is therefore considered a Tribal Cultural resource. The Tribes requested tribal monitoring, avoidance of resources, and that the applicant provide an area for relocation of the milling features that are located on the site, and a reburial area for any artifacts that may be found during grading.

Thus, Mitigation Measures CUL-1 and TCR-1 are included to require coordination with monitoring tribes in preparation of a CRMP and provide a Native American Monitor be present during ground disturbing activities. Mitigation Measure TCR-2 requires the project to halt ground disturbance activities within 100 feet of finding a potential resource. Also, Mitigation Measures TCR-3 and TCR-4 requires the project to include an area to be used for Bedrock Milling feature relocation and resource reburial to reduce impacts

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to contributing elements of the landscape, as identified by the tribes. With the inclusion of these mitigation measures, impacts to Tribal Cultural Resources would be less than significant.

b) Less than Significant Impact with Mitigation Incorporated. Assembly Bill (AB) 52 requires meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources (TCRs). TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). To identify if any tribal cultural resources are potentially located within the project site, a Sacred Lands File search was requested from the California Native American Heritage Commission (NAHC) on August 12, 2020 as part of preparation of the Phase I Cultural Resources Assessment (Appendix D). The NAHC responded on August 13, 2020 stating that there are no known sacred lands within a 1-mile radius of the project site and requested that 21 Native American tribes or individuals be contacted for further information regarding the general area vicinity. Thus, as part of preparation of the Phase I Cultural Resources Assessment, letters were sent on August 13, 2020 to these individuals and two responses were received, of which two Native American tribes, Quechan Tribe of the Fort Yuma Reservation and the Santa Rosa Band of Cahuilla Indians, who both indicated that they had no concerns.

In compliance with Assembly Bill 52 (AB 52), the County mailed notices regarding this project to all requesting tribes on August 03, 2021. No response was received from the Ramona Band of Cahuilla, Pala Band of Mission Indians, Morongo Band of Mission Indians, Santa Rosa Band, Cahuilla Band of Indians or the Colorado River Indian Tribes.

The Pechanga Band, Rincon Band, Soboba Band and Agua Caliente Band all responded and requested consultation. The Rincon band of Luiseno Indians requested to consult in a letter dated September 02, 2021. The band was provided the Phase I Cultural Resources Assessment and the project Conditions of Approval on September 03, 2021. After reviewing these materials, Rincon concluded consultation on September 28, 2021.

The Pechanga Band responded in an email dated September 02, 2021. The Phase I Cultural Resources Assessment and the project Conditions of Approval was provided to the Tribe and consultation was conducted on October 08, 2021. The Tribe provided information that the project site is within a Traditional Cultural Property which is a Cultural Landscape and is therefore considered a Tribal Cultural resource. The group provided no information regarding specific impacts; however, requested that the applicant provide an area for relocation of the milling features that are located on the site, and also a reburial area for any artifacts that may be found during grading.

The Agua Caliente Band of Cahuilla Indians responded in an email letter dated September 02, 2021. The Phase I Cultural Resources Assessment and the Conditions of Approval were provided to the tribe AB 52 consultation occurred on October 05, 2021. Agua Caliente identified a Tribal Cultural Resource that includes the area in which the project site is situated. The resource is a landscape which consist of a complex of multiple contributing cultural locations and archaeological sites. The complex was identified during the Mid County Parkway project TCP study and is now named the Southern March Air Force Base Complex. The archaeological sites within the complex are comprised of numerous bed rock milling features and complexes, bedrock mortars, rock art and rock art panels, lithic scatters, rock shelters, and is considered a Tribal Cultural Resource and Traditional Cultural Property to the Agua Caliente Band of Cahuilla Indians. This landscape level Tribal Cultural Resource is extremely significant

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to the history of the Tribe. It is tangible evidence of the ancestors' ability to prosper in an unpredictable environment, a focus on subsisted acquisition, their resiliency in a harsh place, and exhibits reciprocity with adjacent tribal communities. Agua Caliente Cahuilla were an integral part of the natural world, tended the land through a reciprocal relationship with the land, as the Tribal Cultural Resource includes ethnobotanical food sources such as plants, berries, seeds and nuts, animals, and other naturally occurring resources. Agua Caliente recommend that to mitigate impacts to the TCR, that an approved Agua Caliente monitor be present during ground disturbing activities. Consultation was concluded on October 05, 2021.

The Soboba Band requested consultation in a letter dated August 17, 2021. The Phase I Cultural Resources Assessment and the Conditions of Approval were provided to the Tribe. Consultation was conducted during an in-person meeting held on September 08, 2021. During this meeting Soboba provided information that the project site is situated within a Traditional Cultural Landscape and as such is considered a Tribal Cultural Resource. Soboba recommended avoidance of any cultural resources and that a Native American monitor be present during ground disturbing activities. Soboba concluded consultation on the same day.

All of the consulting tribes expressed concerns that the project has the potential for uncovering subsurface tribal cultural resources. The tribes request that a Native American monitor be present during ground disturbing activities so any unanticipated finds would be handled in a timely and culturally appropriate manner. Based on information provided by the consulting tribes, Mitigation Measures CUL-1 and TCR-1 are included to require that a Native American Monitor be present during ground disturbing activities. Mitigation Measure TCR-2 requires the project to halt ground disturbance activities within 100 feet of finding a potential resource. The project would also be required to adhere to State Health and Safety Code Section 7050.5 in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Additionally, pursuant to 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 their disposition has been made. Also, CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during Project construction. Mitigation Measure CUL-1 provides for a CRMP that would provide procedures to be followed should any unanticipated tribal cultural resources be identified during ground disturbing activities.

In addition, in response to the Tribe requests, Mitigation Measures TCR-3 and TCR-4 requires the project to include an area to be used for Bedrock Milling feature relocation and resource reburial to reduce impacts to contributing elements of the landscape, as identified by the tribes. With the inclusion of these mitigation measures, impacts to Tribal Cultural Resources would be less than significant.

Standard Conditions of Approval

Human Remains. Listed previously in Cultural Resources, Item 9, Archaeological Resources.

Mitigation

Mitigation Measure TCR-1: Native American Monitor. Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, 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,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) 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.

Mitigation Measure TCR-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.

Mitigation Measure TCR-3: Environmental Constraints Sheet. Prior to issuance of grading permits: the developer/ applicant shall provide evidence to the Riverside County Planning Department that an Environmental Constraints Sheet has been included in the Grading Plans. This sheet shall indicate an area to be used for relocation of the bedrock milling features that cannot be avoided by this project. In addition, a permanent space within this area shall be predetermined and designated on a confidential map for reburial of any artifacts that will be impacted and/or discovered during grading.

Mitigation Measure TCR-4: Bedrock Milling Features. The bedrock milling features (Site(s) RIV-5386/5387/RIV-12,941, RIV-7465, and RIV-7549) cannot be avoided through project redesign. Prior to grading permit issuance, the Project Supervisor and Project Archaeologist and a representative from the consulting Tribe(s) shall meet onsite to commence relocating of the milling features to a permanent open space area that shall be 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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to document the new location of each feature. The relocation information shall be included in the Phase IV Monitoring Report.

Monitoring: Native American Monitoring will be conducted by a representative from the consulting tribe(s). Prior to the issuance of the first grading permit, the applicant shall provide a letter to the County Planning Department, or designee identifying that the agreement for the Native American monitor for activities detailed in TCR-1 (Native American Monitor) and TCR-2 (Unanticipated Resources) has been completed. Prior to the issuance of the first grading permit, the applicant shall provide an Environmental Constraints Sheet included in the Grading Plans and a confidential map showing the relocation plan or the milling features.

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

Source(s): Eastern Municipal Water District 2020 Urban Water Management Plan (UWMP 2020). Eastern Municipal Water District Sanitary Sewer System Planning & Design Guide (EMWD 2006). Accessed: https://www.emwd.org/sites/main/files/file-attachments/emwdsewer_system_design.pdf. Eastern Municipal Water District Water System Planning & Design Principal Guidelines Criteria (EMWD 2007) Accessed: https://www.emwd.org/sites/main/files/file-attachments/emwdwater_system_design.pdf. EWMD Perris Valley Regional Water Reclamation Facility Factsheet, January 2021 (EMWD 2021). Accessed: <https://www.emwd.org/sites/main/files/file-attachments/pvrwrfactsheet.pdf?1620227213>

a) Less than Significant Impact.
Water Infrastructure

The proposed project would develop the site for a new industrial warehouse facility. Existing 12-inch water lines are located in Harley Knox Boulevard and Decker Road. The proposed project would connect to the existing water infrastructure, and existing off-site water infrastructure would not be required to be constructed to serve the proposed project. Installation of the onsite water infrastructure and connection to the existing water supply lines is part of construction of the proposed project would not result in any physical environmental effects beyond those described throughout this document.

The Eastern Municipal Water District (EMWD) provides water supplies to the project area. In addition to treated water that is delivered to EMWD by the Metropolitan Water District, EMWD operates two microfiltration plants that filter raw imported water to achieve potable water standards. The two treatment plants, the Perris Water Filtration Plant and the Hemet Water Filtration Plant, are located in Perris and Hemet, respectively. These two water treatment plants provide a portion of the water supplied by EMWD (UWMP 2020). Because the site's proposed use is consistent with the existing land use designation, the project's water demand projection is included in the UWMP and the EMWD would have sufficient water supplies and has adequate planned infrastructure to serve the project from existing entitlements/resources. Therefore, no new or expanded water treatment facilities would be required as

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a result of the proposed project and impacts related to water infrastructure would be less than significant.

Wastewater Treatment

The proposed project would develop and operate a new industrial warehouse facility that would generate wastewater. An existing 8-inch sewer line is located in Harley Knox Boulevard. The project would connect to the existing sewer infrastructure and would not require relocation or construction of new or expanded offsite sewers to serve the proposed project. Installation of the onsite sewer infrastructure and connection to the existing offsite sewers is part of construction of the proposed project would not result in any physical environmental effects beyond those described throughout this document.

EMWD has four wastewater treatment facilities located throughout its service area that are interconnected to provide for operational flexibility, improved reliability, and deliveries of recycled water. The Perris Valley Regional Water Reclamation Facility is closest to the project site and serves the project area. The facility has a treatment capacity of 22 million gallons per day (mgd), and currently has a typical daily flow of 15.5 mgd. In addition, the facility has a planned ultimate capacity of 100 mgd (EMWD 2021).

Industrial uses generate approximately 1,700 gpd per acre of wastewater for light industrial land uses, and thus, the proposed project would generate approximately 25,840 gallons of wastewater per day (1,700 gpd per acre × 15.2 acres = 25,840 gpd) (EMWD, 2006, Table 1). Under existing conditions, the Perris Valley Regional Water Reclamation Facility has an excess treatment capacity of approximately 6.5 mgd (EMWD 2021). Implementation of the project would utilize approximately 0.004 percent of the Perris Valley Regional Water Reclamation Facility daily excess treatment. Thus, the wastewater treatment plant has ample capacity, and the project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations) to serve the proposed project. Impacts related to wastewater infrastructure would be less than significant.

Stormwater Drainage

The project includes installation of an onsite drainage system that would route storm water runoff to a bio-retention basin that would be developed on the east side of the project site that would filter, retain, and slowly discharge drainage into the storm drain within Harley Knox Boulevard. The existing off-site drainage systems is designed and sized appropriately and would be able to accommodate the proposed project. Thus, the project would not require or result in the relocation or construction of new or expanded off-site drainage systems. The proposed onsite stormwater drainage infrastructure is included as part of the construction of the proposed project and would not result in any physical environmental effects beyond those identified in other sections of this document. Therefore, impacts related to drainage infrastructure would be less than significant.

b) Less than Significant Impact. Water supplies to the project site are provided by EMWD, which serves 555 square miles of western Riverside County (UWMP 2020). In 2020, EMWD had a retail water demand of 84,673-acre feet (AF), and projects a retail demand of 102,600 AF in 2025, which is a 21 percent increase. The UWMP projects continued growth in retail demand through 2045, when demand is projected to be 123,000 AF (UWMP 2020). The UWMP identified increases in imported water to meet this increase in demand. The UWMP details the District’s reliable and drought-resilient water supply capable of meeting projected demands over the next 25 years and beyond (UWMP 2020). The UWMP specifically describes that industrial developments are proposed around I- 215 and other main transportation corridors. Much of the proposed growth consists of large warehouse projects (such as

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the proposed project) with minimal water demand. As much as feasible, EMWD will meet the needs of high-water demand industrial customers with recycled water (UWMP page 4-4). To ensure that planning efforts for future growth are comprehensive, the Urban Water Management Planning Act requires water purveyors to incorporate regional projections and land uses in UWMPs.

The project site has a General Plan Land Use designation of Light Industrial. The 2020 UWMP identifies water supply and retail demands through 2045 (123,000 AF) and indicates it would be able to meet all of the anticipated water supply needs. The proposed project is consistent with the land use designations for the site, and therefore the existing growth projections included in the UWMP. Also, County Ordinance No. 859 requires compliance with the County's Water Efficient Landscape Ordinance. Therefore, the proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant.

41. Sewer	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Eastern Municipal Water District 2020 Urban Water Management Plan (UWMP 2020). Eastern Municipal Water District Sanitary Sewer System Planning & Design Guide (EMWD 2006). Accessed: https://www.emwd.org/sites/main/files/file-attachments/emwdsewer_system_design.pdf. Eastern Municipal Water District Water System Planning & Design Principal Guidelines Criteria (EMWD 2007) Accessed: https://www.emwd.org/sites/main/files/file-attachments/emwdwater_system_design.pdf.

a) Less than Significant Impact. As described previously, the proposed project would develop and operate a new industrial warehouse facility that would generate an increase in wastewater generated from the project site. The project would connect to the existing sewer infrastructure and would not require relocation or construction of new or expanded offsite sewers to serve the proposed project. Installation of the onsite sewer infrastructure and connection to the existing offsite sewers is part of construction of the proposed project would not result in any physical environmental effects beyond those described throughout this document.

EMWD provides wastewater treatment to the project area. EMWD has four wastewater treatment facilities located throughout its service area that are interconnected to provide for operational flexibility and reliability. As discussed above, the Perris Valley Regional Water Reclamation Facility is closest to the project site and has ample capacity to serve the project. Thus, the project would not require expansion to serve the proposed project and impacts related to wastewater infrastructure would be less than significant.

b) No Impact. As described in previous response 40a, under existing conditions, the Perris Valley Regional Water Reclamation Facility has an excess treatment capacity of approximately 6.5 mgd. Implementation of the project would utilize approximately 0.004 percent of the Perris Valley Regional

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Water Reclamation Facility daily excess treatment capacity. Therefore, the proposed project would not result in impacts related to wastewater treatment plant capacity.

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

Source(s): Riverside County General Plan, CalRecycle Facility Database, accessible at: <https://www2.calrecycle.ca.gov/SWFacilities/Directory/>.

a) Less than Significant Impact. The closest landfill to the project site that is permitted to operate into the future is the El Sobrante Sanitary Landfill, which is located at 10910 Dawson Canyon Road and is approximately 20 miles from the project site. The landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051 (CalRecycle 2021). In June 2021, the landfill averaged 10,861 tons per day (CalRecycle 2021); thus, having an average capacity for 5,193 additional tons of daily solid waste.

The CalEEMod solid waste generation rate for general light industrial land use is 1.24 tons per year per 1,000 square feet. The 239,308 square foot industrial warehouse building would generate approximately 1,902 pounds per day, or 11,413 pounds of solid waste per week (based on a six-day work week).

Recycling requirements require diversion of 75 percent of solid waste away from landfills, the proposed project would result in 475.54 pounds of solid waste per day (2,853 pounds [1.43 tons] per week), which is within the existing available permitted capacity of the El Sobrante Sanitary Landfill. Therefore, the existing landfill has sufficient capacity to accommodate the project's solid waste disposal need, and impacts would be less than significant.

b) No Impact. The proposed project would comply with all regulations related to solid waste. All construction would be required to divert 65 percent of construction waste and operations of development would be required to divert 75 percent of solid waste pursuant to state regulations. Implementation of the proposed project would be required to be consistent with all mandatory federal, state and County regulations related to solid waste. All projects in the County undergo development review prior to permit approval, which includes an analysis of project compliance with these regulations as well as the County Integrated Waste Management Plan. Therefore, impacts related to compliance with solid waste regulations would not occur.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
43. Utilities				
Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?				
a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan, Project Utility Plans

a-f) No Impact. Because the project site is vacant and undeveloped, it currently generates no demand for utilities, implementation of the proposed project would result in an incremental increase in demand for electricity, communication systems, street lighting, maintenance of public facilities, and potentially other governmental services. The proposed project would connect into the utility grid that is adjacent to the site. The streetlights, curb, gutter, sidewalk, water, electrical, gas, and telecommunication lines all already exist (or are being developed by approved adjacent projects) surrounding the site. The project would be required to comply with the conditions of the service provider terms and connection specifications prior to service connections. Therefore, all utility infrastructures would exist, and the project would not result in the construction of new utility facilities that could cause significant environmental effects. Therefore, no impacts would occur.

Conditions of Approval

County Ordinance No. 859: Project plans and specifications shall comply with Riverside County Ordinance No. 859, Water Efficient Landscape Ordinance.

AB 341: This state law requires diversion of 75 percent of solid waste from landfills.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

WILDFIRE If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:

44. Wildfire Impacts				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<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,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
as a result of runoff, post-fire slope instability, or drainage changes?				
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure S-8 “Wind Erosion Susceptibility Areas”, Riverside County General Plan Figure S-11 “Wildfire Susceptibility”, Mead Valley Area Plan, Figure 12 “Wildfire Susceptibility”; County of Riverside Multi-Jurisdictional Hazard Mitigation Plan, 2012; CAL Fire, California Fire Hazard Severity Zone Map Update Project, Accessed: <http://egis.fire.ca.gov/FHSZ/>

a) No Impact. The California Fire Hazard Severity Zone Mapping, the County of Riverside GIS database, and the County General Plan Figures show that the project site and adjacent areas are not within a High Fire Severity Zone. As described previously in the Hazards and Hazardous Materials analysis section, the County of Riverside has implemented a Multi-Jurisdictional Local Hazard Mitigation Plan that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction, Decker Road, Rowland Lane, and Harley Knox Boulevard would remain open to ensure adequate emergency access to the project area and vicinity, and no impacts related to interference with an adopted emergency response or evacuation plan during construction activities would occur.

Operation

The proposed project would construct and operate an industrial warehousing facility that would be permitted and approved in compliance with the California Fire Code and the Riverside County Ordinance No. 787, Fire Code, which provides requirements related to emergency access, reduction of fire potential including vegetation management, construction materials and methods, installation of automatic sprinkler systems, assurance of fire flows. Compliance with these requirements would be verified by the County prior to approving building permits for the project. In addition, the proposed project structure would consist mostly of concrete, which is a non-flammable material.

Direct access to the project site would be provided from Rowland Lane and Harley Knox Boulevard, which are adjacent to the project site. As a result, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan, and no impacts would occur.

b) No Impact. The project site and the adjacent parcels are flat and do not contain any hills or steep slopes and is identified by the General Plan Safety Element Figure S-8 as having a moderate wind susceptibility. In addition, the project would be required to comply with California Fire Code Chapter 47 and the Riverside County Ordinance No. 787, Fire Code, which provides requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, and fire flows (the quantity of water available for fire-protection purposes). Compliance with these requirements would be verified by the County prior to approving building permits for the project. In addition, the proposed project structure would consist mostly of concrete, which is a non-flammable material. Overall, the project would not exacerbate wildfire risks, and no impacts would occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) No Impact. The proposed project would construct a concrete building, which would be nonflammable and would not exacerbate the fire risk to the environment. The project does not include installation or maintenance of infrastructure related to roads, fuel breaks, emergency water sources, or power lines that could exacerbate wildfire risk. In addition, the project would be required to meet the specific standards and regulations outlined by the California Fire Code Chapter 47 and the Riverside County Ordinance No. 787, Fire Code, which would be verified during the County’s permitting process. Therefore, no impacts would occur.

d) No Impact. The project site is not within a High Fire Hazard Severity Zone and there is no indication of landslides, slumps, rock fall hazard, debris flow or slope instability surrounding the project site. The project site and surrounding area are flat with no steep slopes. As the project site and vicinity are not within a wildfire hazard zone, wildfire hazards are not anticipated to occur. The project would not expose people or structures to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur.

e) No Impact. As described previously, the project site is not located within a High Fire Hazard Severity Zone, and the project would be required to comply with California Fire Code and the Riverside County Ordinance No. 787, Fire Code, which provides requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, and provision of fire flows. Compliance with these requirements would be verified during the permitting process. In addition, the proposed project structure would consist of concrete, which is a non-flammable material. Overall, the location and design of the proposed project in addition to compliance with state and County fire regulations, would provide that no impacts related to wildland fire hazards would occur.

Conditions of Approval

Fire Code: The project shall comply with the California Fire Code and the Riverside County Ordinance No. 787, Fire Code.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

45. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): County of Riverside General Plan, Municipal Code, the Mead Valley Area Plan, General Biological Assessment, prepared by Hernandez Environmental Services (Hernandez 2021) (Appendix C); Phase I Cultural Resources Assessment, Prepared by Brian F. Smith and Associates, Inc., 2021. (CULT 2021) (Appendix E)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than Significant Impact with Mitigation Incorporated. The Biological Resources Report identified that the project site includes suitable habitat that is occupied by burrowing owl, which is a special status species. As a result, consistent with the MSHCP requirements, Mitigation Measure BIO-1 has been included to conduct preconstruction surveys and implementation of relocation measures if owls are found during the surveys. With implementation of this mitigation, impacts related to special status species would not occur from implementation of the proposed project. Because the County is a permittee under the MSHCP and the project site is not within or adjacent to a Plan Cell Group, Plan Criteria Cell, or Conservancy Area, and would implement the MSHCP requirements, the loss of the onsite burrowing owl habitat would be less than significant.

Also, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-2 requires a nesting bird survey to be conducted prior to activities, which would ensure that either nests do not exist or appropriate buffers from construction activity are implemented. With the implementation of the mitigation, impacts related to nesting birds would be reduced to a less than significant level.

As described in Sections 8 and 9, the project site is vacant and undeveloped and does not contain any historic resources. There are three previously recorded prehistoric bedrock milling features (grinding slicks on a bedrock outcrops) that have been evaluated previously and determined not to be eligible for the CRHR. In addition, 73 other prehistoric bedrock milling features that have been previously recorded within a 1-mile radius of the project site. These features identify the prehistoric use of the area and the Phase I Cultural Resources Assessment determined that the project site has a high sensitivity for presence of archaeological deposits. Therefore, Mitigation Measure CUL-1 requires a qualified professional archeologist to be present at the pre-grade meeting, archaeological monitoring for all initial ground disturbing activities, and for contractors to halt work within 50 feet in the event of uncovering a potential archaeological resource and to have the find evaluated by a qualified archaeologist. Also, Mitigation Measure TCR-1: Native American Monitor and Mitigation Measure TCR-2: Unanticipated Resources require a Native American Monitor to be present for all initial ground disturbing activities, and have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and recovery of resources., impacts related to important examples of the major periods of California history or prehistory would be less than significant.

Therefore, with implementation of mitigation 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 populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

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

Source(s): County of Riverside General Plan, Municipal Code, the Mead Valley Area Plan, and the technical studies and sources listed previously.

Less than Significant Impact. The project would develop an industrial warehouse facility on a site that was planned for such uses within a partially developed area. The cumulative effect of the proposed

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project taken into consideration with other development projects in the area would be limited, because the project would develop the site in consistency with the General Plan land use designation, zoning classification, and County Ordinances. As described by the County’s General Plan EIR Section 5.3, *Growth Inducement* and Section 5.4, *Cumulative Impacts*⁴, which includes development of the project site pursuant to the existing land use designations, buildout of the General Plan is anticipated to provide a planning framework to channel and direct future population growth and development. As described herein, the General Plan estimates that Light Industrial (LI) businesses employ one worker for every 1,030 square feet of building area. Thus, the project would generate the need for approximately 233 employees, which is within growth projections of the General Plan, and the cumulative impacts of which have been identified in the General Plan EIR.

Also, as described above, all of the potential impacts related to implementation of the project would be less than significant or reduced to a less than significant level with implementation of mitigation measures that would be imposed by the County of Riverside and would effectively reduce environmental impacts. The project would not result in substantial effects to any environmental resource topic that could become cumulatively significant.

As discussed in Section V.6 *Air Quality*, SCAQMD’s CEQA Air Quality Handbook methodology describes that any projects that result in daily emissions that exceed any of these thresholds would have both an individually (project-level) and cumulatively significant air quality impact. If estimated emissions are less than the thresholds, impacts would be considered less than significant. As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed project would not exceed SCAQMD regional thresholds. Operational emissions associated with the proposed project were modeled using CalEEMod and are presented in Tables AQ-3 and AQ-5. As shown, the proposed project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD’s applicable thresholds. Therefore, the project’s operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and operational impacts would be less than significant.

As discussed in Section V.20, *Greenhouse Gas Emissions*, global climate change occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant global climate change effects in the absence of cumulative sources of GHGs. The project’s total annual GHG emissions at buildout would not exceed the Riverside County CAP’s annual GHG emissions threshold of 3,000 MTCO_{2e}. As shown on Table GHG-1, the project would result in approximately 2,639.99 MTCO_{2e} per year. Therefore, the project would not result in cumulative impacts related to GHG emissions.

As discussed in Section V. 37, *Transportation*, all of the intersections are forecast to operate at satisfactory LOS C or better in the opening year 2023 plus project condition. To provide for public facility maintenance needs, Riverside County Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes fees for road improvements and maintenance, which are levied per every acre of new industrial use. In addition, the taxes generated from the proposed uses on the project site would support regular road maintenance. Thus, the project would provide funding for future roadway maintenance needs, and impacts would not occur. In addition, the project meets the County’s VMT screening criteria for small projects. Therefore, the proposed

⁴ County of Riverside General Plan EIR. Accessed: <https://planning.rctlma.org/Portals/0/genplan/content/eir/volume1.html#5.3.3>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project would have a less than significant cumulative impact related to VMT. Therefore, cumulatively considerable transportation related impacts would be less than significant.

Overall, impacts to environmental resources or issue areas would not be cumulatively considerable; and cumulative impacts would be less than significant.

47. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): County of Riverside General Plan, Municipal Code, the Mead Valley Area Plan, and the technical studies and sources listed previously.

Less than Significant Impact. The project proposes the construction and operation of an industrial warehouse building. The project would not consist of any use or any activities that would result in a substantial negative affect on persons in the vicinity. All resource topics associated with humans and the proposed project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts with compliance with existing plans, programs, or policies that are required by the County. The only subject areas that require implementation of mitigation measures are related to biological and cultural resources, which do not have an adverse effect on a living human being. Consequently, the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings directly or indirectly, and impacts would be less than significant.

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