22740 Temescal Canyon Road

MITIGATED NEGATIVE DECLARATION

Prepared in accordance with the California Environmental Quality Act (CEQA)

PPT 220036
CEQ/EA No. 220048

Lead Agency:
County of Riverside
4080 Lemon Street
Riverside, CA 92501
Contact: Krista Mason
kmason@rivco.org

Applicant:
North Palisade Partners, LLC
1330 Factory Place #105
Los Angeles, CA 90013

CEQA Consultant:
T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

11/14/2023

COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (EA)/CEQA Case Number: CEQ/EA 220048
Project Case Type(s) and Number(s): Plot Plan No. 220036
Lead Agency Name: County of Riverside Planning Department
Address: 4080 Lemon Street 12th Floor, Riverside, CA 92501
Contact Person: Krista Mason
Telephone Number: (951) 955-1722
Applicant's Name: North Palisade Partners, LLC
Applicant's Address: 1330 Factory Place #105, Los Angeles, CA 90013

I. PROJECT INFORMATION

Project Location

The 9.26-acre property that is the subject of this Mitigated Negative Declaration (MND) (herein, "Project site") is located at 22740 Temescal Canyon Road within the Temescal Valley community of unincorporated Riverside County, California. The Project site encompasses Assessor's Parcel Numbers (APNs) 283-100-068 and 283-110-069 and occurs within Section 27, Township 4 South, Range 6 West, San Bernardino Baseline and Meridian. Refer to Figure 1, *Regional Location Map,* and Figure 2, *Vicinity Map*.

Existing Conditions

As shown in Figure 3, Aerial Photograph*,* the 9.26-acre site consists of disturbed land. From approximately 1984 through the 1990s, the Project site was used for aggregate mining operations. Following cessation of mining activities, the Project site was backfilled and graded in conformance with an approved reclamation plan. Under existing conditions, the Project site is cleared of vegetation and is used for the storage of construction equipment, trucks, trailers, and shipping containers. The Project site is relatively flat with an elevation ranging between approximately 909.6 feet above mean sea level (amsl) to approximately 913.5 feet amsl sloping slightly downward from west to east. Refer to Figure 4, *USGS Topographical Map.*

The Project site is located within the Temescal Canyon Area Plan (TCAP) portion of the Riverside County General Plan. The General Plan and TCAP designate the Project site for "Light Industrial (LI)" land uses. The LI land use designation is intended to allow for industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. The Project site is zoned "Manufacturing – Service Commercial (M-SC)," which generally is intended to promote and attract industrial and manufacturing activities to provide jobs to local residents and strengthen the County's economic base. (Riverside County, 2022, pp. XI-1 to XI-10; Riverside County, 2021a)

Project Description

The Project evaluated herein consists of an application for a Plot Plan (PPT220036) to allow for the development of 9.26 acres with a 201,844 square-foot (s.f.) warehouse building. The Project's conceptual site plan is depicted on Figure 5, *Preliminary Site Plan*. The proposed building would contain

193,844 s.f. of warehouse space and 4,000 s.f. of ground floor office space and 4,000 s.f. of mezzanine level office space positioned in the southwest corner of the building.

A total of 24 truck docking doors would occur along the west-facing building façade. Access to the proposed truck yard would be controlled by gates at the northern and southern ends of the truck court and 24 truck parking stalls are proposed in the western portion of the truck court. A swing gate for maintenance access only would be located at the northeastern corner of the site and a concrete tilt-up screen wall would be located along the proposed landscaping area to the west of the building. A total of 129 parking spaces for passenger vehicles and vans are accommodated around the eastern, southern, and western sides of the proposed building. Access to the Project site for both trucks and passenger vehicles is proposed via two existing driveways extending from Temescal Canyon Road. No new driveway connections are proposed.

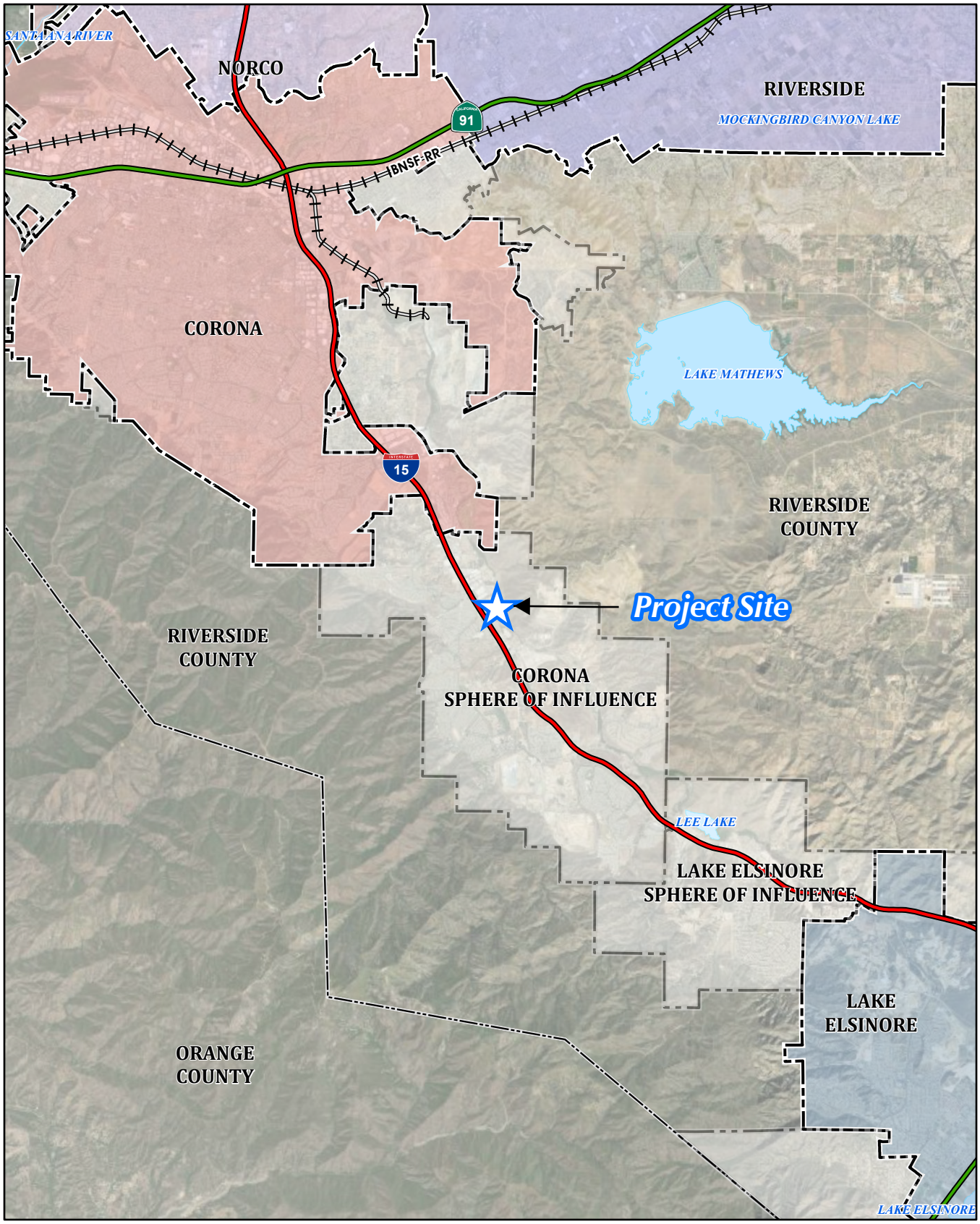
Figure 6, *Conceptual Grading Plan,* shows that the Project site would be graded in a manner that largely approximates existing topographic conditions, involving a total of 6,040 cubic yards (cy) of cut and 15,280 cy of fill and requiring the import of approximately 9,240 cy of soil material. Manufactured slopes on the site would be minimal and would be constructed to a maximum gradient of 2:1 (horizontal:vertical) with a maximum height of approximately 6 feet.

The Project's conceptual grading plan also addresses site drainage. Under existing conditions, the Project site contains infiltration basins that detain flows from a developed building site containing a warehouse to the south. As part of the Project, the existing infiltration basins would be removed and runoff from the developed site to the south would be accommodated by the Project's proposed stormwater drainage system. Water runoff generated on the Project site and on the developed site to the south would be collected by proposed storm drain inlets and directed to one of two underground storage systems located beneath the Project's truck court and the eastern passenger vehicle parking area. Modular Wetlands System (MWS) units also are proposed as part of the underground storage system to detain and provide water quality treatment for both the Project site and the existing developed site to the south. Following onsite detention and water quality treatment, flows would be discharged into the Temescal Wash. (DRC, 2022a, p. 2)

Figure 7*, Exterior Elevations*, depicts the proposed architectural elevations for the Project's building. As shown, the building would consist of painted concrete tilt-up panels with a variable roofline measuring between 41 feet and 45 feet in height. The building would be painted white, light gray, and dark gray. The proposed office portion of the building would include blue reflective glazing and clear mullions, with decorative metal paneling and canopy.

Figure 8, *Conceptual Landscape Plan*, depicts the Project's proposed landscape plan. As shown, landscaping on the Project site would include trees, shrubs, and groundcover within the passenger vehicle parking areas, around the proposed building, and within a landscaped area proposed to the west of the building. Trees proposed on site would include a mixture of 15-gallon Brisbane box (*Tristania conferta*), 24-inch African sumac (*Rhus lancea),* 24-inch box Chilean mesquite (*Prosopis chilensis*), 24-inch Afghan pine.(*Pinus eldarica),* 24-inch box chitalpa (*Chitalpa tashkentensis*), and 24-inch box blue Palo Verde (*Cercidium* 'Desert Museum').

Water and sewer service to the Project would be provided by the Temescal Valley Water District (TVWD). Wastewater generated by the Project would be conveyed via the existing 8-inch sewer main

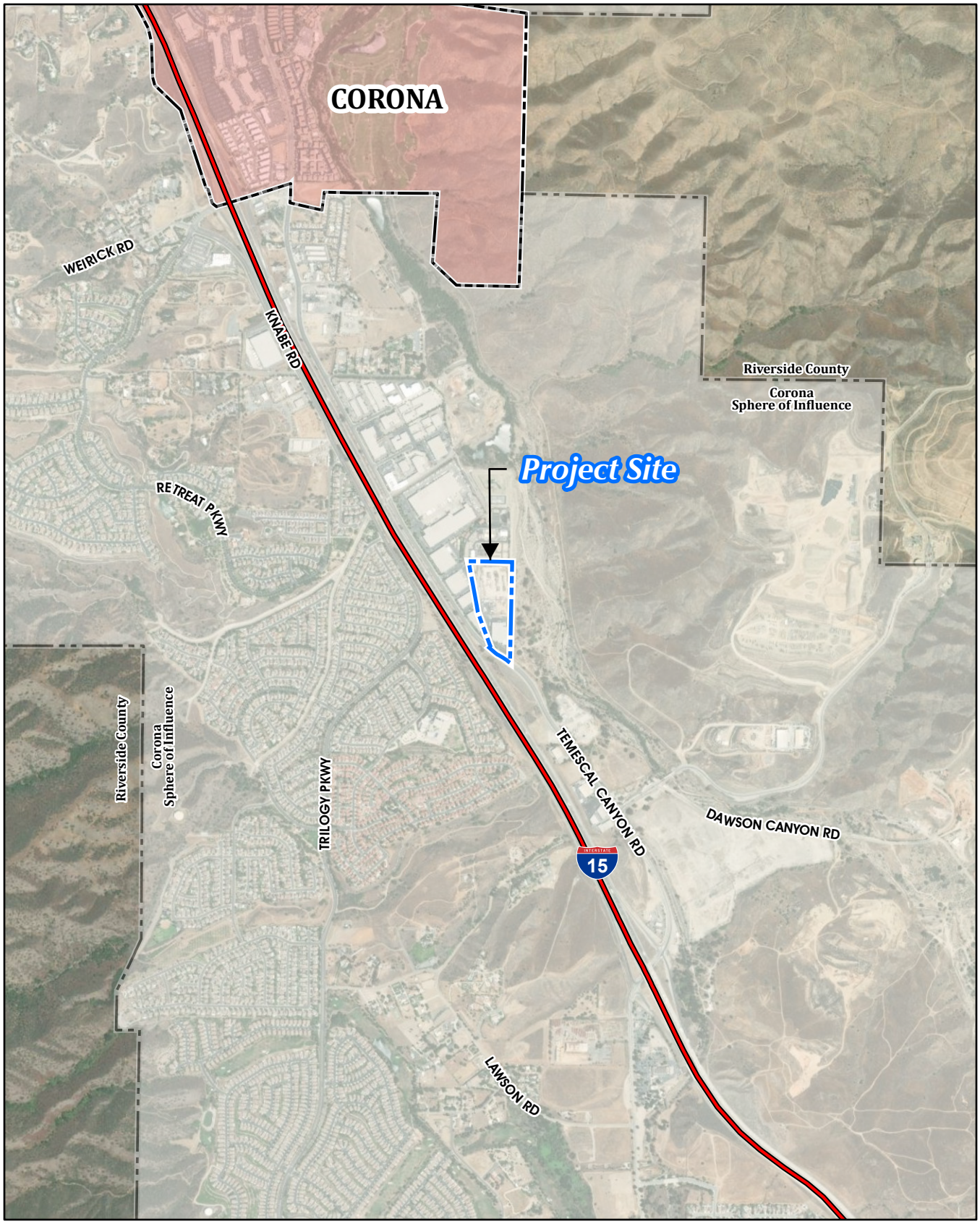


Source(s): Esri, RCTLMA (2023)

0 0.5 1 2 Miles

Figure 1

Regional Location Map

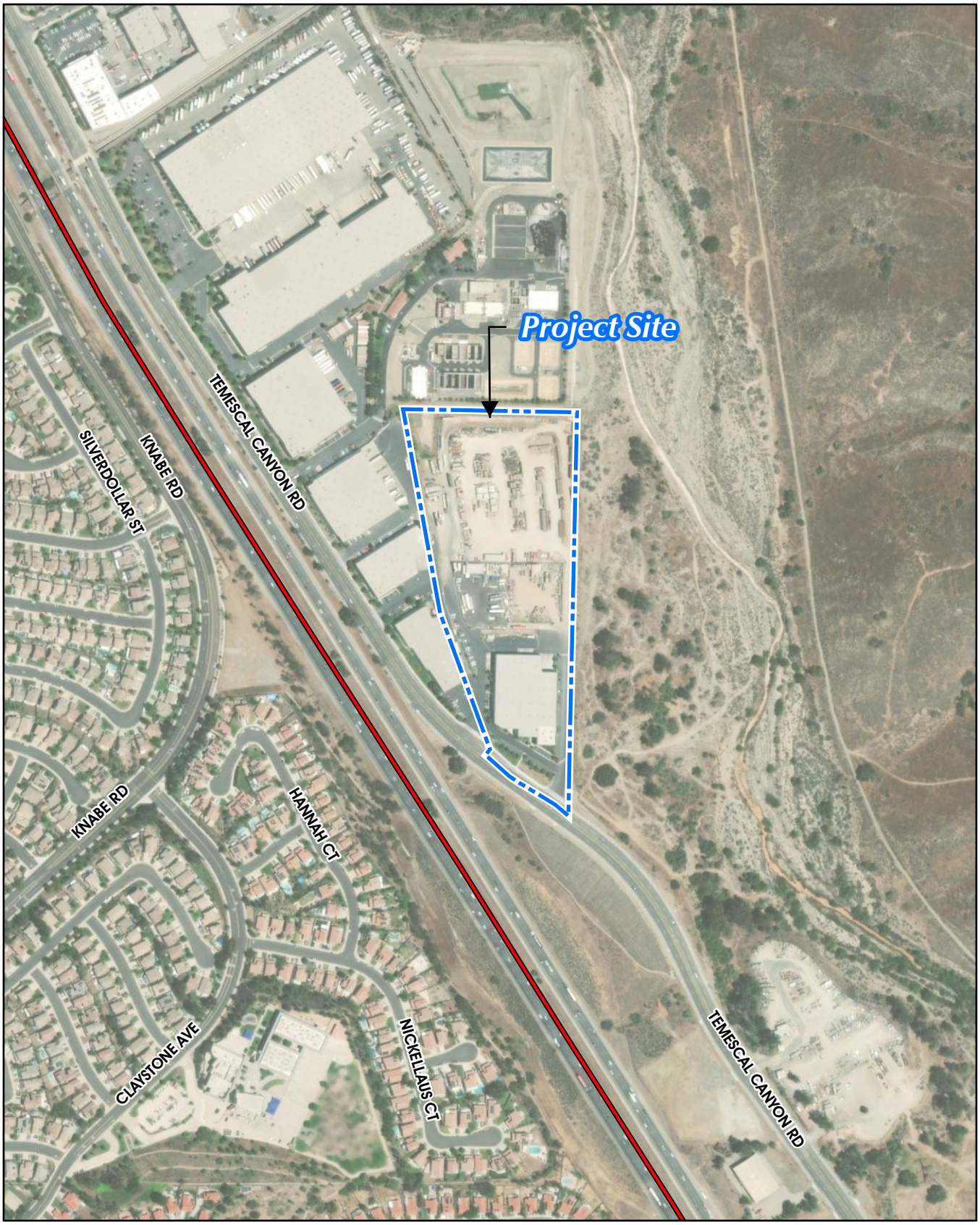


Source(s): Esri, RCTLMA (2023)

Figure 2

0 500 1,000 2,000 Feet

Vicinity Map

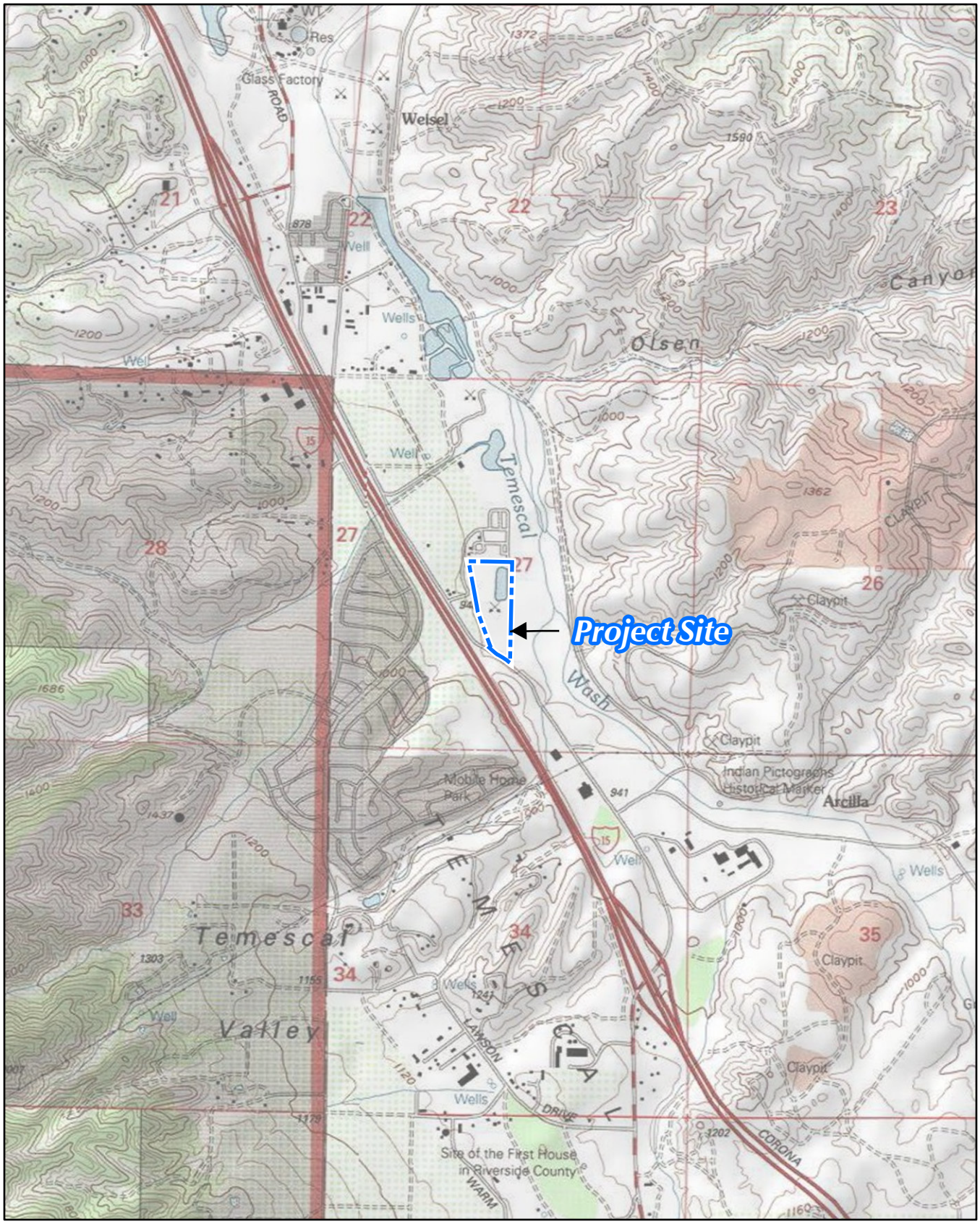


Source(s): Esri, RCTLMA (2023)

Figure 3

0 125 250 500 Feet

Aerial Photograph

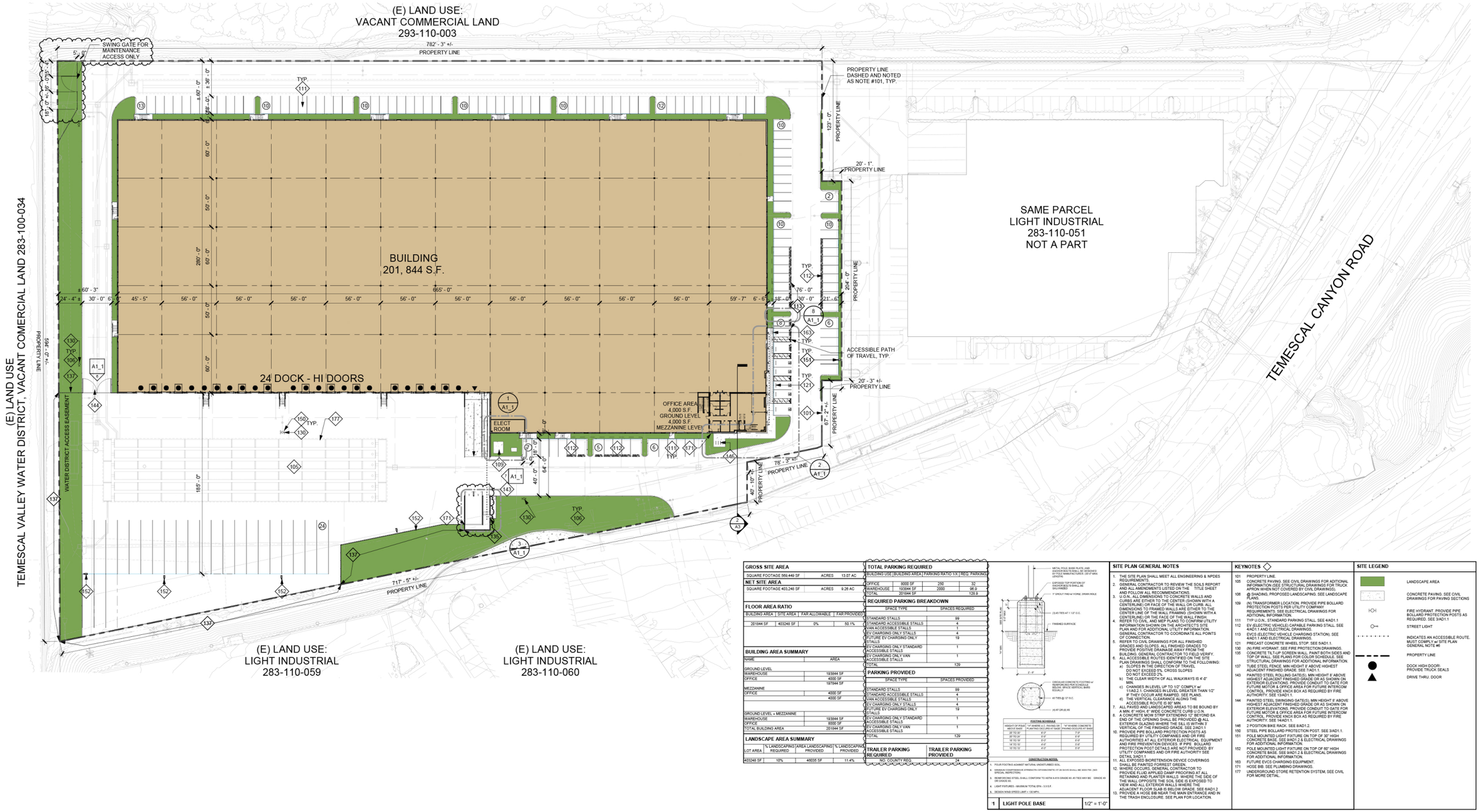


Source(s): Esri, USGS (2013)

0 500 1,000 2,000 Feet

Figure 4

USGS Topographical Map



GROSS SITE AREA		
SQUARE FOOTAGE	569,449 SF	ACRES 13.07 AC
NET SITE AREA		
SQUARE FOOTAGE	403,248 SF	ACRES 9.26 AC

FLOOR AREA RATIO			
BUILDING AREA	SITE AREA	FAR ALLOWABLE	FAR PROVIDED
201844 SF	403248 SF	0%	50.1%

BUILDING AREA SUMMARY	
NAME	AREA
GROUND LEVEL	
WAREHOUSE	193844 SF
OFFICE	4000 SF
	197844 SF
MEZZANINE	
OFFICE	4000 SF
	4000 SF
GROUND LEVEL + MEZZANINE	
WAREHOUSE	193844 SF
OFFICE	8000 SF
TOTAL BUILDING AREA	201844 SF

LANDSCAPE AREA SUMMARY				
LOT AREA	% LANDSCAPING REQUIRED	LANDSCAPING PROVIDED	% LANDSCAPING PROVIDED	
403248 SF	10%	46035 SF	11.4%	

TOTAL PARKING REQUIRED			
BUILDING USE	BUILDING AREA	PARKING RATIO 1/X	REQ. PARKING
OFFICE	8000 SF	250	32
WAREHOUSE	193844 SF	2000	96.9
TOTAL	201844 SF		128.9

REQUIRED PARKING BREAKDOWN	
SPACE TYPE	SPACES REQUIRED
STANDARD STALLS	99
STANDARD ACCESSIBLE STALLS	4
VAN ACCESSIBLE STALLS	1
EV CHARGING ONLY STALLS	4
FUTURE EV CHARGING ONLY STALLS	19
EV CHARGING ONLY STANDARD ACCESSIBLE STALLS	1
EV CHARGING ONLY VAN ACCESSIBLE STALLS	1
TOTAL	129

PARKING PROVIDED	
SPACE TYPE	SPACES PROVIDED
STANDARD STALLS	99
STANDARD ACCESSIBLE STALLS	4
VAN ACCESSIBLE STALLS	1
EV CHARGING ONLY STALLS	4
FUTURE EV CHARGING ONLY STALLS	19
EV CHARGING ONLY STANDARD ACCESSIBLE STALLS	1
EV CHARGING ONLY VAN ACCESSIBLE STALLS	1
TOTAL	129

TRAILER PARKING REQUIRED	TRAILER PARKING PROVIDED
NO. COUNTY REQ.	54

FOOTING SCHEDULE		
HEIGHT OF POLE ABOVE BASE	"H" WHERE A.C. PAVING OR PLANTING OCCURS AT BASE	"H" WHERE CONCRETE PAVING OCCURS AT BASE
20' TO 30'	6'-0"	7'-0"
30' TO 40'	6'-0"	8'-0"
40' TO 50'	8'-0"	9'-0"
50' TO 60'	9'-0"	10'-0"
60' TO 70'	9'-0"	11'-0"

CONSTRUCTION NOTES

1. FOUR FOOTING AGAINST NATURAL UNDISTURBED SOIL.
2. MINIMUM COMPRESSIVE STRENGTH OF CONCRETE AT 28 DAYS SHALL BE 3000 PSI. (NO SPECIAL INSPECTION)
3. REINFORCING STEEL SHALL CONFORM TO ASTM A 615 GRADE 60. #3 TIES MAY BE GRADE 40 OR GRADE 60.
4. LIGHT FIXTURES - MAXIMUM TOTAL EPA - 3.5 S.F.
5. DESIGN WIND SPEED (3 SEC. GUST) = 120 MPH.

1 LIGHT POLE BASE 1/2" = 1'-0"

SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER LINE SHOWN WITH A CONTINUOUS TRACE OF THE WALL OR TO FACE OF CURB. DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING. CONTRACTOR TO FIELD VERIFY AND VERIFY.
6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL: DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11A2.2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS.
   d) THE CLEAR WIDTH OF DOORS ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 3/AD1.1
9. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PROTECTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/AD1.1
10. ALL EXPOSED BIORETENSION DEVICE COVERINGS SHALL BE PAINTED FORREST GREEN.
11. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FINISH SLAB IS BELOW GRADE. SEE 8/AD1.2
12. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.

KEYNOTES

101 PROPERTY LINE.
105 CONCRETE PAVING. SEE CIVIL DRAWINGS FOR ADITIONAL INFORMATION (SEE STRUCTURAL DRAWINGS FOR TRUCK APRON WHEN NOT COVERED BY CIVIL DRAWINGS).
106 @ SHADING. PROPOSED LANDSCAPING. SEE LANDSCAPE PLANS.
109 (N) TRANSFORMER LOCATION. PROVIDE PIPE BOLLARD PROTECTION POSTS PER UTILITY COMPANY REQUIREMENTS. SEE ELECTRICAL DRAWINGS FOR ADITIONAL INFORMATION.
111 TYP U.O.N., STANDARD PARKING STALL. SEE 4/AD1.1
112 EV (ELECTRIC VEHICLE) CAPABLE PARKING STALL. SEE 4/AD1.1 AND ELECTRICAL DRAWINGS.
113 EVCS (ELECTRIC VEHICLE CHARGING STATION). SEE 4/AD1.1 AND ELECTRICAL DRAWINGS.
121 PRECAST CONCRETE WHEEL STOP. SEE 5/AD1.1
130 (N) FIRE HYDRANT. SEE FIRE PROTECTION DRAWINGS.
135 CONCRETE TILT-UP SCREEN WALL. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION.
137 TUBE STEEL FENCE. MIN HEIGHT 6' ABOVE HIGHEST ADJACENT FINISHED GRADE. SEE 7/AD1.1.
143 PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 6' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE CONDUIT TO GATE FOR FUTURE MOTOR & OFFICE AREA FOR FUTURE INTERCOM CONTROL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY. SEE 13/AD1.1.
144 PAINTED STEEL SWINGING GATE(S) MIN HEIGHT 6' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE CONDUIT TO GATE FOR FUTURE MOTOR & OFFICE AREA FOR FUTURE INTERCOM CONTROL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY. SEE 14/AD1.1
146 2 POSITION BIKE RACK. SEE 8/AD1.2.
150 STEEL PIPE BOLLARD PROTECTION POST. SEE 3/AD1.1.
151 POLE MOUNTED LIGHT FIXTURE ON TOP OF 30" HIGH CONCRETE BASE. SEE 8/AD1.2 & ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
152 POLE MOUNTED LIGHT FIXTURE ON TOP OF 60" HIGH CONCRETE BASES. SEE 8/AD1.2 & ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
163 FUTURE EVCS CHARGING EQUIPMENT.
171 HOSE BIB. SEE PLUMBING DRAWINGS.
177 UNDERGROUND STORM RETENTION SYSTEM, SEE CIVIL FOR MORE DETAIL.

SITE LEGEND

LANDSCAPE AREA
CONCRETE PAVING. SEE CIVIL DRAWINGS FOR PAVING SECTIONS
FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED. SEE 3/AD1.1
STREET LIGHT
INDICATES AN ACCESSIBLE ROUTE. MUST COMPLY w/ SITE PLAN GENERAL NOTE #6
PROPERTY LINE
DOCK HIGH DOOR. PROVIDE TRUCK SEALS
DRIVE THRU DOOR

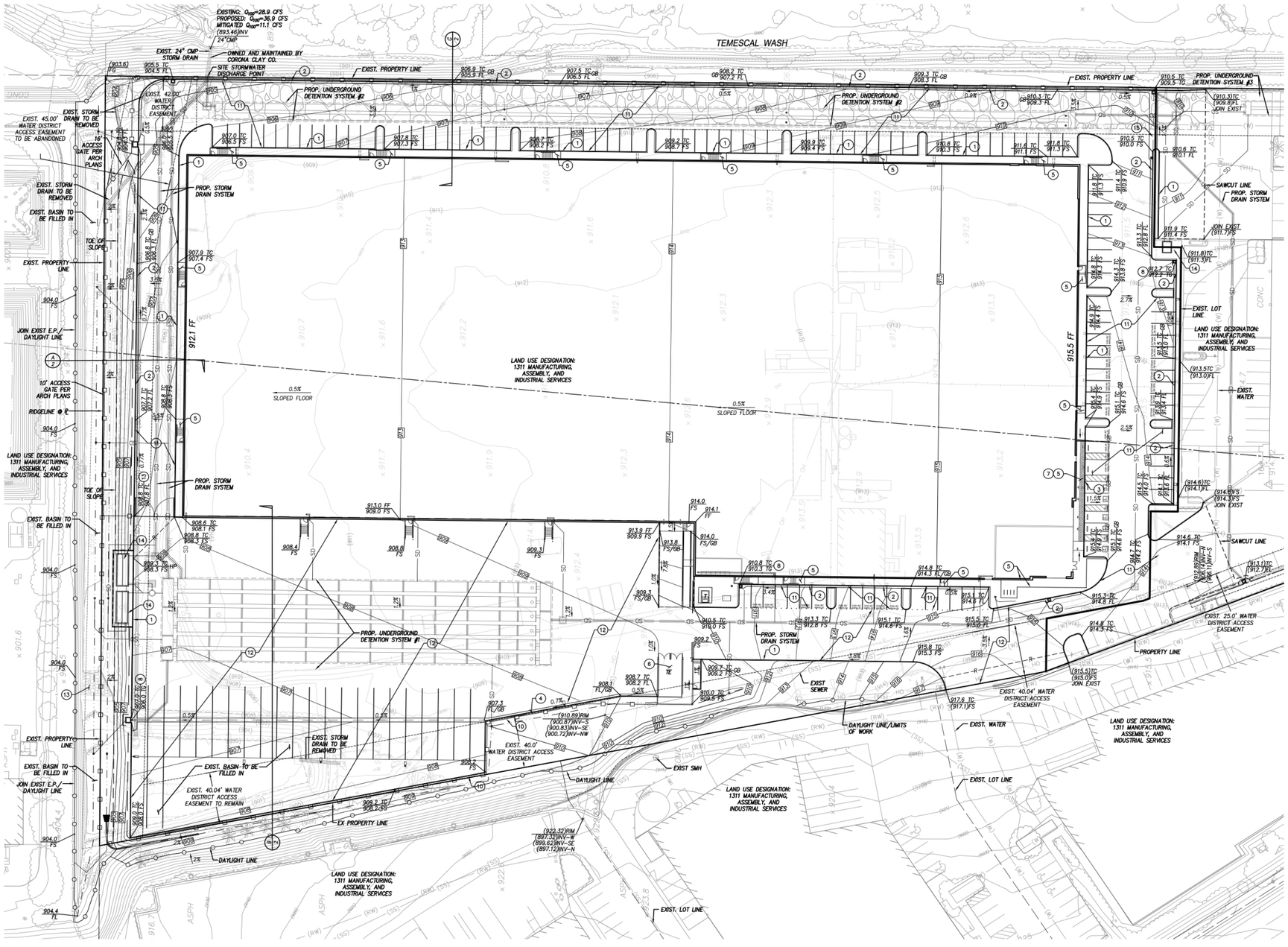
Source(s): Herdman Architecture + Design, Inc. (08-14-2023)

Figure 5

Not to Scale

Preliminary Site Plan

CEQ/EA No. 220048



PROJECT INFORMATION

- SITE IS NOT SUBJECT TO LIQUEFACTION
- SITE IS WITHIN DAM INUNDATION ZONE BUT THE POTENTIAL FOR FLOODING IS LESS THAN SIGNIFICANT
- FEMA ZONE DESTINATION: ZONE X
- SEE SHEET 3 FOR EXIST EASEMENTS & BOUNDARY INFORMATION

SCHOOL DISTRICT

CORONA-NORCO UNIFIED SCHOOL DISTRICT
2820 CLARK AVE
NORCO, CA 92860
PHONE: 951-736-5000

UTILITY PURVEYORS

ELECTRICITY:
SOUTHERN CALIFORNIA EDISON COMPANY
2 INNOVATION WAY
POMONA, CA 91768
PHONE: 800-655-4555

GAS:
SOUTHERN CALIFORNIA GAS COMPANY
1919 S STATE COLLEGE BLVD
ANAHEIM, CA 92806
PHONE: 877-238-0092

WATER:
TEMESCAL VALLEY WATER DISTRICT
22646 TEMESCAL CANYON ROAD
CORONA, CA 92883
PHONE: 951-277-1414

SEWER:
TEMESCAL VALLEY WATER DISTRICT
22646 TEMESCAL CANYON ROAD
CORONA, CA 92883
PHONE: 951-277-1414

TELEPHONE:
AT&T
1452 EDINGER AVE, 3RD FLOOR
TUSTIN, CA 92780
PHONE: 714-815-9170

CABLE:
CHARTER COMMUNICATION
7337 CENTRAL AVE
RIVERSIDE, CA 92504
PHONE: 951-406-1666

GRADING NOTES:

1. CONSTRUCT 6" PCC CURB
2. CONSTRUCT 6" PCC CURB AND GUTTER
3. CONSTRUCT 0" PCC CURB
4. CONSTRUCT 3' CONCRETE GUTTER
5. CONSTRUCT 4" THICK CONCRETE SIDEWALK
6. CONSTRUCT TRASH ENCLOSURE PER ARCHITECT'S PLANS
7. INSTALL TRUNCATED DOMES
8. INSTALL GRATE INLET
9. INSTALL CATCH BASIN
10. CONSTRUCT RETAINING WALL PER ARCHITECT'S PLANS
11. AC/AB PAVING
12. PCC/AB PAVING
13. REMOVE EXISTING RIP-RAP AND CONC. WALL
14. INSTALL VAULT TYPE MODULAR WETLANDS SYSTEM (WATER QUALITY UNIT)
15. CONSTRUCT 6' WIDE CONCRETE GUTTER

SITE DRAINAGE SUMMARY:

	Q_{10} (CFS)	Q_{100} (CFS)
EXISTING CONDITION	17.0	28.9
PROPOSED CONDITION	23.8	36.9

DISCHARGE FROM PROPOSED CONDITION IS MITIGATED BY UNDERGROUND DETENTION SYSTEMS AND ORIFICES CONTROLLING OUTFLOW FROM THE SITE TO BE LESS THAN OUTFLOW FROM THE EXISTING CONDITION.

WATER QUALITY DESCRIPTION: THE SITE DOES NOT INFILTRATE. HARVEST & REVISE WAS ANALYZED AND DETERMINED TO BE NOT FEASIBLE. BIOTREATEMENT BMP WAS DETERMINED TO BE FEASIBLE. MODULAR WETLAND SYSTEM'S PRODUCT WITH UNDERGROUND DETENTION SYSTEM HAS BEEN DESIGNED FOR THIS SITE.

PRELIMINARY EARTHWORK CALCULATIONS

EARTHWORK VOLUMES	CUT (CY)	FILL (CY)
RAW	6,040	14,980
SHRINKAGE 5%		300
TOTAL	6,040	15,280

NET = 9,240 CY IMPORT

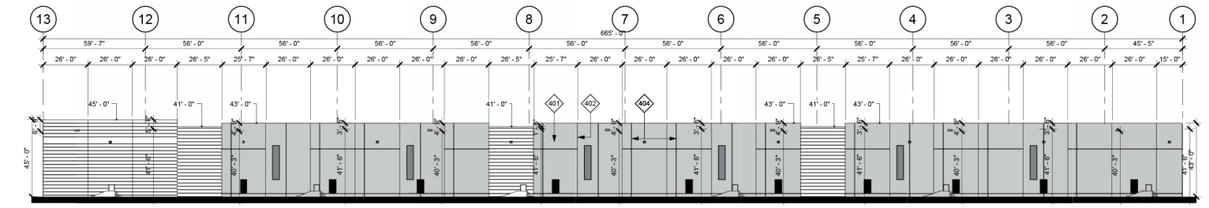
THE ABOVE QUANTITIES DO NOT REFLECT OR ANY SPECIAL CONDITIONS THAT MAY BE SPECIFIED IN THE PRELIMINARY SOILS REPORT AND ARE FOR REFERENCE AND FEE PURPOSES ONLY. SINCE THE ENGINEER CANNOT CONTROL THE EXACT METHOD OR MEANS USED BY THE CONTRACTOR DURING GRADING OPERATION, NOR CAN THE ENGINEER GUARANTEE THE EXACT SOIL CONDITION OVER THE ENTIRE SITE. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR FINAL EARTHWORK QUANTITIES FOR BIDDING, CONTRACT, AND CONSTRUCTION PURPOSES. IF IT APPEARS THERE WILL BE AN EXCESS OR SHORTAGE OF MATERIAL, THE CONTRACTOR MAY NOTIFY THE ENGINEER TO DETERMINE IF POSSIBLE GRADE ADJUSTMENTS CAN BE MADE TO ALLEVIATE SAID MATERIAL EXCESS OR SHORTAGE.

Source(s): DRC Engineering, Inc. (08-14-2023)

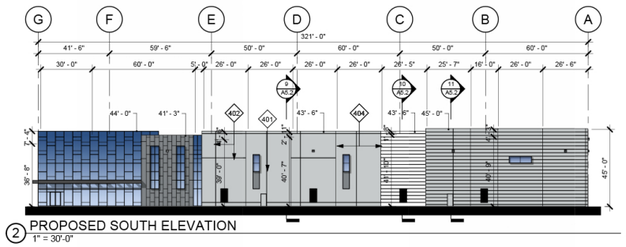
Figure 6

Not to Scale

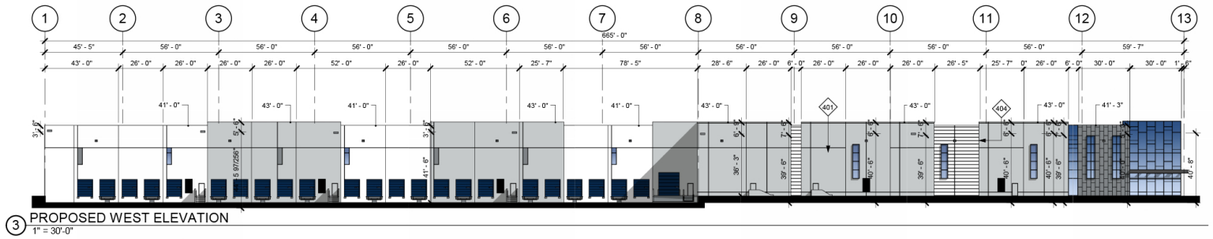
Conceptual Grading Plan



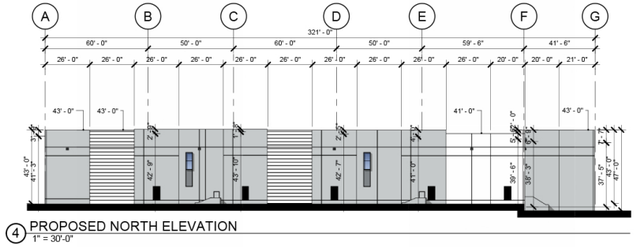
1 PROPOSED EAST ELEVATION
1" = 30'-0"



2 PROPOSED SOUTH ELEVATION
1" = 30'-0"



3 PROPOSED WEST ELEVATION
1" = 30'-0"



4 PROPOSED NORTH ELEVATION
1" = 30'-0"

KEYNOTES

401	PAINTED CONCRETE TILT-UP WALL PANEL.
402	WALL REVEAL.
404	PANEL JOINT.
406	ALUMINUM FRAMED STOREFRONT SYSTEM.
408	STEEL SECTIONAL OVERHEAD DOOR..
419	DECORATIVE SOLID BROW WRAPPED IN ALUMINUM PANELS. NOMINAL 8" THKNS. MAX 24" PROJECTION FROM BUILDING.
437	DOCK BUMPER.

GLAZING LEGEND & NOTES

STOREFRONT FRAMING:
U.O.N @ VISION SYSTEM, MIN 2"x4 1/2" OFFSET SYSTEM. U.O.N. @ SPANDREL SYSTEM, 2"x1 3/4" OFFSET SYSTEM. STOREFRONT SYSTEM TO BE DESIGN BUILD BY THE GENERAL CONTRACTOR . DESIGN SHALL COMPLY WITH ALL RELEVANT CODE & WIND LOADING REQUIREMENTS.

VISION SYSTEM GLAZING:
FOR EXTERIOR VISION GLAZING USE 1" INSULATED GLASS CONSISTING OF AN OUTER LAYER OF 1/4" VISTACOOL AND AN INNER LAYER OF 1/4" SOLARBAN 60. FOR INTERIOR GLAZING USE 1/2" CLEAR GLASS

SPANDREL SYSTEM GLAZING:
FOR EXTERIOR SPANDREL GLAZING USE 1/4" VISTACOOL. BACK PAINTING OF GLASS NOT REQUIRED.

NOTES:

1. FOR GLASS AND MULLION COLORS, SEE EXTERIOR COLORS, LEGEND & NOTES, THIS SHEET.
2. PROVIDE TEMPERED GLASS @ THE FOLLOWING:
   A. ALL SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS
   B. ALL GLAZING WITHIN 18" OF AN ADJACENT WALKING SURFACE.
   C. ALL GLAZING WITH 24" OF ANY PORTION OF A DOOR.
3. @ SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS, PROVIDE 1" DIA. VENTILLATION HOLES IN THE CONCRETE A MAX OF 5'-0" O.C. CONTRACTOR TO PROVIDE A SMOOTH FINISH ON THE GLASS FACING CONCRETE SURFACES AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
4. @ SPANDREL SYSTEM GLAZING NOT IN FRONT OF A CONCRETE WALL PANEL, PROVIDE TENCATE MIRAFI 140N FILTER FABRIC SHADE CLOTH.

EXTERIOR WALL COLOR LEGEND & NOTES

Ⓐ EXTERIOR PAINT
COLOR: SW 7005 PURE WHITE

Ⓑ EXTERIOR PAINT
COLOR: SW 7071 GRAY SCREEN

Ⓒ EXTERIOR PAINT
COLOR: SW 7074 SOFTWARE

Ⓓ METALIC WHITE DECORATIVE BROW

Ⓔ CLEAR ANODIZED DECORATIVE BROW

Ⓕ STOREFRONT
MEDIUM PERFORMANCE BLUE
REFLECTIVE GLAZING & CLEAR MULLIONS

NOTES:

1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, & LOUVERS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S WHITE. INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
4. PAINT EXTERIOR WALLS w/ 1- COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/AD4.1.
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS.
7. @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

Source(s): Herdman Architecture + Design, Inc. (08-14-2023)

Figure 7

Not to Scale

Exterior Elevations

PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cercidium 'Desert Museum' Blue Palo Verde	24" Box	2	L	Multi
	Chilopsis linearis Desert Willow	24" Box	5	L	Multi
	Chitalpa tashkentensis Chitalpa	24" Box	4	L	Standard
	Pinus eldarica Afghan Pine	36" Box	9	L	Standard
	Prosopis chilensis Chilean Mesquite	24" Box	6	L	Multi
	Rhus lancea African Sumac	24" Box	16	L	Standard
	Tristania conferta Brisbane Box	15 Gal	35	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	0	M	3' OC 2' from hardscape
	Ligustrum j. Texanum Texas Privet	5 Gal	0	M	3' OC 2' from hardscape
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal	0	L	4' OC 2.5' from hardscape
	Salvia greggii Autumn Sage	5 Gal	0	L	3' OC 2' from hardscape
	Salvia leucantha Mexican Sage	5 Gal	0	L	3' OC 2' from hardscape
	Westringia fruticosa Coast Rosemary	5 Gal	0	L	5' OC 3' from hardscape
	Westringia f. 'Grey Box Dwarf Coast Rosemary	5 Gal	0	L	3' OC 2' from hardscape

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
	Agave 'Blue Flame' Blue Flame Agave	5 Gal	0	L	3' OC
	Aloe maculata Soap Aloe	5 Gal	0	L	2' OC
	Dasylerion wheeleri Desert Spoon	5 Gal	0	L	6' OC
	Hesperaloe parviflora Red Yucca	5 Gal	0	L	2' OC

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens 'Low Boy' Dwarf Acacia	1 Gal	8' O.C.	L	
	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	

VINES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
▲	Parthenocissus tricuspidata Boston Ivy	1 Gal	28	L	

Parking Lot Shading
Provided: 12,001 sf 53%

Landscape Area: 36,513 sf

Very High - Fire Hazard

3' Screen Hedge

Notes:

1. Shading plan provided per Ordinance 348 Section 18.12(5). Trees indicated at 15 years growth, and meets required "Percentage of Parking Area to be Shaded" based on number of parking spaces.
2. Hydrozones will be properly designated. Applicant must indicate proposed method(s) of irrigation.
3. No overhead irrigation allowed within 24" of non-permeable surfaces.
4. Subsurface or low-volume irrigation must be used for irregularly shaped areas, or areas less than 8 feet in width.
5. Planter islands adjacent to parking spaces shall have 12" wide concrete walkway strip installed adjacent to curb, and integral with or doweled into the curb.
6. Planting at parking Minimum 5-gallon shrubs (some appropriate plantings may be 1 gallon, such as color, groundcover, etc.)

Prior to project construction, I agree to submit a complete Landscape Construction Document Package that complies with the the requirements of applicable ordinances, including but not necessarily limited to Ordinance No. 859.3; Ordinance 348, Ordinance 461; project Conditions of Approval; and in substantial conformance with the approved Landscape Concept Plan, Should the ordinances be revised, plans may be subject to change.

Riverside County Ordinance 859 Landscape Water Use Calculations

Project Type Commercial

(Insert Project Name, Description)

0.45 **ETo allowance**

Applicant to use drop down menus in cells that indicate a selection to describe each hydrozone.
Where "INPUT" is shown, applicant to enter project specific information.
Please note that embedded formulas will reflect as 'false' or as an error until selections are completed.

1 Maximum Annual Water Allowance (MAWA)

INPUT the total square footage of landscape = 36,513 S.F.
INPUT the Hist. ETo for the area = 56.40

MAWA = 76,812 cu ft / yr

2 Estimated Annual Water Use (EAWU)

			Plant Type	Water Use
Hydrozone # 1	Plant Factor =	0.5	Shrubs / Groundcover	Moderate
INPUT Square Foot Area of Hydrozone =		8,960		
Hydrozone Irrigation Efficiency =	0.90		Point Source Drip	
EAWU =	23,270	cu ft / yr		
Hydrozone # 2	Plant Factor =	0.2	Shrubs / Groundcover	Low
INPUT square footage of hydrozone =		10,954		
Hydrozone Irrigation Efficiency =	0.85		In-line Drip-Densely Planted	
EAWU =	12,049	cu ft / yr		
Hydrozone # 3	Plant Factor =	0.2	Shrubs / Groundcover	Low
INPUT square footage of hydrozone =		16,431		
Hydrozone Irrigation Efficiency =	0.75		Rotator / Precision Spray Nozzle	
EAWU =	20,483	cu ft / yr		
Hydrozone # 4	Plant Factor =	0.5	Trees / Mulch	Moderate
INPUT square footage of hydrozone =		168		
Hydrozone Irrigation Efficiency =	0.85		Bubblers	
EAWU =	462	cu ft / yr		
Hydrozone # 5	Plant Factor =	0.2	Shrubs / Groundcover	Low
INPUT square footage of hydrozone =		0		
Hydrozone Irrigation Efficiency =	0.75		Rotator / Precision Spray Nozzle	
EAWU =	0	cu ft / yr		
Hydrozone # 6	Plant Factor =	FALSE	SELECT	SELECT
INPUT square footage of hydrozone =		0		
Hydrozone Irrigation Efficiency =	1		n/a	
EAWU =	0	cu ft / yr		

SubTotal EAWU =	56,264	cu ft / yr
Input Irrigation System Operation Factor =	0.85	
Total EAWU =	**66,193**	
MAWA - EAWU =	**10,619**	cu ft / yr
(this number must be positive)		

PERCENTAGE OF WATER SAVED RELATIVE TO MAX. ALLOWED = 14%

* Trees are not required to be listed as a separate hydrozone if understory is planted with plants of an equal or higher plant factor, and foot area is already included in calculations.

Source(s): Hunter Landscape (08-14-2023)

Not to Scale

Figure 8

Conceptual Landscape Plan

to the Temescal Valley Water Reclamation Facility (TVWRF) for treatment. The TVWRF is located immediately to the north of the Project site.

The future occupant(s) of the Project's building is currently unknown. This MND assumes that the building would be operational 24 hours per day, 365 days per year, with exterior areas lit at night. Lighting would be subject to compliance with Riverside County Ordinance No. 915, which was adopted to prevent significant skyglow or lighting levels affecting other properties (Riverside County, 2014). The building is designed such that business operations would be conducted within the enclosed building, with the exception of vehicular movement, parking, and the loading and unloading of tractor trailers at designated loading bays and trailer parking stalls.

Because the building tenant/user is not yet known, the number of jobs that the Project would generate cannot be precisely determined; for purposes of analysis, employment estimates have been calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimates that light industrial businesses employ one (1) worker for every 1,030 s.f. of light industrial building area. Based on this employment generation rate, the Project is expected to create approximately 196 new, recurring jobs (201,844 s.f.÷ 1,030 s.f. = 195.97). (Riverside County, 2021a, Appendix E, Table E-5)

A. Type of Project:

Site Specific ☒ Countywide ☐ Community ☐ Policy ☐

B. Total Project Area: 9.26

Residential Acres: 0	Lots: 0	Units: 0	Projected No. of Residents: 0
Commercial Acres: 0	Lots: 0	Sq. Ft. of Bldg. Area: 0	Est. No. of Employees: 0
Industrial Acres: 9.26 acres	Lots: 1	Sq. Ft. of Bldg. Area: 201,844 s.f.	Est. No. of Employees: 196
Other: N/A	Lots: 0	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: 0

C. Assessor's Parcel No(s): 283-100-068 and 283-110-069

D. Street References: 22740 Temescal Canyon Road, Corona, CA 92883

E. Section, Township & Range Description or reference/attach a Legal Description: Section 27, Township 4 South, Range 6 West, San Bernardino Baseline and Meridian.

F. Brief description of the existing environmental setting of the project site and its surroundings: The 9.26-acre Project site previously was used for aggregate mining operations, but has since been reclaimed and graded and currently consists of unpaved land occupied by trucks, trailers, and storage containers. The Project site is abutted on the north by the Temescal Valley Water Reclamation Facility (TVWRF), on the east by the Temescal Wash, on the south by a developed site containing a warehouse building, and on the west by four warehouse buildings in the Wildrose Business Park to the west of which is Interstate 15 (I-15). The Project site is cleared of vegetation and contains trucks, trailers, and shipping containers. Lands immediately to the north, east, and south of the site are designated for "Light Industrial (LI)" land uses. The site immediately to the west of the Project site is designated for "Business Park (BP)" land uses. The nearest

residential property is approximately 0.1-mile to the southwest and is separated from the Project site by I-15. (Google Earth, n.d.; RCIT, n.d.)

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use**: The Project site is located within the Temescal Canyon Area Plan (TCAP) of the County of Riverside's General Plan. The General Plan and TCAP designate the Project site for "Light Industrial (LI)" land uses, which allows for industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. The proposed Project is consistent with the site's underlying General Plan and TCAP designation of LI. The Project meets all other applicable land use policies of the General Plan. (Riverside County, 2021a, p. LU-42)

2. **Circulation**: The Project was reviewed for conformance with County Ordinance No. 461 and the General Plan Circulation Element by the Riverside County Transportation Department. Adequate circulation facilities exist to serve the Project, with the Project utilizing two existing driveways that connect with Temescal Canyon Road. No new driveway connections are required or proposed. The Project meets all applicable circulation policies of the General Plan. (Riverside County, 2007a)

3. **Multipurpose Open Space**: No natural open space land is required to be preserved within the Project site boundaries. The Project is consistent with or otherwise would not conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Project meets all applicable Multipurpose Open Space Element Policies.

4. **Safety**: The Project allows for sufficient provision of emergency response services to the existing and future users of the Project site through the Project's design. The Project meets all other applicable Safety Element Policies.

5. **Noise**: The Project meets all applicable Noise Element policies, and the Project would not exceed Riverside County noise standards **(Urban Crossroads, 2023a)**.

6. **Housing:** The Riverside County General Plan Housing Element does not contain any policies applicable to the Project, but rather identifies programs and actions to achieve the County's goals with respect to housing. The Project site is not identified by the General Plan Housing Element for the construction of residential housing. The Project would not adversely impact implementation of the County General Plan Housing Element's goals or policies.

7. **Air Quality**: SCAQMD Rules require that fugitive dust emissions during grading and construction activities on the Project site be controlled to reduce air pollutant emissions to the greatest feasible extent. Long-term operation of the Project is calculated to not violate SCAQMD thresholds of significance for daily air pollutant emissions **(Urban Crossroads, 2023b)**. The Project is consistent with or otherwise would not conflict with all applicable Air Quality Element policies.

8. **Healthy Communities**: The Project would not result in any localized air quality impacts affecting nearby sensitive receptors (e.g., residential and school uses) **(Urban Crossroads,**

2023c). The Project site is not environmentally sensitive or subject to severe natural hazards. The Project is consistent with or otherwise would not conflict with applicable policies of the Healthy Communities Element.

9. **Environmental Justice:** The Project site is not located within a designated Environmental Justice Community.

B. **General Plan Area Plan(s):** Temescal Canyon Area Plan (TCAP)

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

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

E. **Overlay(s), if any:** None

F. **Policy Area(s), if any:** None

G. **Adjacent and Surrounding:**

1. **General Plan Area Plan(s):** Temescal Canyon Area Plan (TCAP)**.**

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

3. **Land Use Designation(s):** Lands to the west of the Project site are designated "Business Park (BP)" and lands abutting the Project site to the north, south, and east are designated "Light Industrial (LI)."

4. **Overlay(s), if any:** Areas to the north and west of the Project site occur within the Wildrose Specific Plan (SP 176).

5. **Policy Area(s), if any:** The Temescal Wash Policy Area occurs approximately 350 feet to the east of the Project site, but the Project site is not located within this Policy Area.

H. **Adopted Specific Plan Information**

1. **Name and Number of Specific Plan, if any:** None

2. **Specific Plan Planning Area, and Policies, if any:** None

I. **Existing Zoning:** Manufacturing **–** Service Commercial (M-SC)

J. **Proposed Zoning, if any:** N/A; no Change of Zone is proposed as part of the Project.

K. **Adjacent and Surrounding Zoning:** NORTH: Wildrose Specific Plan (SP 176) with business park land use designation. WEST: Wildrose Specific Plan (SP 176) with wastewater treatment plant land use designation. EAST: Mineral Resources and Related Manufacturing (M-R-A). SOUTH: Manufacturing – Service Commercial (M-SC).

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

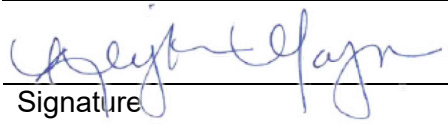
On the basis of this initial evaluation:

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

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore, a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and **a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.



Signature

12/12/2023

Date

Krista Mason

Printed Name

For John Hildebrand, Planning Director

Environmental Analysis

V. ENVIRONMENTAL ISSUES ASSESSMENT

Aesthetics

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

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

There are no officially-designated County scenic highways in the Project site's vicinity. The nearest County-eligible scenic highway is a segment of Cajalco Road, located approximately 2.4 miles north of the Project site. The Project would not be visible from this segment of Cajalco Road due to distance and intervening topography.

There are no officially-designated State or County scenic highways within the Project site's vicinity. The closest State-designated scenic highway is a segment of State Route (SR) 74 located to the east of the City of Hemet, approximately 39 miles to the east of the Project site, and due to distance and intervening topography the Project site is not visible from this segment of SR 74. The nearest State-eligible scenic highway is Interstate 15 (I-15), which is located approximately 325 feet west of the Project site; intervening warehouse development blocks views of the Project site from I-15 except for a small portion of the site being visible between views of the warehouses at 22600 Temescal Canyon Road (west of the Project site) and 22740 Temescal Cany Road (south of the site) and the TVWRF (north of the site). Where brief views of the Project site are possible from I-15, the site appears as packed dirt surface used for the storage of construction equipment, trucks, trailers, and shipping containers. Due to the presence of existing warehouse buildings between the Project site and I-15, the proposed building would be

scarcely visible to traffic along nearby segments of I-15. Furthermore, the proposed building would appear as a continuation of the existing light industrial development patterns in the local area, above which the Temescal Hills remain visible. Additionally, the Project's Plot Plan application materials require extensive landscaping and architectural design elements that would ensure the proposed Project does not result in adverse effects to scenic quality in the local area. Accordingly, the Project would not have a substantial adverse effect upon a scenic highway corridor, and impacts would be less than significant. (Google Earth, n.d.; Riverside County, 2021a)

b) Would the Project substantially damage scenic resources, including, but not limited to trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?

The Project site was previously subject to aggregate mining activities and was subsequently reclaimed and fully graded. Thus, the Project has no potential to result in adverse effects to scenic resources, including trees, rock outcroppings, or unique landmark features, as no such features occur on the site under existing conditions. No impact would occur.

Under existing conditions, lands to the west and south of the Project site are developed with light industrial warehouse buildings and the TVWD TVWRF occurs to the north of the Project site. While views of the Temescal Wash and Temescal Hills are located along the horizon looking easterly, the existing warehouse buildings to the west and south of the Project site already obscure and obstruct public views of these resources from Temescal Canyon Road and I-15 when approaching the Project site in the northbound and southbound directions. Public views of the hills will remain available above the warehouse buildings and views of the Temescal Wash will remain available along undeveloped segments of Temescal Canyon Road. As such, the Project would not obstruct any prominent scenic vistas or views open to the public, and impacts would be less than significant.

The Project site is planned for development with light industrial and business park land uses per the County's General Plan and TVAP. The Project's Plot Plan application materials propose architecture, landscaping, and wall and fence materials that comply with County standards and ensure that the Project site is not developed in a manner that would create an aesthetically offensive site open to public view. Impacts would be less than significant.

c) In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

According to mapping information available from the United States Census Bureau (USCB), the Project site is located within an urbanized area. The Project would be fully consistent with the existing M-SC zoning classification that applies to the Project site. Additionally, development of the Project site as proposed would be required to comply with the Project's Plot Plan application materials, which include measures related to site design, grading, landscaping, screen walls, and architectural design that would ensure the site is developed in a manner that is visually attractive. In consideration of the Project site's existing visual character as an unimproved lot used for the storage of construction equipment, trucks, trailers, and shipping containers, and the requirements of Project's Plot Plan application materials, the Project would not substantially degrade the existing visual character or quality of public views of the site or its surroundings, and impacts would be less than significant. (USCB, 2012)

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

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

Riverside County Ordinance No. 655 applies to lands within 45 miles of the Mt. Palomar Observatory. The Project site is located approximately 47.1 miles northwest of the Palomar Observatory and thus Ordinance 655 is not applicable. As such, the Project would not adversely affect the nighttime operation of Mt. Palomar Observatory and the Project would not be subject to the provisions of Riverside County Ordinance No. 655. No impact would occur. (Google Earth, n.d.; Riverside County, 1988; RCIT, n.d.)

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

a) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Under existing conditions, the Project site is used for the storage of construction equipment, trucks, trailers, and shipping containers, and contains only nominal sources of artificial lighting associated with vehicles. In addition, there are no existing or planned residential uses abutting the Project site. The

nearest existing residence occurs approximately 0.1-mile to the southwest of the Project site, along the opposite side (west side) of I-15.

The Project Applicant proposes to develop the site with one warehouse building, and would introduce new lighting elements on site to illuminate the parking areas, truck docking areas, and building entrances. Riverside County Ordinance No. 915 requires that all outdoor luminaires (other than street lighting) must be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. All lighting proposed by the Project Applicant would be required to comply with Riverside County Ordinance No. 915. Compliance with Ordinance No. 915 would be assured through future County review of building permit applications. Mandatory compliance with Ordinance No. 915 ensures that Project-related lighting would not create a new source of substantial light or glare which could adversely affect day or nighttime views in the area; thus, impacts would be less than significant. (Riverside County, 2014)

Additionally, as part of the Project's Plot Plan, a photometric analysis was conducted to evaluate lighting levels associated with the proposed development. As shown on the Project's photometric plan (refer to Sheet E-1.0 of the Project's Plot Plan application materials), Project lighting would not expose any surrounding properties to adverse lighting effects, as site lighting has been designed to prevent any spillage onto adjacent properties. As such, the Project has no potential to expose residential property to unacceptable light levels, and impacts would be less than significant.

With respect to glare, a majority of Project building elements would consist of tilt-up concrete panels, although the southwestern corner of the building would include glass elements. While window glazing has a potential to result in minor glare effects, such effects would not adversely affect daytime views of surrounding properties, including motorists along adjacent roadways, because the glass is proposed to be low-reflective. Areas proposed for window glazing also would be limited, as shown on the Project's application materials, and would be largely obstructed from public view by the existing warehouse buildings to the west and south of the Project site. Furthermore, any potential glare effects would be reduced due to proposed landscaping and perimeter walls. Thus, glare impacts from proposed building elements would be less than significant.

b) Would the Project expose residential property to unacceptable light levels?

Lighting proposed as part of the Project would not adversely affect residential properties. The nearest residential property is on the opposite side (west side) of I-15 Due to distance and existing light sources associated with I-15 and local area roadways (i.e., headlights and streetlights) the Project has no potential to expose residential property to unacceptable light levels, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Agricultural and Forest Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
4. Agriculture a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	☐	☐	☐	☒
c. Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	☐	☐	☐	☒
d. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

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

According to mapping information available from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the Project site is classified as containing "Urban-Built Up Land," and does not contain any lands mapped by the FMMP as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). As such, the Project has no potential to convert Farmland to a non-agricultural use, and no impact would occur. (CDC, n.d.)

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

Under existing conditions, the Project site is zoned for "Manufacturing – Service Commercial (M-SC)"; thus, the Project site is not zoned for agricultural use, and no agricultural uses occur on-site or on immediately-adjacent properties under existing conditions. Lands to the north and west of the Project site are zoned for "Specific Plan (SP)" land uses, lands south of the Project site are zoned for M-SC land uses, and the lands east of the Project site are zoned for "Mineral Resources and Related Manufacturing (M-R-A)" land uses. In addition, according to Riverside County GIS, the Project site is not subject to a Williamson Act contract and is not located within a Riverside County Agricultural Preserve. The nearest lands subject to a Williamson Act contract or located within an Agricultural Preserve are located

approximately 1.7 miles to the northeast of the Project site (Lake Matthews 1), which due to distance has no reasonably possibility of being adversely affected by the Project. Accordingly, the Project would not conflict with existing agricultural zoning, agricultural use, or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve, and no impact would occur. (Riverside County, 2022, pp. XII-14 to XII-18; Riverside County, 1994; RCIT, n.d.)

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

Lands to the north and west of the Project site are zoned for "Specific Plan (SP)" land uses, lands south of the Project site are zoned for M-SC land uses, and the lands east of the Project site are zoned for "Mineral Resources and Related Manufacturing (M-R-A)" land uses. While the M-R-A zoning classification allows for limited agricultural uses (such as crops, orchards, grazing, and forage), lands zoned M-R-A are not considered "land zoned for primarily agricultural purposes" and thus are not subject to the noticing requirements set forth by Ordinance No. 625, and no impact would occur. (Riverside County, 2022, pp. XII-14 to XII-18; Riverside County, 1994; RCIT, n.d.)

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

"Farmland" is defined in Section II.a of Appendix G to the State CEQA Guidelines to mean Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Based on mapping information available from the CDC FMMP, there are no areas of Farmland within the Project vicinity. The nearest lands containing Farmland (Prime Farmland, Farmland of Statewide Importance, and Unique Farmland) occur approximately 0.7-mile northwest of the Project site. As such, there are no components of the proposed Project that would result in changes in the existing environment which, due to their location or nature, could result in conversion of these types of Farmland to non-agricultural use, and no impact would occur. (CDC, n.d.; RCIT, n.d.)

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***
Would the project:				
5. Forest a. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	☐	☐	☐	☒
b. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
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?	☐	☐	☐	☒

a) Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?

No lands within the Project vicinity are zoned for forest land, timberland, or Timberland Production, nor are any lands within the Project vicinity used for timber production. Accordingly, no impact would occur. (Riverside County, 2015a, Figure 4.5.2; Riverside County, 2021a, Figure OS-3a; RCIT, n.d.)

b) Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

As depicted on Figure 4.5.2 of EIR No. 521, which was prepared in conjunction with the County's 2015 General Plan update, there are no forest lands on-site or within the Project vicinity. Additionally, under existing conditions the Project site is cleared of vegetation and is used for the storage of construction equipment, trucks, trailers, and shipping containers. There are no components of the proposed Project that would convert forest land to non-forest use. No impact would occur.

c) Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?

There are no forest lands on-site or within the Project vicinity. Additionally, under existing conditions the Project site is cleared of vegetation and is used for the storage of construction equipment, trucks, trailers, and shipping containers. There is no reasonable potential that the Project could result in changes to the existing environment which could result in the conversion of forest land to non-forest use. Accordingly, no impact would occur. (Riverside County, 2015a, Figure 4.5.2; Riverside County, 2021a, Figure OS-3a; RCIT, n.d.)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Air Quality

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
6. Air Quality Impacts				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The information in this section is based in part on two Project-specific technical studies prepared by Urban Crossroads. The first report addresses the Project's potential regional and localized air quality impacts, is titled, "22740 Temescal Canyon Warehouse Air Quality Impact Analysis (AQIA)" is dated June 14, 2023, and is included as MND *Technical Appendix A1.* The second technical study addresses diesel particulate matter (DPM) effects on human health, is titled "22740 Temescal Canyon Warehouse Mobile Source Health Risk Assessment," is dated June 13, 2023, and is included as MND *Technical Appendix A2*. Please refer to *Technical Appendices A1* and *A2* for a discussion of the modeling assumptions and methodologies used to calculate the Project's regional and localized air quality emissions and mobile source health risks.

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

The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has jurisdiction over an approximately 10,743 square-mile area and is principally responsible for air pollution control in the SCAB by working with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and State and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are updated regularly to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. In December 2022,

the SCAQMD released the Final 2022 AQMP. Like prior AQMPs, the 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) and updated emission inventory methodologies for various source categories. (Urban Crossroads, 2023b, p. 30)

Criteria defining consistency with the AQMP as defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's 1993 *CEQA Air Quality Handbook*. The Project's consistency with the AQMP is determined using the 2022 AQMP as discussed below. (Urban Crossroads, 2023b, p. 55)

- ***Consistency Criterion No. 1****: The Proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

  Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS, which would occur if Localized Significance Thresholds (LSTs) or regional significance thresholds were exceeded. These indicators are discussed below and the Project is determined to be consistent with the first criterion.

  Construction Impacts – Consistency Criterion No. 1
  As evaluated under the analyses of Thresholds b. and c., below, the Project's regional and localized construction-source emissions would not exceed applicable regional significance threshold and LST thresholds. As such, a less-than-significant impact is expected.

  Operational Impacts – Consistency Criterion No. 1
  As evaluated under the analyses of Thresholds b. and c., below, the Project would not exceed the applicable regional and localized significance thresholds for operational activity. Therefore, the Project would not conflict with the AQMP according to this criterion.

- ***Consistency Criterion No. 2****: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.*

  The AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law based on growth projections for location general plans. Development projects that are consistent with the growth projections in County of Riverside General Plan is considered to be consistent with the AQMP. The Project site is located within the Temescal Canyon Area Plan (TCAP) portion of the Riverside County General Plan and is designated for "Light Industrial (LI)" uses, which allows for industrial and related uses, including warehousing/distribution, assembly, and light manufacturing. The Project is proposed to consist of a 201,844 s.f. industrial warehouse building, which is consistent with the proposed uses allowed under the LI land use designation. Therefore, the Project is determined to be consistent with Consistency Criterion No. 2, resulting in a less-than-significant impact.

The Project would not result in or cause NAAQS or CAAQS violations. The Project would be consistent with the Project site's existing land use designation and zoning classification. Additionally, construction-

and operational-source impacts would not exceed the applicable SCAQMD regional or localized thresholds. As such, the Project is therefore considered to be consistent with the AQMP. Based on the preceding analysis, the proposed Project would not conflict with or obstruct implementation of the SCAQMD 2022 AQMP, and impacts would therefore be less than significant. (Urban Crossroads, 2023b, p. 56)

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

The proposed Project would generate air pollutant emissions during its construction and long-term operation. During construction, the Project's construction contractors would be required to comply with all applicable, mandatory regional air quality standards, including but not limited to SCAQMD Rule 403, "Fugitive Dust," and SCAQMD Rule 1113, "Architectural Coatings."

The California Emissions Estimator Model (CalEEMod) was utilized by Urban Crossroads to calculate the Project's air pollutant emissions. See *Technical Appendix A1* for a discussion of modeling methodology and for outputs from the model runs for both construction and operational activity. For purposes of technical analysis this MND and its supporting technical studies, Project construction is anticipated to commence in September 2023 and would last through August 2024, with occupancy occurring after August 2024. Although the Project's construction would commence later than analyzed, the construction analysis presents a worst case scenario because as time passes construction equipment fleets becomes less polluting as stricter regulatory requirements become effective and as older and more polluting pieces of construction equipment are phased out and replaced with newer, less polluting pieces of equipment. The duration of construction activity and associated equipment are described in Subsection 3.4 of the Project's AQIA (*Technical Appendix A1*).

Impact Analysis from Construction Emissions

Construction activities associated with the Project include but are not limited to site preparation, grading, building construction, paving, and architectural coating, which would emit volatile organic compounds (VOCs), nitrogen oxides (NO_X), sulfur dioxide (SO_X), carbon monoxide (CO), and particulate matter (PM_{10}, and $PM_{2.5}$). Refer to Subsection 3.4 of the Project's AQIA (*Technical Appendix A1*) for a description of the inputs and assumptions used to estimate the Project's construction-related air quality emissions. (Urban Crossroads, 2023b, p. 38) For analytical purposes the Project is calculated as commencing construction in 2023 but should construction commence later, the emissions reported herein would not be exceeded and would likely be reduced as older and more polluting pieces of construction equipment are phased out of construction fleets and replaced with newer, less polluting equipment.
The calculated maximum daily emissions associated with Project construction are presented in Table 1*, Construction Emissions Summary*. As shown in Table 1, emissions resulting from Project construction would not exceed the significance thresholds established by the SCAQMD for emissions of any criteria pollutant. Accordingly, the Project would not emit substantial concentrations of these pollutants during construction and would not contribute to an existing or projected air quality violation, on a direct or cumulatively-considerable basis. Impacts associated with construction-related emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$ would be less than significant and mitigation is not required. (Urban Crossroads, 2023b, p. 40)

Table 1 Construction Emissions Summary

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2023	5.00	47.20	39.60	0.07	8.45	5.08
2024	28.50	27.70	37.70	0.05	3.25	1.78
Winter						
2023	2.93	33.40	24.40	0.07	5.74	2.94
2024	2.37	18.60	21.70	0.03	2.40	1.29
Maximum Daily Emissions	**28.50**	**47.20**	**39.60**	**0.07**	**8.45**	**5.08**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1 to the Project's AQIA (*Technical Appendix A1).*

Impact Analysis for Operational Emissions

Operational activities associated with the Project would emit VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions are expected from the following primary sources: area source emissions; energy source emissions; mobile source emissions; and potentially on-site natural-gas powered cargo handling equipment emissions. Refer to Subsection 3.5 of the Project's AQIA (*Technical Appendix A1*) for a description of the inputs and assumptions used to estimate the Project's operational-related air quality emissions.

The AQMD's California Emissions Estimator Model (CalEEMod) summer and winter emission factors were used to derive emissions associated with the Project's operational activities, which vary by season. The Project's estimated operational source emissions are summarized in Table 2, *Summary of Peak Operational Emissions*. As shown on Table 2, the Project's daily regional emissions from on-going operations would not exceed the SQAQMD thresholds of significance for emissions of any criteria pollutants. Therefore, the Project would not emit substantial concentrations of any criteria pollutants during long-term operation and would not contribute to an existing or projected air quality violation. Impacts would be less than significant. (Urban Crossroads, 2023b, pp. 41-42)

Conclusion

Based on the foregoing analysis, the Project would not 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. Impacts would be less than significant, and mitigation measures are not required.

Table 2 Summary of Peak Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	1.18	8.56	16.50	0.10	2.28	0.56
Area Source	6.30	0.07	8.78	0.00	0.01	0.02
Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
Total Maximum Daily Emissions	**7.60**	**9.01**	**41.72**	**0.10**	**2.32**	**0.61**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Mobile Source	1.13	8.99	13.80	0.09	2.28	0.56
Area Source	4.86	0.00	0.00	0.00	0.00	0.00
Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
Total Maximum Daily Emissions	**6.11**	**9.37**	**30.24**	**0.09**	**2.31**	**0.59**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod operational-source emissions are presented in *Technical Appendix A1*.
(Urban Crossroads, 2023b, p. 44)

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

Development projects have the potential to expose nearby sensitive receptors to air pollutant concentrations that affect human health. At the regional level, currently available scientific modeling does not allow for the correlation of air pollutant emissions from a single small development project like the proposed Project on 9.26 acres to adverse health effects across the entire SCAB, which is 10,743 square miles in size. Therefore, the following provides an analysis based on the applicable Localized Significance Thresholds (LSTs) established by the State and SCAQMD, an analysis of the Project's potential to result in or contribute to CO "hot spots," and an analysis of the Project's potential to result in human health hazards.

Localized Significance Thresholds

LSTs were developed in response to environmental justice and health concerns regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis of the Project's potential localized air quality impacts makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (LST Methodology). 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 (NAAQS/CAAQS), collectively referred to as LSTs. Please refer to Section 3.6 of the Project's AQIA (*Technical Appendix A1*) for additional information related to the applicability of LSTs for the Project.

Sensitive Receptors

LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQS at the nearest residence or sensitive receptor. Receptors in the Project's study area used for analytical purposes are described below and shown in Figure 9, *Receptor Locations*. All distances are measured from the Project site boundary to the sensitive receptor outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site. The selection of receptor locations is based on Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by Caltrans and the Federal Transit Administration (FTA). (Urban Crossroads, 2023b, p. 48)

- Location R1 represents a residence at 22430 Silver Dollar Street, approximately 1,288 feet northwest of the Project site. R1 is placed in the private outdoor living areas (backyard) facing the Project site.
- Location R2 represents a residence at 22520 Silver Dollar Street, approximately 930 feet west of the Project site. R2 is placed in the private outdoor living areas (backyard) facing the Project site.
- Location R3 represents a residence at 22666 Hannah Court, approximately 680 feet west of the Project site. R3 is placed in the private outdoor living areas (backyard) facing the Project site.
- Location R4 represents the MTA Distributors West wholesaler facility at 22520 Temescal Canyon Road, located adjacent to the Project site. For analysis purposes, Location R4 is placed at the Project boundary.

The nearest sensitive receptor used for evaluation of localized impacts of PM_{10} and $PM_{2.5}$ is the existing residence at 22666 Hannah Court, represented by Location R3, approximately 680 feet (207 meters) west of the Project site. As such, a 207-meter distance was used to evaluate localized PM_{10} and $PM_{2.5}$ impacts. The nearest receptor used for evaluation of localized impacts of NO_X and CO is the MTA Distributors West wholesaler facility at 22520 Temescal Canyon Road, represented by Location R4, located west of the Project site (less than 10 meters). The LST Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." As such a 25-meter receptor distance was used for evaluation of localized NO_X and CO impacts. (Urban Crossroads, 2023b, p. 48)

Construction-Source Emissions LST Analysis

Localized Thresholds for Construction Activity

Because the Project's construction activities would disturb fewer than five acres per day for site preparation and grading activities, the SCAQMD's screening look-up tables are used in determining impacts. Consistent with SCAQMD guidance, the thresholds for the Project were calculated by interpolating the threshold values for the Project's disturbed acreage, and are presented in Table 3, *Maximum Daily Localized Construction Emissions Thresholds*.

Source(s): Urban Crossroads (11-11-2022)

Figure 9

Not to Scale

Receptor Locations

Table 3 Maximum Daily Localized Construction Emissions Thresholds

Construction Activity	Construction Localized Thresholds			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation	220 lbs/day	1,354 lbs/day	94 lbs/day	31 lbs/day
Grading	187 lbs/day	1,123 lbs/day	87 lbs/day	28 lbs/day

(Urban Crossroads, 2023b, Table 3-10)

Impact Analysis for Construction-Source Localized Emissions

Table 4, *Localized Construction-Source Emissions*, identifies the localized impacts at the nearest applicable receptor locations in the vicinity of the Project site. As shown in Table 4, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant. Accordingly, the Project's localized construction-related emissions would be less than significant at the nearest sensitive receptors.

Table 4 Localized Construction-Source Emissions

Construction Activity	Year	Scenario	Emissions (lbs/day)			
			NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation	2023	Summer	47.00	38.00	8.19	5.02
		Winter	n/a	n/a	n/a	n/a
		Maximum Daily Emissions	**47.00**	**38.00**	**8.19**	**5.02**
		SCAQMD Localized Threshold	220	1,354	94	31
		Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Grading	2023	Summer	25.40	21.60	3.75	2.31
		Winter	25.40	21.60	3.75	2.31
		Maximum Daily Emissions	**25.40**	**21.60**	**3.75**	**2.31**
		SCAQMD Localized Threshold	187	1,123	87	28
		Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: CalEEMod unmitigated localized construction-source emissions presented in *Technical Appendix A1.*
(Urban Crossroads, 2023b, Table 3-11)

Operational-Source Localized Emissions

The Project site is 9.26 acres. The LST Methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look up tables can be used as a screening tool to determine whether pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the Project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site operational activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project site boundary. As such, LSTs for a 5-acre site during operations are used as a screening tool to determine if further detailed analysis is

required, and are presented in Table 5, *Maximum Daily Localized Operational Emissions Thresholds*. (Urban Crossroads, 2023b, p. 51)

Table 5 Maximum Daily Localized Operational Emissions Thresholds

Operational Localized Thresholds			
NO_X	CO	PM_{10}	$PM_{2.5}$
270 lbs/day	1,700 lbs/day	26 lbs/day	9 lbs/day

(Urban Crossroads, 2023b, Table 3-12)

In an effort to establish a maximum potential impact scenario for analytical purposes, the operational emissions presented herein represent all on-site Project-related stationary (area) sources and Project-related mobile sources. As shown on Table 6, *Localized Operation-Source Emissions*, Project-related operational emissions would not exceed the LST thresholds for the nearest sensitive receptor. Therefore, the Project would have a less-than-significant localized impact during operational activity for both land uses. (Urban Crossroads, 2023b, p. 51)

Table 6 Localized Operation-Source Emissions

Scenario	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Summer	1.99	27.87	0.10	0.07
Winter	2.00	19.29	0.09	0.05
Maximum Daily Emissions	**2.00**	**27.87**	**0.10**	**0.07**
SCAQMD Localized Threshold	270	1,700	26	9
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2023b, Table 3-13)

CO "Hot Spot" Analysis

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment. (Urban Crossroads, 2023b, p. 52)

As more fully explained in Subsection 3.9 of the Project's AQIA (*Technical Appendix A1*), in 2003, a CO "hot spot" analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods, which did not predict any violation of CO standards. The results indicated that peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. Therefore, even if the traffic volumes for the proposed Project were double or even triple the busiest intersection evaluated in the 2003 CO "hot spot" analysis, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO "hot spot" at any study area intersections. (Urban Crossroads, 2023b, p. 53)

The Project considered herein would not produce the volume of traffic required to generate or significantly contribute to a CO "hot spot" (as demonstrated by the Project's Trip Generation Summary, included as *Technical Appendix A1*). For example, the existing 2022 average daily traffic volumes (ADT) on Temescal Canyon Road south of Dos Lagos Road is 15,375 ADT, which is far below the volumes that have the potential to produce a CO "hot spot." Therefore, CO "hot spots" are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source CO "hot spots" would therefore be less than significant. (Urban Crossroads, 2023b, p. 53)

Project-Related DPM Source Cancer and Non-Cancer Risks

A Project-specific health risk assessment (HRA) was prepared for the Project based on SCAQMD guidelines to produce conservative estimates of risk posed by exposure to Diesel Particulate Matter (DPM). The Project's HRA is included as *Technical Appendix A2* to this MND. Refer to Section 2 of the Project's HRA for a discussion of the recommended methodology, emissions estimation, exposure quantification, carcinogenic chemical risk, and non-carcinogenic exposure used as inputs to the analysis.

Environmental Setting for Toxic Air Contaminants

In January 2018, as part of the overall effort to reduce air toxics exposure in the SCAB, SCAQMD began conducting the "Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V)," Program. MATES-V has extrapolated the excess cancer risk levels throughout the SCAB by modeling the specific grids. The Project site is located within a quadrant of the geographic grid of the MATES-V model which predicted a cancer risk of 334 per million for the area containing the Project site. Diesel Particulate Matter (DPM) is included in this cancer risk along with all other Toxic Air Contaminant (TAC) sources. As in previous MATES iterations, diesel particulate matter (PM) is the largest contributor to overall air toxics cancer risk. However, the average levels of DPM in MATES V are 53% lower at the 10 monitoring sites compared to MATES IV. (SCAQMD, n.d.)

The census tract containing the Project site (Census Tract 6065041910) is ranked by the State as being in the 62nd percentile for pollution burden which, based on the Census Tract's demographic characteristics, results in the Office of Environmental Health Hazard Assessment (OEHHA) ranking the area in the 26th percentile of communities that are disproportionately burdened by multiple sources of pollution. OEHHA relies on reported demographic information of 7,685 persons living in Census Tract 6065041910. (OEHHA, 2021)

Exposure indicators are based on measurements of different types of pollution that people may come into contact with. Environmental effects indicators are based on the locations of toxic chemicals in or near communities. Sensitive population indicators measure the number of people in a community who may be more severely affected by pollution because of their age or health. Socioeconomic factor indicators are conditions that may increase people's stress or make healthy living difficult and cause them to be more sensitive to pollution's effects. For the Project site's Census Tract, the highest environmental exposures (over 80%) are from ozone (O_3), traffic, and drinking water contaminants. There are no population or socioeconomic factors exceeding 80% in the Project's Census Tract. (OEHHA, 2021)

HRA Modeling Parameters

The Project's modeled emission sources are illustrated on Exhibit 2-B of the Project's HRA (*Technical Appendix A2*) for on-site sources, while Exhibit 2-C of the HRA depicts off-site sources. The truck route utilized in the HRA was modeled to determine the potential impacts to sensitive receptors and includes

off-site sources in the study area for approximately 0.75-mile. This modeling domain is more inclusive and conservative than using a 0.25-mile modeling domain, which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within 0.25-mile of the primary source of emissions. In the case of the Project, the primary source of emissions is due to on-site idling and on-site travel. The nearest modeled receptors are illustrated on Figure 10*, Health Risk Analysis Receptor Locations*. Refer to Section 2 of the Project's HRA for a more detailed discussion of modeling parameters.

Construction-Related Health Risk Impacts

The land use with the greatest potential exposure to Project construction-source DPM emissions is Location R3 which is located approximately 680 feet west of the Project site at an existing residence located at 22666 Hannah Court. Location R3 is placed in the private outdoor living areas (backyard) facing the Project site. At the Maximally Exposed Individual Receptor (MEIR), the maximum incremental cancer risk attributable to Project construction-source DPM emissions is calculated at 0.95 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were calculated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. Thus, construction-related health risk impacts would be less than significant. (Urban Crossroads, 2023c, p. 22)

Operation-Related Health Risk Impacts

Project-related operational DPM source cancer and non-cancer health risks also were evaluated for the MEIR, Maximally Exposed Individual Worker (MEIW), and Maximally Exposed Individual School Child (MEISC) receptor scenarios, which are discussed below. Detailed air dispersion model outputs and risk calculations are included as appendices to the Project's HRA (*Technical Appendix A2*).

Residential Exposure Scenario

The residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R5, which is located approximately 5,275 feet northwest of the Project site at an existing residence located at 21650 Temescal Canyon Road (refer to Figure 10). Although Location R5 is not the closest receptor to the Project site, Location R5 is the receptor location that would experience the highest concentration of DPM during ongoing operation of the Project, despite not being the closest residential receptor to the site, due to the configuration of truck routes and loading docks, as well as meteorological conditions (i.e., wind speed and direction) in the Project vicinity. At the MEIR, the maximum incremental cancer risk attributable to the Project operational-source DPM emissions is calculated at 0.27 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were calculated to be <0.01, which would not exceed the applicable threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance from the Project site than the MEIR analyzed herein, and generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. For disclosure purposes, and although not the maximally impacted receptor, at Location R3, which is the nearest sensitive receptor to the Project site, cancer risks are calculated at 0.21 in one million, which is less than the SCAQMD significance threshold of 10 in one million. At this same location, non-cancer

Source(s): Urban Crossroads (11-17-2022)

Figure 10

Not to Scale

Health Risk Analysis Receptor Locations

risks were calculated to be <0.01, which would not exceed the applicable threshold of 1.0 As such, the Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant. (Urban Crossroads, 2023c, pp. 22-23)

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R4, which represents the adjacent potential worker receptor to the west of the Project site (refer to Figure 10). At the MEIW, the maximum incremental cancer risk impact is 0.27 in one million, which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were calculated to be <0.01, which would not exceed the significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers and impacts would be less than significant. (Urban Crossroads, 2023c, p. 23)

School Child Exposure Scenario

The nearest school to the Project site is Temescal Valley Elementary School, which is located approximately 1,500 feet southwest of the Project site on the opposite side of I-15. At the MEISC, the maximum incremental cancer risk impact attributable to the Project is calculated to be 0.01 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to nearby school children and impacts would be less than significant. (Urban Crossroads, 2023c, p. 23)

Construction and Operational Impacts

The land use with the greatest potential increased cancer risk due to exposure to Project construction-source and operational-source DPM emissions is Location R3 (refer to Figure 10). At this location, the maximum incremental cancer risk attributable to Project construction and operational DPM source emissions is calculated at 1.05 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location. (Urban Crossroads, 2023c, pp. 23-24)

Specific Human Health Consequences

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As explained in detail in Subsection 3.12.1 of the Project's AQIA (*Technical Appendix A1*), SCAQMD concluded that it "does not currently know of a way to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects." Additionally, the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) found that "the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area." The disconnect between the amount of precursor pollutants and the concentration of ozone or PM formed makes it difficult to determine potential health impacts, which are

related to the concentration of ozone and PM experienced by the receptor rather than levels of NO_X, SO_X, and VOCs produced by a source. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in cause asthma), existing scientific tools cannot accurately estimate health impacts of the Project's air emissions without undue speculation. The LST analysis above determined that the Project would not result in emissions exceeding SCAQMD's LSTs. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or State ambient air quality standards for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$. Furthermore, because the Project's emissions would comply with federal, State, and local air quality standards, the proposed Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled. (Urban Crossroads, 2023b, pp. 56-57)

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

The Project's proposed land use (warehouse) is not typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. However, 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 the respective phase of construction. In addition, the proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances, including the discharge of odorous emissions. Thus, construction-related odor emissions associated with the proposed Project would be less than significant. (Urban Crossroads, 2023c, pp. 57-58)

Potential odor sources associated with the long-term operation of the proposed Project may result from the temporary storage of typical solid waste. Project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. In addition, the proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances, including the discharge of odorous emissions. Therefore, odors and other emissions, such as those leading to odors, associated with operational activities of the proposed Project would be less than significant. No mitigation is required. (Urban Crossroads, 2023c, pp. 57-58)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Biological Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
7. Biological Resources				
a. Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	☐	☒	☐	☐
b. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	☐	☐	☒	☐
c. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	☐	☐	☒	☐
d. Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	☐	☐	☐	☒
f. Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
g. Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

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

The applicable habitat conservation plans for the Project area are the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Each is discussed below.

Project Consistency with the SKR HCP

The SKR HCP was prepared under the direction of the Riverside County Habitat Conservation Agency (RCHCA) Board of Directors, in consultation with United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW). Riverside County is a member agency of the RCHCA. According to Figure S-1 of the SKR HCP, the Project site is not located within or adjacent to any SKR core reserve areas. Additionally, the Project Applicant would be required to contribute fees towards the establishment and long-term maintenance of the SKR HCP core reserve pursuant to Riverside County Ordinance No. 663. The Project would not conflict with any provisions of the SKR HCP; thus, a less-than-significant impact would occur.

Project Consistency with the MSHCP

Provided below is an evaluation of the Project's consistency with MSHCP Reserve assembly requirements, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures).

Project Relationship to MSHCP Reserve Assembly

The Project site is located within the Temescal Canyon Area Plan Subunit 3 (Temescal Wash West) of the MSHCP. According to Riverside County GIS, a sliver of land along the northern portion of the Project site is mapped within Criteria Cell No. 2827 within Cell Group E. However, the Project site was fully disturbed at the time the MSHCP was adopted in 2003 and contained only nominal areas of vegetation on site. Also, the TVWRF is located immediately north of the Project site. Under existing conditions, the Project site remains fully disturbed, and is currently used for the storage of construction equipment, trucks, trailers, and shipping containers. Moreover, the Project site is located in the westernmost portion of Cell Group E, while the MSHCP Criteria for Cell Group E anticipates that conservation within Cell Group E "…will range from 65%-75% of the Cell Group focusing on the central portions of the Cell Group." Because the Project site is not located within the central portions of the Cell Group, and because the Project site does not contain any sensitive vegetation communities or habitat for sensitive species, it is concluded that the northern portion of the Project site is not targeted for inclusion in the MSHCP Reserve System. Accordingly, the Project would not conflict with the MSHCP Reserve Assembly Requirements, and no impact would occur.

Project Consistency with MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)

As with the conditions that existed when the MSHCP was adopted in 2003, the Project site is fully disturbed and currently is used for the storage of construction equipment, trucks, trailers, and shipping containers. Due to past mining operations and subsequent reclamation activities on the site, the Project site does not contain any jurisdictional drainages or areas of ponding. As such, the Project would not result in any impacts to riparian/riverine areas or vernal pools, and the Project would not conflict with the provisions of MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools). No impact would occur.

Project Consistency with MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species)

Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. The eastern and southeastern portions of the Project site are located in a NEPSSA for Munz's onion, San Diego ambrosia, Slender-horned spineflower, Many-stemmed dudleya, Spreading navarretia, California Orcutt grass, San Miguel savory, Hammitt's clay-cress, Wright's trichocoronis (RCA, n.d.). However, due to past mining operations and subsequent reclamation activities on site, as well as the current uses of the site for the storage of construction equipment, trucks, trailers, and shipping containers, the Project site does not offer suitable conditions for any of the identified NEPSSA plant species. Accordingly, the Project has no potential to conflict with MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species), and no impact would occur.

Project Consistency with MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/ Wildlands Interface)

The MSHCP Urban/Wildlands Interface Guidelines (UWIG) presented in MSHCP Section 6.1.4 are intended to address indirect effects associated with locating development in proximity to a MSHCP Conservation Area. There is an existing parcel abutting the Project site's northeast corner that has been conserved as part of the MSHCP. Additional areas of conservation within Cell Group E also may occur in the future, including on lands that abut the Project site's eastern boundary. Therefore, the Project is subject to MSHCP Section 6.1.4, which addresses potential indirect impacts associated with water quality/hydrology, toxics, lighting, noise, invasive species, and barriers. Each is discussed below.

Water Quality/Hydrology

Proposed projects in proximity to the MSHCP Conservation Area are required to incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into the MSHCP Conservation Area. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the MSHCP Conservation Area. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. Regular maintenance also is required to ensure effective operations of runoff control systems.

The Project's construction contractor would be required to develop a Stormwater Pollution Prevention Plan (SWPPP) to address runoff and water quality during construction. Following the completion of construction activities, the Project's development area would consist of the proposed building and other impervious surfaces, along with ornamental landscaping. As discussed in further detail in MND subsection V.H., *Hydrology and Water Quality*, the Project is designed to detain runoff generated on the Project site such that there would be no increase in developed storm flows as compared to existing drainage conditions. Additionally, the Project would be subject to compliance with a Project-specific Water Quality Management Plan (WQMP), a preliminary copy of which is included as MND *Technical Appendix F1*, which would specify measures that must be undertaken to ensure long-term maintenance of the water quality and detention features. As such, the Project would not in any way result in increased drainage or affect the water quality of lands to the east and northeast that either are, or may in the future become part of, the MSHCP Reserve System. Mandatory compliance with the SWPPP during construction and the Project's WQMP under long-term operations would ensure that the Project does not conflict with the MSHCP provisions related to indirect drainage impacts. Accordingly, impacts would be less than significant.

Toxics

Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts that are potentially toxic or may adversely affect wildlife species, habitat, or water quality are required to include measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. As noted above, construction activities would be subject to compliance with a SWPPP and long-term operations would be subject to compliance with the Project's WQMP, both of which would preclude the discharge of toxics from the Project site that could adversely affect the MSHCP Conservation Area. As such, the Project would not conflict with the MSHCP provisions related to toxics, and impacts would be less than significant.

Lighting

Night lighting is required to be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. There is a potential that construction activities associated with the Project may require nighttime lighting during construction activities, particularly during nighttime concrete pouring activities. Based on the size of the proposed building, it is anticipated that nighttime construction activities (i.e., concrete pouring) would occur over a period of approximately two weeks over the +/- 10 months of Project building construction activities. Thus, during Project the approximately two weeks of nighttime concrete pouring activities the Project has the potential to conflict with the lighting provisions of the MSHCP, resulting in a near-term significant impact. Implementation of Mitigation Measure **MM BIO-1**, which requires lighting elements to be directed away from the open space areas to the east and northeast of the Project site, would ensure that any nighttime lighting elements during construction activities are directed away from nearby conservation areas, thereby ensuring consistency with the lighting provisions of MSHCP Section 6.1.4. Thus, with implementation of the required mitigation, impacts would be reduced to less-than-significant levels.

Under long-term operating conditions, future development on site would be subject to compliance with Riverside County Ordinance No. 915 (Regulating Outdoor Lighting). In particular, Section 5 of Riverside County Ordinance No. 915 requires that "[a]ll outdoor luminaires in shall [sic] be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way." All future building permit applications would be required to comply with Riverside County Ordinance No. 915, which would ensure that long-term operational lighting does not adversely affect the

MSHCP Conservation Area. As such, under long-term conditions the Project would not conflict with the lighting provisions of the MSHCP Section 6.1.4.

Noise

The MSHCP requires that proposed noise-generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards. For planning purposes, wildlife within the MSHCP Conservation Area should not be subject to noise that would exceed residential noise standards. Refer to MND subsection V.K., *Noise*, for a more thorough discussion of the Project's potential noise impacts during both construction and operation.

As indicated in MND Table 9, *Construction Equipment Noise Level Summary*, during construction activities the highest noise levels anticipated along the Project site's boundary with the open space areas to the east and northeast would be 74.6 dBA Leq during daytime site grading and paving activities, whereas the residential standard is 65 dBA Leq. As indicated in MND Table 11, *Nighttime Concrete Pour Noise Level Analysis*, the highest construction-related noise levels during nighttime concrete pouring activities along the Project site's boundary with the open space areas to the east and northeast would be 60.2 dBA Leq, whereas the nighttime standard is 45 dBA Leq. The Project site has long been used for mining activities and post-reclamation is used for the storage of construction equipment, trucks, trailers, and shipping containers. As such, any sensitive wildlife using adjacent open space areas to the east and northeast would have acclimated to historic noise levels. Nonetheless, if sensitive species are present when construction activities commence, a potentially significant noise impact to wildlife could occur. Implementation of Mitigation Measure **MM BIO-2**, which requires a survey for sensitive species and implementation of noise-reducing measures as needed, would ensure that construction-related noise is reduced to residential levels, thereby ensuring consistency with the noise provisions of MSHCP Section 6.1.4. Thus, with implementation of the required mitigation, impacts would be reduced to less-than-significant levels.

As indicated in MND Table 12, *Daytime Operational Noise Levels*, long-term operation of the proposed Project would expose the open space areas located east and northeast of the Project site to noise levels up to 47.4 dBA Leq near the southeast corner of the Project site. As indicated in MND Table 13, *Nighttime Project Operational Noise Levels*, during nighttime operational activities, the Project would expose the open space areas located east and northeast of the Project site to noise levels of up to 47.3 dBA Leq near the southeast corner of the Project site. As indicated in MND Table 8, the thresholds of significance for sensitive receptors for operational noise are 55 dBA Leq during the daytime and 45 dBA during the nighttime; however, existing noise levels at night at the Project site boundary are 52.9 dBA Leq under existing conditions. Thus, Project daytime operational noise levels would not expose the nearby open space areas to the east and northeast of the Project site to noise levels exceeding residential noise standard of 55 dBA Leq. During nighttime operations, open space near the southeast corner of the Project site would be exposed to quieter operational noise levels of up to 47.3 dBA Leq, whereas the existing condition is 52.9 dBA Leq, which is an improvement over the existing condition and therefore less than significant.

Invasive Species

MSHCP Section 6.1.4 requires that landscape plans for residential, commercial, and mixed development avoid the use of invasive species for the portions of the development areas adjacent to open space areas east and northeast of the Project Site. Invasive plants that should be avoided are included in Table 6-2 of the MSHCP, *Plants That Should Be Avoided Adjacent to the MSHCP Conservation Area*. Based on

the Project's conceptual landscape plans included as part of the Project's Plot Plan application materials, none of the plant species identified in MSHCP Table 6-2 are proposed as part of Project landscaping. Accordingly, the Project would not conflict with the invasive species provisions of MSHCP Section 6.1.4.

Barriers

Barriers are intended to reduce or minimize unauthorized public access and associated impacts to protected resources. With implementation of the proposed Project, the eastern boundary of the Project site would have retaining walls ranging in height from approximately 5.1 feet to 8.2 feet, which would preclude public access into the open space areas located east and northeast of the Project site. During construction, there is a potential for construction activities to encroach beyond the Project site boundary, which is a potentially significant impact. Implementation of Mitigation Measure **MM BIO-3**, which requires the installation of temporary construction fencing, would ensure that construction-related activity does not encroach beyond the eastern and northeastern property lines, thereby ensuring consistency with the barrier provisions of MSHCP Section 6.1.4. Thus, with implementation of the required mitigation, impacts would be reduced to less-than-significant levels.

Project Consistency with MSHCP Section 6.3.2 (Additional Survey Needs and Procedures)

Criteria Area Plant Species

The northernmost portion of the Project site occurs within an MSHCP CAPSA for seven species: Parish's brittlebush (*Atriplex parishii*); Davidson's saltscale (*Atriplex serenana* var. *davidsonii*); thread-leaved brodiaea (*Brodiaea filifolia*); smooth tarplant (*Centromadia pungens* ssp. *laevis*); round-leaved filaree (*Erodium macrophyllum*); Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*); and little mousetail (*Myosurus minimus* ssp. *apus*) (RCA, n.d.). However, due to past mining operations and subsequent reclamation activities on site, as well as the current uses of the site for the storage of construction equipment, trucks, trailers, and shipping containers, the Project site does not contain any suitable habitat for any of the identified CAPSA plant species. Accordingly, the Project would not conflict with MSHCP Section 6.3.2 related to CAPSA species.

Amphibians and Mammals

The Project site is not located within an MSHCP Survey Area for amphibians or mammals. As such, the Project has no potential to result in a conflict with MSHCP Section 6.3.2 as it relates to amphibians and mammals. (RCA, n.d.)

Burrowing Owl

The eastern and southeastern portions of the Project site are located within the MSHCP Burrowing Owl Survey Area (RCA, n.d.). However, due to past mining operations and subsequent reclamation activities on the site, as well as the current uses of the site for the storage of construction equipment, trucks, trailers, and shipping containers, the Project site does not contain any suitable habitat for the burrowing owl. As such, impacts have no reasonable potential to occur and the Project would be consistent with MSHCP Section 6.3.2 as it pertains to the burrowing owl.

Other Species

The MSHCP identifies 28 species not adequately covered under the Plan. However, due to past mining operations and subsequent reclamation activities on site, as well as the current uses of the site for the storage of construction equipment, trucks, trailers, and shipping containers, the Project site does not contain any suitable habitat for any of the 28 species not adequately covered under the MSHCP.

Accordingly, the Project would not conflict with MSHCP Section 6.3.2 as it pertains to the 28 species not adequately conserved by the MSHCP.

b) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

The list of species designated by the Fish and Game Commission as endangered, threatened, or rare is contained in the California Code of Regulations, Title 14, Section 670.2. No native habitat types are present on the site and no listed species (currently protected by State or federal endangered species acts) are expected to occur due to absence of suitable habitat. Because the Project site is currently cleared of all vegetation, there are no potential impacts to migratory bird species through the removal of nesting habitat (trees and shrubs). Thus, direct impacts would be less than significant.

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

As demonstrated in Threshold 7. b. above, the Project site does not contain sensitive species and would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in a local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Wildlife Service. Thus, impacts would be less than significant.

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

The Project site was mined, reclaimed, and currently used for the storage of construction equipment, trucks, trailers, and shipping containers. The site is abutted on the north by the TVWRF, on the south by an existing warehouse building, and on the west by four existing warehouse buildings. Further, the Project site is located approximately 325 feet east of the I-15 freeway. Thus, the Project site does not have any wildlife corridor value. Wildlife movement corridors in Western Riverside County are addressed by the conservation requirements specified in the Western Riverside County MSHCP, and the Project site is not identified for conservation or designated as a wildlife movement corridor as part of the MSHCP. Accordingly, the Project site is not considered to be a wildlife movement corridor. Further, because the Project site is disturbed and cleared of vegetation under existing conditions, no nesting bird habitat is present and the Project has no potential to impact nesting birds as prohibited by California Fish and Game Code or impact native resident or migratory fish or wildlife species. Thus, any impacts to wildlife movement as a result of the Project would be less than significant.

e) Would the Project 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?

The Project site was mined, reclaimed, and currently used for the storage of construction equipment, trucks, trailers, and shipping containers. The Project site does not contain riparian habitats, sensitive natural communities, or wetlands protected under local or regional policies and regulations. Additionally, the analysis presented herein under the discussion of potential impacts to Hydrology and Water Quality

(refer specifically to Threshold a.) demonstrates that during both construction and long-term operation, the Project would not result in indirect water quality impacts affecting downstream riparian habitat. Specifically, during construction, the Project Applicant would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), which would ensure that Best Management Practices (BMPs) are implemented during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Under long-term operating conditions, drainage would be controlled by the Project's storm drainage system (including proposed MWS units), which has been designed to treat pollutants of concern from Project site runoff. Additionally, under long-term operations, the Project would be subject to compliance with the Project's WQMP (refer to *Technical Appendix F2*), which identifies structural controls (including the proposed MWS) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, requirements for industrial processes, loading dock requirements, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Accordingly, the Project would not result in any direct or indirect impacts to riparian habitat or other sensitive natural communities, and no impact would occur.

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

As stated in Threshold 7. a., the Project site is not eligible for protection under the MSHCP or SKR HCP. Additionally, the Project site is cleared of vegetation and disturbed under existing conditions. Thus, the Project site does not contain riparian habitats, sensitive natural communities, or wetlands protected under local or regional policies and regulations. As discussed in further detail in MND subsection V.H., *Hydrology and Water Quality*, the Project is designed to detain runoff generated on the Project site such that there would be no increase in developed storm flows as compared to existing drainage conditions and thus no potential to affect off-site hydrology. Thus, no impact would occur.

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

Aside from the SKR HCP and the MSHCP, which are addressed under the analysis of Threshold a., the only other local policies or ordinances protecting biological resources are the Riverside County Oak Tree Management Guidelines and Riverside County Ordinance No. 559 (Regulating the Removal of Trees). There are no oak trees or vegetation communities containing oak trees within the project site. Additionally, Riverside County Ordinance No. 559 applies to properties located above 5,000 feet amsl in elevation, while the maximum elevation at the Project site is approximately 913.5 feet amsl; thus, Riverside County Ordinance No. 559 is not applicable to the proposed Project. Accordingly, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would occur. (Riverside County, 2000)

Mitigation:

MM BIO-1: Any artificial light fixtures used on the Project site during construction shall be placed away from the site's eastern and northeastern boundaries, directed westerly, and include appropriate design features (e.g., shielding, cut-off devices, etc.) to preclude substantial illumination beyond the Project site's eastern and northeaster boundaries. This requirement

shall be made a condition of any permit that authorizes construction activity between the hours of 6PM and 7AM.

MM BIO-2: Within 30 days of issuance of a grading permit, a designated biologist retained by the Project Applicant and approved by the County of Riverside shall conduct a survey for sensitive wildlife species within 500 feet of the Project site's eastern and northeastern boundaries. Permission from the off-site property owners is required but if cannot be obtained, the designated biologist shall survey the area from the Project site boundary with binoculars. If no sensitive species are present, grading activities may commence without restriction. If sensitive species are present that are sensitive to noise, the sensitive species locations shall be indicated on the grading plan as reference, and shall be provided to the County of Riverside Environmental Programs Department. The designated biologist shall prepare and the County Environmental Programs Department shall approve a construction management plan that will become a condition of the Project's grading permit, to show how construction noise levels will be reduced to not expose active territories, nests, or nesting colonies of sensitive species to noise levels above 65 dBA Leq. If a temporary noise barrier is required, its location, height, and sound attenuation rating shall be as determined by the designated biologist and approved by the County Environmental Programs Department. The biologist shall conduct noise monitoring of active nest, colony, and territory locations for the duration of grading and site preparation activities to ensure that noise-sensitive species are not exposed to construction noise that exceeds 65 dBA Leq.

MM BIO-3: Prior to the commencement of construction activities, a temporary construction fence shall be placed along the Project site's eastern boundary and shall remain in place and in good condition until grading and site preparation activities are complete and the Project's permanent perimeter condition is established. Signs shall be posted on the fence indicating that construction activities shall not occur past the fence line. Riverside County shall ensure that the fence is in place prior to the issuance of a grading permit.

Monitoring: Monitoring shall be conducted by a qualified biologist retained by the Project Applicant and by the Riverside County Environmental Programs Department.

Cultural Resources

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less-than-Significant Impact***	***No Impact***
Would the project:				
8. Historic Resources a. Alter or destroy an historic site?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	☐	☐	☐	☒

a) Would the Project alter or destroy an historic site?

b) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?

The Project site was previously subject to mining operations and subsequent reclamation activities, and the Project site is currently used for the storage of construction equipment, trucks, trailers, and shipping containers. No structures exist on the Project site under existing conditions, and as such the Project would not result in any impacts to historical buildings. Additionally, because the Project site was previously subject to mining and reclamation activities, the Project site has no potential to contain any subsurface historical resources, and no historical resources are known to occur on the Project site. Accordingly, the Project would not alter or destroy an historic site, and the Project would not cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5. No impact would occur.

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***
Would the project:				
9. Archaeological Resources a. Alter or destroy an archeological site?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archeological resource as defined in California Code of Regulations, Section 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

a) Would the Project alter or destroy an archeological site?

The Project site was previously subject to mining operations and subsequent reclamation activities, and the Project site is currently used for the storage of construction equipment, trucks, trailers, and shipping containers. Any cultural or archaeological resources that may have existed on the Project site would have been uncovered and disturbed as part of prior site mining and/or reclamation activities. As indicated on the Project's grading plan, Project grading activities would require 6,040 cy of cut and 15,280 cy of fill, requiring the import of 15,280 cy of fill material, indicating that a majority of site grading activities would be associated with fill material. Grading activities associated with the Project would not extend below the depths of prior mining and reclamation activities, indicating that the Project has no potential to result in impacts to previously-undiscovered subsurface archaeological resources or sites. Accordingly, the Project would have no reasonable potential to alter or destroy an archaeological site, and the Project would not cause a substantial adverse change in the significance of an archeological resource as defined in California Code of Regulations, Section 15064.5. No impact would occur.

b) Would the Project cause a substantial adverse change in the significance of an archeological resource as defined in California Code of Regulations, Section 15064.5?

As indicated under Threshold a., above, there is no reasonable potential that the Project could cause a substantial adverse change in the significance of an archaeological site given that the site was previously mined and that a limited amount of earthwork cutting would occur to implement the Project. Regardless, CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during Project construction. Therefore, a condition of approval that dictates the procedures to be followed should any unanticipated cultural resources be identified during ground disturbing activities has been placed on the Project. This is a standard condition of approval and is not considered a mitigation measure for the purposes of this Project.

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

The Project site was previously subject to mining operations and subsequent reclamation activities that substantially disturbed the site's subsurface and no human remains are known to exist beneath the site. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code § 7050.5, "Disturbance of Human Remains." According to § 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code § 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. With mandatory compliance with California Health and Safety Code § 7050.5 and California Public Resources Code § 5097 et seq., the proposed Project would not physically disturb any human remains in an adverse manner; therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Energy

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
10. Energy Impacts a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

In order to evaluate the potential for the proposed Project to result in significant energy impacts, a site-specific Energy Analysis, entitled, 22740 Temescal Canyon Warehouse Energy Analysis, and dated June 14, 2023, was prepared for the Project by Urban Crossroads, and is included as MND *Technical Appendix B.* (Urban Crossroads, 2023d)

a) Would the Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Project implementation would convert the Project site from its existing condition as a vacant, undeveloped lot used for storage to a warehouse building development. This change in the site's land use would increase the site's demand for energy. The Energy Analysis was prepared for the Project by Urban Crossroads to quantify anticipated energy usage associated with the construction and operation of the proposed Project, determine if the usage amounts are efficient, typical, or wasteful for the land use type, and identify any potential methods of avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Refer to Section 2 of the Project's Energy Analysis (MND *Technical Appendix B*) for an overview of the existing energy conditions in the Project region, and refer to Subsection 4.2 of the Energy Analysis for a discussion of the methodology used to estimate the Project's energy demands.

Construction-Related Energy Demands

As calculated by Urban Crossroads, the total estimated electricity usage needed to accomplish construction of the Project would be approximately 77,891 kilowatt hours (kWh). The total estimated diesel fuel consumption for on-site construction equipment would be approximately 36,981 gallons. Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. Construction equipment use of electricity and fuel would be typical for the type of construction proposed ad there are no unusual Project characteristics or construction processes that would require the use of equipment that would not conform to applicable California Air Resources Board (CARB) emissions standards and related fuel efficiencies. (Urban Crossroads, 2023d, pp. 28-29, 34)

CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to

unproductive idling of construction equipment. Best Available Control Measures (BACMs) inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints. (Urban Crossroads, 2023d, p. 37)

Construction worker trips (personal vehicles used by workers commuting to and from the Project site) would generate an estimated 14,642 gallons of fuel consumption during construction of the Project. Additionally, construction vendor and hauling trips (medium- and heavy-duty trucks) would generate an estimated 16,141 gallons of fuel consumption during construction of the Project. Diesel fuel would be supplied by County and regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2021 Integrated Energy Policy Report (IEPR) released by the California Energy Commission (CEC) has shown that fuel efficiencies are improving within on- and off-road vehicle engines due to more stringent government requirements. Refer to the Project's Energy Analysis (*Technical Appendix B*) for additional information. (Urban Crossroads, 2023d, pp. 37-38)

The equipment used for Project construction would be required to comply with CARB regulations and California emissions standards. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or would otherwise not conform to current emissions standards and related fuel efficiencies. Equipment and construction processes employed in construction of the Project would therefore not result in wasteful, inefficient, or unnecessary consumption of energy resources. (Urban Crossroads, 2023d, p. 34)

Operational-Related Energy Demands

Energy consumption in support of or related to Project operations would include transportation fuel demands (fuel consumed by passenger car and truck vehicles accessing the Project site), fuel demands from operational equipment, and facilities energy demands (energy consumed by building operations and site maintenance activities. (Urban Crossroads, 2023d, p. 35)

Transportation Energy Demands

Annual vehicular trips and related Vehicle Miles Traveled (VMT) generated by the operation of the Project would result in an increased fuel demand of 132,521 gallons of fuel. Trip generation and VMT generated by the Project are consistent with other industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Ed., 2021) and CalEEMod. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other industrial uses. (Urban Crossroads, 2023d, p. 38)

It should be noted that the State strategy for the transportation sector for medium and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector where both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall state emissions reductions goals. (Urban Crossroads, 2023d, p. 38)

The proposed Project would implement Project design features that would facilitate the accessibility, parking, and loading of trucks on-site. Enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural

gas, biofuels, hydrogen cells), likely would decrease future gasoline fuel demands per VMT. Location of the Project site proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. In compliance with the California Green Building Standards Code and County requirements, the Project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, 2023d, p. 39)

On-Site Cargo Handling Equipment Fuel Demands

It is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. On-site cargo handling equipment used by the Project would result in the consumption of approximately 4,642 gallons of natural gas. On-site equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed operations that are unusual or energy-intensive, and Project on-site equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies. (Urban Crossroads, 2023d, p. 39)

Facility Energy Demands

Project facility operational energy demands are estimated to be 959,102 kWh/year if electricity, which would be supplied by Southern California Edison (SCE). As proposed, the Project's building operation would not use natural gas. The Project Applicant proposes conventional industrial uses reflecting contemporary energy efficient and energy conserving designs and operational programs consistent with California Building Standards Code, Title 24, which would ensure that the Project's energy demands would not be considered inefficient, wasteful, or otherwise unnecessary. The Project does not propose uses that are inherently energy intensive, and energy demands would be comparable to other industrial uses of similar scale and configuration. The Project site has been planned for Light Industrial ("LI") land uses by the County's General Plan and the TCAP and the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. Therefore, the Project would not cause or result in the need for additional energy producing or transmission facilities that would be considered inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, 2023d, p. 39)

Conclusion – Project Energy Demands

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful of inefficient uses of energy and aims to achieve energy conservation goals within the State. Impacts would be less than significant. (Urban Crossroads, 2023d, p. 41)

b) Would the Project conflict with a State or Local plan for renewable energy or energy conservation?

A summary of the Project's consistency with applicable regulations and requirements is provided below. As shown, the Project has no reasonable potential conflict with a State or local plan for renewable energy or energy conservation. Impacts associated with the Project's energy consumption as it relates to plan consistencies will be less than significant.

- Consistency with ISTEA: Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Project site. (Urban Crossroads, 2023d, p. 41)
- Consistency with TEA-21: TEA-21 was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce VMT, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21. (Urban Crossroads, 2023d, p. 41)
- Consistency with IEPR: Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report. The 2021 IEPR was adopted February 22, 2022, and works towards improving electricity, natural gas, and transportation fuel energy use in California. Electricity would be provided to the Project by SCE. SCE's *Clean Power and Electrification Pathway* (CPEP) white paper builds on existing State programs and policies. As such, the Project would be consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2021 IEPR. Additionally, the Project would comply with the applicable Title 24 standards, which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the proposed Project would support the goals presented in the 2021 IEPR. (Urban Crossroads, 2023d, p. 41)
- Consistency with the State of California Energy Plan: The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan. (Urban Crossroads, 2023d, p. 42)
- Consistency with California Code Title 24, Part 6, Energy Efficiency Standards: California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. The 2022 version of Title 24 became effective on January 1, 2023. The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made. Therefore, the Project would not conflict with any applicable provisions of Title 24, Part 6. (Urban Crossroads, 2023d, p. 42)
- Consistency with California Code Title 24, Part 11, CALGreen: CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green

Building Code Standards that went into effect on January 1, 2023. Refer to subsection 3.2.3 of the Project's Energy Analysis (Technical Appendix D) for as listing of applicable Title 24, Part 11 measures for nonresidential uses. (Urban Crossroads, 2023d, p. 23) The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made. (Urban Crossroads, 2023d, p. 42)

- Consistency with AB 1493: California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce greenhouse gasses (GHGs) emitted by passenger vehicles and light duty trucks. AB 1493 is not applicable to the Project as it is a Statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493. (Urban Crossroads, 2023d, p. 42)
- Consistency with Renewable Standards Portfolio (RPS): First established in 2002 under Senate Bill (SB) 1078, California's RPS requires retail sellers of electric services to increase procurement from eligible renewable resources to 33% of total retail sales by 2020. California's RPS is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS. (Urban Crossroads, 2023d, p. 42)
- Consistency with SB 350: SB 350 (2015), reaffirmed California's commitment to reducing its GHG emissions and addressing climate change. The proposed Project would use energy from SCE, which have committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption. (Urban Crossroads, 2023d, p. 42)

Conclusion

Based on the preceding analysis, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant (Urban Crossroads, 2023d, p. 42).

Mitigation: No mitigation is required outside of applicable regulatory compliance.

Monitoring: No monitoring is required.

Geology and Soils

In order to evaluate geological and soils conditions on the Project site, a site-specific technical report was prepared for the Project site by Leighton Consulting, Inc. (herein, "Leighton") that is dated June 30, 2022, and is included as *Technical Appendix C* to this MND (Leighton, 2022).

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazards Zones a. Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒

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

Based on the analysis contained in the Project's Geotechnical Investigation (*Technical Appendix C)*, research of available maps indicates that the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, The Project's geologist (Leighton) did not identify evidence of faulting during the geotechnical investigation. The closest active fault to the Project site with the potential for surface fault rupture is Elsinore Fault Zone, located approximately 1.1 miles to the west of the Project site. Therefore, Leighton concluded that the possibility of significant fault rupture on the site is considered to be low. Therefore, the Project would not be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, and no impact would occur. (Leighton, 2022, p. 12)

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*
Would the project:				
12. Liquefaction Potential Zone a. Be subject to seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

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

Liquefaction is the loss of strength and stiffness in soils due to buildup of pore water pressure when subject to cyclic or monotonic loading. The Project site is located within a zone of low liquefaction

susceptibility. In addition, groundwater was encountered below 50 feet below ground surface (bgs) and the engineered site fill materials that occur on site under existing conditions due to past mining and reclamation activities have a low potential for liquification. Based on these considerations, the Project would not be subject to seismic-related ground failure, including liquefaction, and impacts would be less than significant. (Leighton, 2022, p. 14)

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***
Would the project:				
13. Ground-shaking Zone a. Be subject to strong seismic ground shaking?	☐	☐	☒	☐

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

An earthquake occurring along any of several major active and potentially active faults in southern California could cause ground shaking at the Project site. The risk is not considered substantially different than that of other similar properties in the southern California area. The Project would be required to construct all proposed structures in accordance with Section 1613 of the 2022 California Building Code (CBC), which identifies design features required to be implemented to resist the effects of seismic ground motions. Additionally, the Project's Geotechnical Investigation includes site-specific recommendations to attenuate seismic-related hazards, where are herein incorporated by reference and contained in MND *Technical Appendix C*. With mandatory compliance to the 2022 CBC or the applicable building code at the time of Project construction, and compliance with the Project's Geotechnical Investigation recommendations, structures and persons on the Project site would not be exposed to substantial adverse effects associated with strong seismic ground-shaking events. Accordingly, impacts associated with strong seismic ground shaking would be less than significant. (Leighton, 2022, pp. 12-13)

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*
Would the project:				
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?	☐	☐	☒	☐

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

The Project site and immediately surrounding areas exhibit little topographic variation and there are no large hill forms located within or adjacent to the Project site. The nearest lands containing hillsides occur approximately 0.2-mile to the east of the Project site; however, the Project site is separated from these hills by the Temescal Wash, and any landslide events associated with these hillsides would therefore not affect the Project site. In addition, no large slopes capable of resulting in landslides or rockfall hazards are proposed as part of Project grading activities. Accordingly, the Project would not be subject to hazards associated with landslides or rockfall hazards, and there are no components of the Project that would result in increased hazards associated with landslides or rockfall in the local area. No impact would occur. (Google Earth, n.d.)

According to the Project's Geotechnical Investigation (*Technical Appendix C*), the potential for lateral spreading or subsidence on site is considered low. Additionally, the site is relatively flat and constrained laterally with engineered fill slopes. The Project would be subject to compliance with the recommendations contained in the Project's Geotechnical Investigation, which are herein incorporated by reference and would further ensure that lateral spreading or collapse hazards on site are appropriately attenuated as part of site grading activities. Accordingly, impacts due to lateral spreading and collapse would be less than significant. (Leighton, 2022, p. 14)

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*
Would the project:				
15. Ground Subsidence a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?	☐	☐	☒	☐

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

According to the Project's Geotechnical Investigation (*Technical Appendix C*), the potential for subsidence on site is considered insignificant. Additionally, there are no components of the proposed Project that would result in increased potential for subsidence hazards. The Project would be subject to compliance with the recommendations contained in the Project's Geotechnical Investigation, which is herein incorporated by reference and would further ensure that subsidence hazards on site are appropriately attenuated as part of site grading activities. Accordingly, impacts due to ground subsidence would be less than significant. (Leighton, 2022, p. 6)

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

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

A seiche is an underwater wave that oscillates through a body of water which may be triggered by earthquakes or landslides. In general, seiches are small (on the order of a few inches) and are present in larger lakes as a result of the depth, temperature, and contours of the body of water. The nearest large body of water capable of producing a seiche is Lake Matthews, which is located approximately 3.3 miles northeast of the Project site. Due to the lack of an on-site body of water or other bodies of water within close proximity to the site that have the potential to result in site inundation, the potential for the Project

site to be impacted by seiches is considered low. Accordingly, no impact would occur. (Google Earth, n.d.)

The Project site and immediately surrounding areas exhibit little topographic variation and there are no large hill forms located within or adjacent to the Project site. The nearest lands containing hillsides occur approximately 0.2-mile east of the Project site; however, the Project site is separated from these hillsides by the Temescal Wash, and any potential mudslides associated with these hillsides would not affect the Project site. In addition, no large slopes capable of resulting in mudflow hazards are proposed as part of Project grading activities. Accordingly, the Project would not be subject to hazards associated with mudflow, and there are no components of the Project that would result in increased hazards associated with mudflow in the local area. Impacts would therefore be less than significant. (Google Earth, n.d.)

There are no active volcanos in the Southern California region. Accordingly, the Project would not be subject to hazards associated with volcanoes, and no impact would occur.

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

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

Under existing conditions, the Project site consists of vacant and unpaved land that is relatively flat with an elevation ranging between approximately 909.6 amsl to approximately 913.5 feet amsl. However, the Project site was previously subject to mining activities and was subsequently graded and reclaimed. Thus, the existing topography of the Project site does not necessarily reflect historical topographic conditions. Grading as part of the Project would require a total of 7,700 cy of cut and 22,300 cy of fill, requiring 14,600 cy of soil material. Following completion of grading activities, and as previously shown in Figure 6, the Project site would be graded in a manner that largely approximates the site's existing topographic conditions except as necessary to facilitate proper sewage and drainage. Therefore, the Project would not result in any adverse effects associated with changes to the site's topography or ground relief features, and impacts would be less than significant.

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

Manufactured slopes are proposed along the northern, western, and southern boundaries of the Project site. All of the slopes would be constructed at a maximum gradient of 2:1 (horizontal:vertical) up to a maximum height of approximately 6 feet. No cut or fill slopes greater than 2:1 or higher than 10 feet are proposed as part of the Project; therefore, no impact would occur.

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

Under existing conditions, there are no septic systems present on the Project site. Although an existing 8-inch sewer line occurs in the southwest portion of the Project site, this sewer line would not be affected by Project development, as the existing sewer line would be protected in place and would serve to accommodate sewer flows generated by the proposed Project. Accordingly, the Project would not result in grading that affects or negates subsurface sewage disposal systems, and no impact would occur.

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***
Would the project:				
18. Soils a. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
b. Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2022), creating substantial risks to life or property?	☐	☐	☒	☐
c. Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐

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

Implementation of the Project has the potential to result in soil erosion. The analysis below summarizes the likelihood of the Project to result in substantial soil erosion during temporary construction activities and long-term operation.

Construction-Related Erosion

Proposed grading and construction activities at the Project site would expose underlying soils and disturb surficial soils. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a NPDES permit for construction activities, including proposed grading. The NPDES permit is required for all projects that include construction activities such as clearing, grading, and/or excavation that disturb at least one (1) acre of total land area. The County's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare and submit to the County for approval a Project-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify a combination of erosion control and sediment control measure (i.e., Best Management Practices [BMPs]) to reduce or eliminate sediment discharge to surface water from storm water and non-stormwater source discharges during construction.

In addition, proposed construction activities would be required to comply with SCAQMD Rule 403, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion. Rule 403 requires that certain construction practices be following that limit dust and dirt from leaving the construction site. For example, no dust is allowed to be tracked out of the site by more than 25 feet. Additionally, proposed construction activities would be required to comply with applicable County ordinances (e.g., Ordinance Nos. 457 and 460) to protect and enhance the water quality of the County, which requires the Project Applicant to prepare an erosion control plan to be used during the rainy season. With mandatory compliance with the requirements noted in the Project's SWPPP, as well as mandatory compliance to applicable regulatory requirements including but not limited to SCAQMD Rule 403 and Riverside County Ordinance Nos. 457 and 460, the potential for water and/or wind erosion impacts during Project construction would be reduced to less-than-significant levels. (Riverside County, 2020; Riverside County, 2014)

Operational-Related Erosion

Following construction, wind and water erosion on the Project site would be minimized, as the disturbed areas would be landscaped or covered with impervious surfaces, and drainage would be controlled through a storm drain system. Runoff generated on the Project site would be collected by proposed storm drain inlets on site and directed via storm drains to one of two underground storage systems located beneath the truck court and the eastern passenger vehicle parking area. MWS units are proposed as part of the underground storage system for storm water quality treatment. As discussed in detail in under the analysis of MND subsection V.H, *Hydrology and Water Quality*, the Project's drainage system has been designed such that there would be no increase in the peak flows from the Project site as compared to existing conditions; thus, there would be no increased potential for erosion hazards in areas tributary to the Project site. Accordingly, implementation of the Project would not increase the risk of siltation or erosion in stormwater discharged from the Project site under long-term operational conditions. In addition, and pursuant to Riverside County Ordinance No. 475 (Building Codes & Fees Ordinance), Water Quality Management Plans (WQMPs) would be required for future implementing developments within the Project site, which would identify post-construction measures to ensure on-going protection against erosion. Compliance with the WQMP would be required as a condition of approval for future implementing developments, and long-term maintenance of on-site water quality features also would be required. Based on the foregoing, implementation of the Project would not significantly increase the risk of long-term wind or water erosion on- or off-site, and impacts would be less than significant. (DRC, 2022a, p. 3)

b) Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2022), creating substantial risks to life or property?

According to the Project's Geotechnical Investigation (*Technical Appendix C*), soils on the Project site have an Expansion Index (EI) rating of 18, indicating that the expansive potential of on-site soils is considered "very low." As such, the Project would not be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2022), creating substantial risks to life or property, and impacts would be less than significant. (Leighton, 2022, p. 9)

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

Sewer service to the Project would be provided by TVWD via an existing 8-inch sewer line and a proposed 8-inch sewer lateral. As such, no septic tanks or alternative waste water disposal systems are proposed or required as part of the Project. No impact would occur.

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***
Would the project:				
19. Wind Erosion and Blowsand from project either on or off site. a. Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	☐	☐	☒	☐

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

According to Figure 4.12.6 (Wind Erosion Susceptibility Areas) of County EIR No. 521, which was prepared in conjunction with the County's 2015 update to its General Plan, the Project site occurs in a portion of the County that exhibits "moderate" risk of wind erosion hazards. As such, the Project would not be substantially impacted by wind erosion or blowsand. Additionally, the analysis of Threshold 18.a., above, demonstrates that with mandatory compliance with the NPDES permit during both construction and long-term operation, implementation of a SWPPP during construction, implementation of a WQMP during long-term operations, and mandatory compliance with SCAQMD Rule 403 and Riverside County Ordinance Nos. 457 and 460, the Project would not result in substantial erosion, including wind erosion or blowsand, during Project construction or operation. Accordingly, impacts would be less than significant. (Riverside County, 2015a, Figure 4.12.6; Riverside County, 2020; Riverside County, 2014)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Greenhouse Gas Emissions

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
20. Greenhouse Gas Emissions a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

In order to evaluate the Project's potential to result in significant greenhouse gas emissions, a site-specific technical report was prepared by Urban Crossroads, entitled "22740 Temescal Canyon Warehouse Greenhouse Gas Analysis" (herein, "GHGA"), dated June 14, 2023, and is included as MND *Technical Appendix D.* (Urban Crossroads, 2023e)

a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Global Climate Change (GCC) refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Gases that trap heat in the atmosphere are often referred to as greenhouse gasses (GHGs). An individual project like the proposed Project evaluated herein cannot generate GHG emissions to affect a discernible change in global climate. However, the proposed Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. (Urban Crossroads, 2023e, p. 16)

Increases in Earth's ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport those higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change would likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas. Exhibit 2-A of the Project's GHGA (*Technical Appendix D*) presents the potential impacts of global warming. (Urban Crossroads, 2023e, p. 22)

Pursuant to the County of Riverside Climate Action Plan (CAP) Update, the development review process procedures for evaluating and determining the significance of GHG impacts is streamlined by (1) applying an emissions level that is determined to be less than significant for small projects, and (2) utilizing Screening Tables to mitigate project GHG emissions that exceed the threshold level. Projects that have emissions below the screening threshold of 3,000 $MTCO_2e$/yr, that meet the energy efficiency requirements of Title 24, and that incorporate water conservation measures pursuant to the California

Green Building Standards Code are considered less than significant and do not require the use of the CAP Update Screening Tables or alternative GHG mitigation analysis as specified by the CAP. A threshold level above 3,000 $MTCO_2e$/yr is used to identify projects that require the use of CAP Update Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions.

CalEEMod Version 2022.1 was used to calculate the Project's construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources. Output from the model runs for construction and operational activity are provided in Appendices 3.1. and 3.2 to the Project's GHGA (*Technical Appendix D*). CalEEMod includes GHG emissions from construction, area, energy, mobile, waste, and water sources. For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. Operational activities associated with the Project will result in emissions of CO_2, CH_4, and N_2O from the following primary sources: area source emissions; energy source emissions; mobile source emissions; on-site cargo handling equipment emissions; water supply, treatment, and distribution; and solid waste. Refer to *Technical Appendix D* for detailed information. (Urban Crossroads, 2023e, p. 53) The estimated Project-related GHG emissions are summarized on Table 7, *Project GHG Emissions*.

Table 7 Project GHG Emissions

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	22.25	1.00E-03	1.33E-03	0.01	22.60
Mobile Source	1,204.00	0.03	0.14	1.71	1,247.00
Area Source	4.09	0.00	0.00	0.00	4.21
Energy Source	152.00	0.01	0.00	0.00	153.00
Water Usage	65.70	1.52	0.04	0.00	115.00
Waste	16.90	1.69	0.00	0.00	59.20
Refrigerants	0.00	0.00	0.00	34.10	34.10
On-Site Equipment					47.38
Total CO_2e (All Sources)	**1,682.49**				

Source: CalEEMod output, See Appendix 3.2 for detailed model outputs.
(Urban Crossroads, 2023e, Table 3-6)

Detailed operation model outputs for the Project are presented in Appendix 3.2 of the Project's GHGA (*Technical Appendix D*). As shown, construction and operation of the Project would generate approximately 1,682.49 $MTCO_2e$/yr. As such, the Project would not exceed the County's screening threshold of 3,000 $MTCO_2e$/yr. Additionally, the Project would be required to comply with Title 24 and the California Green Building Standards Code. Thus, the Project is considered consistent with the County of Riverside CAP Update, thereby demonstrating that the Project also would be consistent with the GHG reduction goals of SB 32. Therefore, the Project would not generate GHGs, either directly or indirectly, that may have a significant impact on the environment, and the Project's impacts due to GHG emissions would be less than significant. (Urban Crossroads, 2023e, p. 56)

b) Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Pursuant to Section 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. Project consistency with AB 32, SB 32, and the County's CAP are discussed below. The Project's consistency with the SB 32 (2017 Scoping Plan and 2022 Scoping Plan) also satisfies consistency with AB 32 since the 2017 Scoping Plan and 2022 Scoping Plan are based on the overall targets established by AB 32. Project consistency with SB 32 and County's CAP is evaluated in the following discussion.

2017 CARB Scoping Plan Consistency

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 4-7 in *Technical Appendix D* summarizes the Project's consistency with the 2017 Scoping Plan. As summarized, the Project would not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories. Therefore, the Project would not conflict with any of the 2017 Scoping Plan elements, as any regulations adopted would apply directly or indirectly to the Project. Further, recent studies show that the State's existing and proposed regulatory framework would allow the state to reduce its GHG emissions level to 40% below 1990 levels by 2030. (Urban Crossroads, 2023e, p. 57, Table 4-7)

2022 CARB Scoping Plan Consistency

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality. The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the State to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines Section 15183.5. (CARB, 2022a)

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies that the Project would comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Further, the Project would be required to comply with applicable elements outlined in the County's CAP. As such, the Project would not be inconsistent with the 2022 Scoping Plan.

County of Riverside CAP Consistency

As discussed above under the analysis of Threshold a., construction and operation of the Project would generate approximately 1,682.49 $MTCO_2e$/yr. As such, the Project would not exceed the County's screening threshold of 3,000 $MTCO_2e$/yr. Furthermore, the Project would satisfy the energy efficiency requirement per the County's CAP. Thus, Project-related emissions would not have a significant direct or indirect impact regarding GHG emissions and does not require additional analysis under the CAP. (Urban Crossroads, 2023e, p. 62)

Conclusion

Overall, the proposed Project would not conflict with the County's CAP, SB 32, or any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Impacts would be less than significant and no mitigation is required.

Mitigation: No mitigation is required outside of applicable regulatory requirements. However, the Project would be subject to compliance with Measure R2-CE1 of the County's CAP Update, which includes a requirement for on-site renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes development or one or more new buildings totaling more than 100,000 gross s.f. of commercial, office, industrial, or manufacturing development to offset its energy demand. For industrial developments, Measure R2-CE1 requires a 20% offset in energy demand.

Monitoring: No monitoring for mitigation measures is required. As a standard requirement, the County would ensure compliance with Measure R2-CE1 of the Riverside County CAP Update through implementation of the Project's conditions of approval.

Hazards and Hazardous Materials

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
21. Hazards and Hazardous Materials				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	☐	☐	☐	☒
d. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	☐	☐	☐	☒
e. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a	☐	☐	☐	☒

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
significant hazard to the public or the environment?				

a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Implementation of the Project would result in the construction and long-term operation of a 201,844 s.f. warehouse building with associated truck court and parking areas for passenger vehicles and vans. The analysis below evaluates the potential for the Project to result in a substantial hazard to people or the environment due to existing site conditions, construction activities, and long-term operation.

Impact Analysis for Existing Site Conditions

A site-specific Phase I Environmental Site Assessment ("Phase I ESA") was prepared for the Project by Hazard Management Consulting (herein, "HMC"), and is included as MND *Technical Appendix E*. Refer to the Phase I ESA for a discussion of methodology, a summary of site use and history, the results of the site reconnaissance, and the results of regulatory database research. (HRC, 2022)

Based on the findings of the Phase I ESA, it was determined that the Project site was part of the Temescal Wash from at least 1931 until the early 1960s. In approximately 1984 through the 1990s, aggregate mining operations were conducted on site with permission to excavate up to 65 feet below ground surface. The operations ceased pursuant to an approved reclamation plan and dewatering of the former quarry commenced in 2006. Backfilling, grading, and compacting was completed over a period of 10 years. HMC concludes that historical activities at the Project site do not constitute a Recognized Environmental Condition (REC). (HRC, 2022, pp. 13-14)

With completion of reclamation activities, the Project site currently consists of unpaved, vacant land that is used for the storage of construction equipment, trucks, trailers, and shipping containers. The entirety of the Project site is cleared of vegetation. No visual evidence of soil staining or improper materials storage was identified at the Project site. No evidence of current RECs was noted from the existing Project site operations. HMC also concluded that the Project site does not contain any Conditional RECs or Historical RECs.

Based on the results of the Project's Phase I ESA, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials due to existing site conditions. Additionally, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment as a result of the Project site's existing conditions. Accordingly, impacts due to existing conditions would be less than significant.

Construction-Related Impacts

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during construction of the Project. This heavy equipment likely would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other

substances typically used in building construction would be used on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the federal Environmental Protection Agency (EPA) and Department of Toxic Substances Control (DTSC), as well as the Santa Ana Regional Water Quality Control Board (RWQCB) pertaining to water quality as discussed in MND subsection V.H., *Hydrology and Water Quality*. With mandatory compliance with applicable hazardous materials regulations, the Project would not create significant hazards to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.

Operation-Related Impacts

The future occupant of the proposed warehouse building is not yet known. However, the future building occupant likely will include general warehousing and/or similar uses and it is possible that hazardous materials could be used during the course of a future building user's daily operations. State and federal Community-Right-to-Know laws allow public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies the proposed building on the Project site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require a permit from the Riverside County Department of Environmental Health (RCDEH) in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to Riverside County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

If a business that uses or stores hazardous materials occupies the future building on the Project site, the business owner and operator would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. In addition, the Project would be required to comply with Riverside County Ordinance No. 651, which establishes specific requirements for the storage of hazardous materials and requirements for reporting and permitting the use, handling, storage, and transportation of hazardous materials. (Riverside County, 2019b)

With mandatory regulatory compliance, along with mandatory compliance with Riverside County Ordinance No. 651, potential hazardous materials impacts associated with long-term operation of the Project are determined to be less than significant and mitigation is not required.

b) Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

As discussed above under Threshold a., there is no reasonable potential for the Project to create a significant hazard through foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Refer to the discussion under Threshold a. The Project's potential for impacts would be less than significant.

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

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency evacuation plans in effect in the local area. During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would be required. Furthermore, improvements planned as part of the Project are not anticipated to adversely affect traffic operations in the local area. As part of the County's discretionary review process, Riverside County reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to and from the Project site and that circulation on the Project site was adequate for emergency vehicles. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

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

The Project site is located approximately 0.3-mile northeast of Temescal Valley Elementary School, which is the closest existing school to the Project site under existing conditions and located on the opposite side (west side) of I-15. Additionally, according to Riverside County GIS, there are no school sites planned by the County's General Plan within 0.25-mile of the Project site. Accordingly, the Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school, and no impact would occur. (Google Earth, n.d.; RCIT, n.d.)

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

The list of hazardous materials sites is commonly known as the "Cortese List." According to the Department of Toxic Substances Control (DTSC), "*While Government Code Section 65962.5 makes reference to the preparation of a "list," many changes have occurred related to web-based information access since 1992 and this information is now largely available on the Internet sites of the responsible organizations. Those requesting a copy of the Cortese "list" are now referred directly to the appropriate information resources contained on the Internet web sites of the boards or departments that are referenced in the statute*."

According to the CalEPA website (accessed August 2023), below are the data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements (CalEPA, n.d.).

- List of Hazardous Waste and Substances sites from the Department of Toxic Substances Control EnviroStor database.
- List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board GeoTracker database.
- List of Solid Waste Disposal Sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit.
- List of Active Cease and Desist Orders and Cleanup and Abatement Orders identified by the Regional Water Board.
- List of Hazardous Waste Facilities Subject to Corrective Action pursuant to § 25187.5 of the Health and Safety Code, identified by the Department of Toxic Substances Control.

Based on the results of the Project's Phase I ESA, which included a review of all applicable regulatory databases, the Project site is not identified as being on the "Cortese List." As such, no impacts would occur.

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

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

The nearest airport to the Project site is the Corona Municipal Airport, located approximately 9.1 miles northwest of the Project site (Google Earth, n.d.). The Project site is not located within the Airport Influence Area (AIA) of the Corona Municipal Airport or any other public use airport, and the Project site does not occur within the vicinity of any Airport Master Plans. Accordingly, the Project has no potential to result in an inconsistency with an Airport Master Plan or Airport Land Use Compatibility Plan (ALUCP), and no impact would occur. (RCIT, n.d.)

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

As discussed under Threshold a., the Project site is not located within AIA of the Corona Municipal Airport or any other airport facility. Thus, the Project does not require review by the Airport Land Use Commission and no impact would occur. (RCIT, n.d.)

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?

As indicated under the analysis of Thresholds a. and b., above, the closest public airport to the Project site is the Corona Municipal Airport, which is located approximately 9.1 miles northwest of the Project site. The AIA and compatibility zones established by the ALUCP for the Corona Municipal Airport do not extend south of State Route 91, and the Project site is located approximately 7.5 miles from the nearest lands located within the AIA for the Corona Municipal Airport. The Project site also is not located within the AIA or compatibility zones for any other airport facility. As such, because the Project site is not located within the boundaries of any airport land use plans and is not located within two miles of any public airport or public use airport, the Project site would not result in a safety hazard for people residing or working in the Project area, and impacts would be less than significant. (RCIT, n.d.)

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

The Project site is not within the vicinity of a private airstrip or heliport. The nearest private airstrip to the Project site is located within the City of Lake Elsinore, approximately 15.3 miles southeast of the Project site. Due to distance between this private airstrip and the Project site, the Project would not result in a safety hazard for people residing or working in the Project area, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Hydrology and Water Quality

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

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

The California Porter-Cologne Water Quality Control Act (§ 13000 [“Water Quality”] et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred

to as the Clean Water Act [CWA]) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). Development within the Santa Ana RWQCB region is subject to the RWQCB's 2019 *Water Quality Control Plan for the Santa Ana River Basin* (Basin Plan). The RWQCB's 2019 Basin Plan is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3348 and https://www.waterboards.ca.gov/_santaana/water_issues/programs/basin_plan/. (RWQCB, 2019)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana Watershed. Based on the Project's Water Quality Management Plan ("WQMP"; MND *Technical Appendix F1*), receiving waters for the property's drainage include the Temescal Creek Reach 2, Temescal Creek Reach 1b, Temescal Creek Reach 1a, Prado Flood Control Basin, Santa Ana River Reach 2, and Santa Ana River Reach 1. Temescal Creek Reach 2 is listed as impaired by metals. The Prado Flood Control Basin is listed as impaired by pesticides, metals, toxic organics, pathogens, and nutrients. Santa Ana River Reach 2 is listed as impaired by multi-pollutants, metals, pathogens, and salinity/total dissolved solids/chlorides/sulfates. Santa Ana River Reach 1 is listed as impaired by pathogens and pH. Temescal Creek Reach 1a and Temescal Creek Reach 1b are not listed as impaired. (DRC, 2022b, Table A.1)

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

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

Construction-Related Water Quality

Construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

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

standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

Operational-Related Water Quality

As noted above, receiving waters for the property's drainage include the Temescal Creek Reach 2, Temescal Creek Reach 1b, Temescal Creek Reach 1a, Prado Flood Control Basin, Santa Ana River Reach 2, and Santa Ana River Reach 1. Temescal Creek Reach 2 is listed as impaired by metals. The Prado Flood Control Basin is listed as impaired by pesticides, metals, toxic organics, pathogens, and nutrients. Santa Ana River Reach 2 is listed as impaired by multi-pollutants, metals, pathogens, and salinity/total dissolved solids/chlorides/sulfates. Santa Ana River Reach 1 is listed as impaired by pathogens and pH. Temescal Creek Reach 1a and Temescal Creek Reach 1b are not listed as impaired. According to the Project's WQMP (*Technical Appendix F1*), the Project's pollutants of concern include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash and debris, and oil and grease. (DRC, 2022b, Tables A.1 and E.1)

To meet NPDES requirements, the Project's proposed storm drain system is designed to treat pollutants of concern from Project site runoff. As proposed, runoff generated on the Project site and the existing building site to the south would be collected by proposed storm drain inlets and directed to one of two underground storage systems located beneath the truck court and the eastern passenger vehicle parking area. MWS units also are proposed as part of the underground storage system and would provide water quality treatment for the anticipated pollutants of concern. The underground storage systems and MWS would detain and provide water quality treatment for both the Project site and the existing development to the south. Following onsite detention and water quality treatment, flows would be discharged into the Temescal Wash. As such, and with implementation of the Project's proposed drainage system (including the MWS units), runoff from the Project site would not contribute substantially to existing downstream impairments and the Project would not violate any water quality standards or waste discharge requirements.

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

Conclusion

Based on the foregoing analysis, implementation of the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and impacts would be less than significant.

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

There are no groundwater wells on site under existing conditions, and no potable groundwater wells are proposed as part of the Project; therefore, the Project would not deplete groundwater supplies through direct extraction.

The Project would be served with potable water from the TVWD. Domestic water supplies from the TVWD are fully reliant on imported potable water from the Western Municipal Water District (WMWD), which purchases State Water Project (SWP) water from Metropolitan Water District (MWD). Non-potable water is supplied via recycled water and local groundwater production; however, the Project would not be served with recycled water. Thus, all of the water supplied to the proposed Project would be from imported water from WMND and MWD, and the Project would not require any increased groundwater production by the TVWD. As such, the Project would not substantially decrease groundwater supplies, and no impact would occur.

With respect to groundwater recharge, under existing conditions all runoff generated on site generally drains to the east into the Temescal Wash. With development of the Project site as proposed, runoff generated on the Project site and the existing building site to the south would be collected by proposed storm drain inlets and directed to one of two underground storage systems located beneath the truck court and the eastern passenger vehicle parking area. MWS units are also proposed as part of the underground storage system to provide water quality treatment. All runoff generated on site and from the existing building site to the south would discharge into the Temescal Wash following detention and water quality treatment. Although the Project's drainage system would reduce the peak flows from the Project site, the total amount of flows reaching the Temescal Wash and/or the Bedford-Coldwater groundwater basin would not measurably decrease with implementation of the proposed Project because all runoff either would infiltrate into the groundwater table on site, or would be discharged into the temescal Wash where groundwater recharge would continue to occur.

Based on the foregoing analysis, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin, and impacts would be less than significant.

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

The Project would not result in any direct or indirect impacts to streams or rivers. With implementation of the proposed Project, runoff from the Project site and the existing development to the south would be collected by proposed storm drain inlets on site and discharged to the east into the Temescal Wash following detention and water quality treatment by the Project's proposed BMPs, including the proposed MWS units. The proposed drainage pattern would be similar to what occurs under existing conditions. As such, the Project would not result in substantial changes to the site's existing drainage pattern. Additionally, development of the Project site as proposed would minimize areas of pervious surface, and therefore would preclude the potential for increased erosion hazards within the Project site.

A Hydrology Study for the proposed Project is included as MND *Technical Appendix F2*. The existing infiltration basins would be removed and runoff from the existing building site to the south (approximated 2.54 acres) would be accommodated by the proposed on-site drainage system. As proposed, runoff

generated on the Project site and the existing building site to the south would be collected by proposed storm drain inlets and directed to one of two underground storage systems located beneath the truck court and the eastern passenger vehicle parking area. The underground storage systems and MWS units would detain and provide water quality treatment for both the Project site and the existing development to the south. Following onsite detention and water quality treatment, flows would be discharged into the Temescal Wash. As documented by the Project's Hydrology Study, the Project's proposed underground storage systems and MWS have been designed to detain peak flows such that there would be no increase in peak flows from the Project site as compared to existing conditions. (DRC, 2022a, pp. 2-3)

Based on the foregoing analysis, the Project would not substantially alter the existing drainage pattern of the site through the addition of impervious surfaces. Impacts would be less than significant. (DRC, 2022b, p. 9)

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

Implementation of the Project has the potential to result in soil erosion. The analysis below summarizes the likelihood of the Project to result in substantial soil erosion during temporary construction activities and long-term operation.

Construction-Related Impacts

Proposed grading and construction activities at the Project site would expose underlying soils and disturb surficial soils. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a NPDES permit for construction activities, including proposed grading. The NPDES permit is required for all projects that include construction activities such as clearing, grading, and/or excavation that disturb at least one (1) acre of total land area. The County's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare and submit to the County for approval a Project-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify a combination of erosion control and sediment control measure (i.e., Best Management Practices [BMPs]) to reduce or eliminate sediment discharge to surface water from storm water and non-stormwater source discharges during construction.

In addition, proposed construction activities would be required to comply with SCAQMD Rule 403, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion. Rule 403 requires that certain construction practices be following that limit dust and dirt from leaving the construction site. For example, no dust is allowed to be tracked out of the site by more than 25 feet. Additionally, proposed construction activities would be required to comply with applicable County ordinances (e.g., Ordinance Nos. 457 and 460) to protect and enhance the water quality of the County, which requires the Project Applicant to prepare an erosion control plan to be used during the rainy season. With mandatory compliance with the requirements noted in the Project's SWPPP, as well as mandatory compliance to applicable regulatory requirements including but not limited to SCAQMD Rule 403 and Riverside County Ordinance Nos. 457 and 460, the potential for water and/or wind erosion impacts during Project construction would be reduced to less-than-significant levels. (Riverside County, 2020; Riverside County, 2014)

Operational-Related Impacts

Following construction, wind and water erosion on the Project site would be minimized, as the disturbed areas would be landscaped or covered with impervious surfaces, and drainage would be controlled through a storm drain system. Storm drainage from the Project site would be collected by proposed storm drain inlets on site and directed in storm drains to one of two underground storage systems located beneath the truck court and the eastern passenger vehicle parking area. MWS units are proposed as part of the underground storage system for storm water quality treatment. The Project's drainage system has been designed such that there would be no increase in the peak flows from the Project site as compared to existing conditions; thus, there would be no increased potential for erosion hazards in areas tributary to the Project site. Accordingly, implementation of the Project would not increase the risk of siltation or erosion in stormwater discharged from the Project site under long-term operational conditions. In addition, and pursuant to Riverside County Ordinance No. 475 (Building Codes & Fees Ordinance), WQMPs would be required for future implementing developments within the Project site, which would identify post-construction measures to ensure on-going protection against erosion. Compliance with the WQMP would be required as a condition of approval for future implementing developments, and long-term maintenance of on-site water quality features also would be required. Based on the foregoing, implementation of the Project would not significantly increase the risk of long-term wind or water erosion on- or off-site, and impacts would be less than significant. (DRC, 2022a, p. 3)

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

Based on mapping information from the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) program, the Project site is located just outside of the mapped 100-year flood hazard area associated with the Temescal Wash. As previously depicted on Figure 6, the Project generally would maintain the site's existing topographic conditions, except as necessary to facilitate proper sewer and drainage. With implementation of the proposed Project, runoff generated in the developed portion of the Project site would be conveyed to the proposed underground storage systems, which would ensure that peak runoff from the Project site does not increase relative to existing conditions; thus, the Project would not increase the rate or amount of surface runoff in a manner that would result in flooding on properties located downstream. The Project's drainage system also has been designed to accommodate peak storm events, thereby precluding the potential for flooding on site. As such, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and impacts would be less than significant. (FEMA, 2008; DRC, 2022a, p. 3)

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

Please refer to the analysis of Thresholds a. and d., above, which address water quality impacts. As demonstrated by the analysis therein, the Project would result in less-than-significant impacts to water quality, including due to polluted runoff.

As previously discussed, with implementation of the Project's proposed drainage system, runoff from the developed portions of the Project site would be conveyed to the proposed underground storage systems, which would ensure that peak runoff from the Project site does not increase relative to existing conditions. Furthermore, all flows from the Project site would be discharged directly into the Temescal Wash following detention and water quality treatment by the proposed MWS units. Because peak flows from the site

would not increase with implementation of the Project, and because all runoff would be discharged directly into the Temescal Wash, the Project has no potential to contribute water that would exceed the capacity of existing or planned stormwater drainage systems. Accordingly, no impact would occur. (DRC, 2022a, p. 3)

g) Would the Project impede or redirect flood flows?

Based on FIRM maps available from FEMA, the Project site is located within Flood Zone X (unshaded), which includes "[a]reas determined to be outside the 0.2% annual chance floodplain." As such, the Project has no potential to impede or redirect flood flows, and no impact would occur. (FEMA, 2008)

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

As indicated above under the analysis of Thresholds e. and g., the Project site is located just outside of the mapped 100-year flood hazard area associated with the Temescal Wash. The Project site is located within Flood Zone X (unshaded), which includes "[a]reas determined to be outside the 0.2% annual chance floodplain." As such, the Project has no potential to risk the release of pollutants due to Project site inundation from floods, and no impact would occur. (FEMA, 2008) Due to the lack of an on-site body of water or other bodies of water within close proximity to the site that have the potential to result in site inundation, the potential for the Project site to be impacted by seiches is considered low. Accordingly, the Project would not result in site inundation associated with seiches, and no impact would occur. (Google Earth, n.d.)

According to Figure 5 of the Project's Geotechnical Report (Te*chnical Appendix C),* the Project site is located in an area that is subject to inundation due to failure of the Diamond Valley Lake dam, located approximately 26 miles southeast of the site, and the Lee Lake dam, located approximately 4 miles southeast of the Project site. However, design and construction of the Diamond Valley West dam took into consideration the threat of earthquakes on the San Jacinto Fault Zone, located approximately 4 miles from the reservoir, and the San Andreas Fault, located approximately 19 miles from the reservoir. Diamond Valley Lake is regularly maintained to ensure on-going operational capacity, and there is no evidence, reports, or documentations that the dam has a high potential for failure. Additionally, inundation due to a failure of the Lee Lake dam only would affect the eastern most portions of the Project site (prior to grading), and would not result in inundation of the proposed building. Furthermore, due to the distance between the Project site and the Lee Lake and Diamond Valley Lake, the risk for site inundation due to seiches would be negligible. Therefore, the potential for inundation and the release of pollutants due to flooding is considered less than significant. (Leighton, 2022, p. 15, Figure 7; Google Earth, n.d.)

The Project site is located approximately 25 miles northeast of the Pacific Ocean. Due to this distance and intervening topography, the Project site has no potential to be subject to inundation due to tsunamis. No impact would occur.

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

The Project site is located within the jurisdiction of the Santa Ana RWQCB. Water quality information for the Santa Ana River watershed is contained in the Santa Ana Region Basin Plan ("Basin Plan") which was most recently updated in June 2019. This document is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500,

Riverside, CA 92501-3348 (RWQCB, 2019).[1] In addition, the Project site is located within the Bedford-Coldwater groundwater basin, and is therefore subject to the Bedford-Coldwater Sustainability Authority's (BCGSA) "Groundwater Sustainability Plan – Bedford-Coldwater Basin." The Project's consistency with each is discussed below. (BCGSA, 2021, Figure ES-1; RWQCB, 2019)

Santa Ana River Basin Plan

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Santa Ana Watershed and receiving waters for the property's drainage include the Temescal Creek Reach 2, Temescal Creek Reach 1b, Temescal Creek Reach 1a, Prado Flood Control Basin, Santa Ana River Reach 2, and Santa Ana River Reach 1. Temescal Creek Reach 2 is listed as impaired by metals. The Prado Flood Control Basin is listed as impaired by pesticides, metals, toxic organics, pathogens, and nutrients. Santa Ana River Reach 2 is listed as impaired by multi-pollutants, metals, pathogens, and salinity/total dissolved solids/chlorides/sulfates. Santa Ana River Reach 1 is listed as impaired by pathogens and pH. Temescal Creek Reach 1a and Temescal Creek Reach 1b are not listed as impaired. (DRC, 2022b, Table A.1)

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

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

Construction-Related Water Quality

Construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

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

[1] Santa Ana Region Basin Plan ("Basin Plan") available online at: https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/

mandatory adherence to the future required SWPPP, runoff associated with Project-related construction activities would not conflict with the Santa Ana Region Basin Plan requirements, and impacts would be less than significant.

Operational Water Quality Impacts

As noted above, receiving waters for the property's drainage are the Temescal Creek Reach 2, Temescal Creek Reach 1b, Temescal Creek Reach 1a, Prado Flood Control Basin, Santa Ana River Reach 2, and Santa Ana River Reach 1. Temescal Creek Reach 2 is listed as impaired by metals. The Prado Flood Control Basin is listed as impaired by pesticides, metals, toxic organics, pathogens, and nutrients. Santa Ana River Reach 2 is listed as impaired by multi-pollutants, metals, pathogens, and salinity/total dissolved solids/chlorides/sulfates. Santa Ana River Reach 1 is listed as impaired by pathogens and pH. Temescal Creek Reach 1a and Temescal Creek Reach 1b are not listed as impaired. According to the Project's WQMP (*Technical Appendix F1*), the Project's pollutants of concern include bacterial indicators, metals, nutrients, pathogens, toxic organic compounds, sediments, trash and debris, and oil and grease. To meet NPDES requirements, the Project's proposed storm drain system is designed to treat pollutants of concern from Project site runoff. As proposed, runoff generated on the Project site and the existing building site to the south would be collected by proposed storm drain inlets and directed to one of two underground storage systems located beneath the truck court and the eastern passenger vehicle parking area. MWS units are also part of the underground storage system to provide for water quality treatment. The underground storage systems and MWS would detain and provide water quality treatment for both the Project site and the existing development to the south. Following onsite detention and water quality treatment, flows would be discharged into the Temescal Wash. The MWS system would be effective at treating bacterial indicators, metals, nutrients, pathogens, toxic organic compounds, sediments, trash and debris, and oil and grease, which in turn would reduce the potential for pollutants of concern in runoff from the site. Runoff from the Project site would not contribute substantially to existing downstream impairments and the Project therefore would not conflict with the Santa Ana Region Basin Plan; thus, impacts would be less than significant. (DRC, 2022b, Table E.1 and Table A.1)

Furthermore, the Project would be required to implement a WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The Project's Preliminary WQMP is included as *Technical Appendix F1*. The Preliminary WQMP identifies structural controls (including the proposed MWS units) and operational source control measures (including marking inlets, incorporation of landscape/outdoor pesticide restrictions, incorporating measures for refuse areas, requirements for industrial processes, loading dock requirements, and requirements to regularly sweep plazas, sidewalks, and parking lots). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Accordingly, mandatory compliance with the WQMP would ensure that the Project does not conflict with the Santa Ana Region Basin Plan, and impacts would be less than significant.

Groundwater Sustainability Plan – Bedford Coldwater Basin

The TVWD, along with the City of Corona and the Elsinore Valley Municipal Water District (EVMWD), signed a Joint Powers Agreement creating a Joint Powers Authority (JPA) and forming the Bedford-Coldwater Groundwater Sustainability Agency (BCGSA) to manage the Bedford-Coldwater Groundwater Subbasin (BCGS). In November 2021, the BCGSA adopted the "Groundwater Sustainability Plan – Bedford Coldwater Basin" (herein, "GSP") pursuant to the Sustainable Groundwater Management Act (SGMA). The GSP is intended to plan for achieving and/or maintaining sustainability of the BCGS within

20 years of implementing the plan. The BCGS has been designated by the California Department of Water Resources (DWR) as very low-priority; however, the goal of the GSP is to promote health of the BCGS by maintaining the generally balanced water budget, continuing to prevent chronic overdraft, and avoiding undesirable results. The BCGS covers approximately 11 square miles and has been divided into 2 groundwater management zones. The Project site is located within the Bedford Management Area. (BCGSA, 2021, pp. ES-1, 3-1, Figure ES-2)

There are no existing groundwater wells on the Project site, and no groundwater wells are proposed as part of the Project. As such, the Project would not directly extract groundwater, but would instead obtain potable water from the TVWD. As previously noted, the TVWD obtains 100% if its potable water supplies from WMWD, which in turn purchases SWP water from MWD. While TVWD does obtain recycled water through local groundwater extraction, the Project would not be served with recycled water due to the limited extent of landscaped areas on site. Thus, the Project would not be served with groundwater supplies from the BCGS. Accordingly, the Project only would have the potential to conflict with the GSP if the Project were to contribute to or exacerbate existing water quality problems within the basin. Provided below is a discussion of the Project's potential to affect groundwater quality during construction and long-term operations

Construction-Related Water Quality

As noted above under the discussion of the Project's consistency with the Santa Ana Region Basin Plan, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that construction of the proposed Project does result in polluted runoff that could adversely affect water quality within the BCGS. Additionally, the total amount of runoff from the Project site during construction would not change substantially in relation to existing conditions, thereby continuing to allow for infiltration into the BCGS within Temescal Wash. Accordingly, during construction the Project would not conflict with the Bedford-Coldwater GSP, and impacts would be less than significant.

Operational Water Quality Impacts

Following construction activities, infiltration on Project site largely would be precluded and would be limited to landscaped areas, as remaining areas of the Project site would be covered with impervious surfaces (i.e., buildings, drive aisles, etc.). However, under existing conditions, runoff generated on site and within the building site to the south is conveyed easterly into the Temescal Wash. These conditions would not substantially change under the proposed Project. That is, all runoff generated on the site would be conveyed to the Project's proposed underground storage systems, and runoff would discharge directly into the Temescal Wash following detention and water quality treatment by the proposed MWS units. Although the Project would result in a slight reduction of peak flows from the site as compared to existing conditions, the total amount of runoff allowed to infiltrate into the groundwater table would be similar to existing conditions. Furthermore, under long-term operating conditions, the proposed MWS are designed to treat the Project's pollutants of concern. Thus, with implementation of the proposed Project, Project-related runoff would not contribute to or exacerbate existing water quality impairments within the BCGS

area. As such, the Project would not conflict with the Bedford-Coldwater GSP, and impacts would be less than significant.

Conclusion

Based on the preceding analysis, the Project would not conflict with the Bedford-Coldwater Basin GSP or the Santa Ana River Basin Plan. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Land Use and Planning

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
24. Land Use and Planning				
a. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
b. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒

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

Under existing conditions, the Project site is designated by the General Plan and TCAP for "Light Industrial (LI)" land uses, and is zoned "Manufacturing – Service Commercial (M-SC)." The Project Applicant proposes to develop the site with a 201,844 s.f. warehouse building, which is an allowed use under the LI land use designation and M-SC zoning classification. There are no components of the proposed Project that would conflict with any goals or policies of the General Plan and TCAP related to LI land uses or that would conflict with the requirements of the site's underlying zoning classification of M-SC. Furthermore, the analysis contained throughout this MND demonstrates that the Project would not conflict with any other policies or requirements adopted for the purpose of avoiding or mitigating an environmental effect, including the Western Riverside County MSHCP and the Riverside County CAP Update. Therefore, the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

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

Lands to the south and west of the Project site are developed with warehouse buildings as part of the Wildrose Business Park, the TVWRF occurs immediately to the north of the Project site, and the Temescal Wash occurs immediately to the east of the Project site. Although residential uses occur approximately 0.1-mile to the southwest of the Project site, the Project site is separated from these residential uses by I-15 and there are no components of the proposed Project that would disrupt of divide the physical arrangement of these existing residential uses. Accordingly, the proposed Project would not disrupt or divide the physical arrangement of an established community, and no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Mineral Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
25. Mineral Resources				
a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	☐	☐	☒	☐
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐
c. Potentially expose people or property to hazards from proposed, existing or abandoned quarries or mines?	☐	☐	☒	☐

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

According to mapping information available from the California Geological Survey (CGS), the western portion of the Project site is classified as Mineral Resources Zone 3 (MRZ-3), which is defined as "areas containing known or inferred mineral occurrences of undetermined mineral resource significance," while the eastern portion of the Project site is classified as Mineral Resources Zone 2 (MRZ-2), which is defined as " areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists." The site's MRZ-2 designation indicates the presence of mineral resources on the eastern portions of the Project site. However, according to the Project's Phase I ESA (*Technical Appendix E*), the Project site was previously used for mining operations from approximately 1984 to the 1990s, after which the operations ceased pursuant to an approved

reclamation plan. The termination of mining operations on the Project site indicates that all mineral resources of value have been removed from the site. Thus, the Project would not 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, and impacts would be less than significant. (CGS, n.d.; Riverside County, 2021b, Figure 3; HRC, 2022, p. iv)

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

The Project site is designated for "Light Industrial (LI)" land uses by the General Plan and the TCAP. The LI land use designation is intended to allow for light industrial development, and no portion of the Project site is designated for "Mineral Resources (MR)" land uses by the General Plan and TCAP. There are no other plans, including specific plans, that apply to the Project site and that identify the site as locally-important mineral resource recovery site. Furthermore, the Project site was previously used for mining operations from approximately 1984 to the 1990s, after which the operations ceased pursuant to a reclamation plan. The termination of mining operations on the Project site indicates that all mineral resources of value have been removed from the site. Thus, the project would not result in the loss of availability of a locally-important mineral resource recovery site, and impacts would be less than significant. (Riverside County, 2021b, Figure 3; HRC, 2022, p. iv)

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

As stated above, the Project site was previously used for mining operations from approximately 1984 to the 1990s. Starting in 2006, the quarry was dewatered, filled, graded, and compacted pursuant to an approved reclamation plan. Thus, all hazards from previous mining activities on site have been attenuated pursuant to the reclamation plan. There are no existing or proposed quarries or mines in the immediate Project vicinity, as lands to the west and south are developed with warehouses, the TVWD TVWRF occurs to the north, while open space associated with the Temescal Wash occurs to the east of the site. Additionally, based on a review of aerial photography, there is no evidence of any existing or abandoned quarries on the Project site or in the Project vicinity. Thus, the Project would not potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines, and impacts would be less than significant. (Google Earth, n.d.; HRC, 2022, p. iv)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Noise

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
26. Airport Noise a. For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
b. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

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?

The nearest airport to the Project site is the Corona Municipal Airport, located approximately 9.1 miles northwest of the Project site. Thus, the Project site is not located within 2 miles of a public airport or within an airport land use plan. According to Map CO-3 of the Corona Municipal Airport ALUCP, the Project site is located approximately 8.8 miles southeast of the 55 dBA (decibels A-weighted) CNEL noise contour for the Corona Municipal Airport. As shown in Table N-1 of the General Plan Noise Element, noise levels of 55 dBA CNEL are considered "Normally Acceptable" for industrial uses. Accordingly, the Project would not expose people residing or working in the Project area to excessive noise levels associated with airport operations, and impacts would be less than significant. (ALUC, 2004, Map CO-3; Riverside County, 2021a, Table N-1).

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

As previously indicated in MND Subsection V.G., *Hazards and Hazardous Materials*, the Project site is not within the vicinity of a private airstrip or heliport. The nearest private airstrip or heliport to the Project site is located within the City of Lake Elsinore, located approximately 15.3 miles southeast of the Project site. Due to the distance between the closest private airstrip or heliport and the Project site, the Project has no potential to expose people residing or working in the project area to excessive noise levels associated with private airports, and impacts would be less than significant. (Google Earth, n.d.)

Mitigation: No mitigation required.

Monitoring: No monitoring required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
27. Noise Effects by the Project a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☐	☒

In order to evaluate the Project's potential to result in significant noise effects, a site-specific technical report was prepared by Urban Crossroads, entitled, "22740 Temescal Canyon Warehouse Noise and Vibration Analysis" (herein, "NIA"), dated November 9, 2022, and included as MND *Technical Appendix G.* (Urban Crossroads, 2023a)

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

The Project is evaluated below for the potential to result in noise levels that exceed the noise standards of the Riverside County General Plan Noise Element and/or Riverside County Ordinance No. 847 (Regulating Noise) during construction, due to operational-related traffic, and/or due to on-site operations under long-term conditions. Noise impacts shall be considered significant if any of the thresholds identified in Table 8, *Noise Significance Criteria Summary*, are exceeded. Refer to *Technical Appendix G* for information about the establishment of these significance thresholds.

Table 8 Noise Significance Criteria Summary

Analysis	Condition(s)	Significance Criteria	
		Daytime	Nighttime
Operational	Exterior Noise Level Standards[1]	55 dBA L_{eq}	45 dBA L_{eq}
	If ambient is < 60 dBA Leq[2]	≥ 5 dBA L_{eq} Project increase	
	If ambient is 60 - 65 dBA Leq[2]	≥ 3 dBA L_{eq} Project increase	
	If ambient is > 65 dBA Leq[2]	≥ 1.5 dBA L_{eq} Project increase	
Construction	Noise Level Threshold[3]	80 dBA L_{eq}	70 dBA L_{eq}
	Vibration Level Threshold[4]	0.3 PPV (in/sec)	

[1] County of Riverside Ordinance No. 847.
[2] FICON, 1992.
[3] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[4] Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
(Urban Crossroads, 2023a, Table 4-1)

Receiver Locations

Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. To assess the potential for long-term stationary operational and short-term construction noise impacts, the following sensitive receiver locations, as shown on Figure 11, *Noise Receptor Locations*, were identified as representative locations for analysis. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA. Other sensitive land uses in the Project study area that are located at greater distances than those identified herein would experience lower noise levels due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location. To describe the potential off-site Project noise levels, six receiver locations in the vicinity of the Project site were identified. This includes three receiver locations BIO-1, BIO-2 and BIO-3, representing the existing open space areas east of the Project site. It should be noted that noise effects on locations BIO-1 through BIO-3 are provided for information purposes only in this subsection, as noise impacts to biological resources are separately addressed in MND subsection V.B., *Biological Resources*. The nearest noise sensitive residential receiver is located approximately 680 feet west of the Project site across the I-15 Freeway at 22666 Hannah Court. All distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever is closer to the Project site. (Urban Crossroads, 2023a, p. 27)

- R1: Location R1 represents existing noise sensitive residence at 22430 Silver Dollar Street, approximately 1,288 feet northwest of the Project site. R1 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, Location L3 (as depicted on Exhibit 5-A of the Project's NIA), to describe the existing ambient noise environment.
- R2: Location R2 represents the existing noise sensitive residence at 22520 Silver Dollar Street, approximately 930 feet west of the Project site. R2 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, Location L3 (as depicted on Exhibit 5-A of the Project's NIA), to describe the existing ambient noise environment.
- R3: Location R3 represents the existing noise sensitive residence at 22666 Hannah Court, approximately 680 feet west of the Project site. R3 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, Location L3 (as depicted on Exhibit 5-A of the Project's NIA), to describe the existing ambient noise environment.
- BIO-1: Location BIO-1 represents the limits of construction in the northeast corner of the site. A 24-hour noise measurement near this location, Location L1 (as depicted on Exhibit 5-A of the Project's NIA), is used to describe the existing ambient noise environment.
- BIO-2: Location BIO-2 represents the limits of construction in the southeast corner of the site. A 24-hour noise measurement near this location, Location L2 (as depicted on Exhibit 5-A of the Project's NIA), is used to describe the existing ambient noise environment.
- BIO-3: Location BIO-3 represents the Project driveway connection to Temescal Canyon Road. A 24-hour noise measurement near this location, Location L2 (as depicted on Exhibit 5-A of the Project's NIA), is used to describe the existing ambient noise environment.

Source(s): Urban Crossroads (11-09-2022)

Figure 11

Not to Scale

Noise Receptor Locations

Construction Noise Analysis

The construction noise analysis provided in the Project's NIA was prepared using reference noise level measurements taken by Urban Crossroads to describe the typical construction activity noise levels for each stage of Project construction. Refer to Section 8 of the Project's Noise Impact Analysis in *Technical Appendix G* for description of the methodology used to estimate the Project's construction-related noise impacts. (Urban Crossroads, 2023a, p. 37)

Using the reference construction equipment noise levels, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were conducted by Urban Crossroads. Consistent with FTA guidance for general construction noise assessment, Table 9, *Construction Equipment Noise Level Summary*, provides a summary of the construction noise levels by stage at the nearby noise-sensitive receiver locations. To assess the worst-case construction noise levels, the analysis shows the highest noise impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity to each receiver location. As shown in Table 9, the construction noise levels are expected to range from 49.4 to 74.6 dBA Leq. (Urban Crossroads, 2023a, p. 39)

Table 9 Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	52.4	55.4	53.4	55.4	49.4	55.4
R2	55.6	58.6	56.6	58.6	52.6	58.6
R3	57.0	60.0	58.0	60.0	54.0	60.0
BIO-1	71.6	74.6	72.6	74.6	68.6	74.6
BIO-2	71.6	74.6	72.6	74.6	68.6	74.6
BIO-3	59.2	62.2	60.2	62.2	56.2	62.2

(Urban Crossroads, 2023a, Table 8-2)

Construction Noise Compliance

To evaluate whether the Project will generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts. As shown in Table 10, *Construction Noise Level Compliance*, the nearest receiver locations would satisfy the reasonable daytime 80 dBA Leq significance threshold during Project construction activities. As previously discussed, noise effects on locations BIO-1 through BIO-3 are provided for information purposes only in this subsection, as noise impacts to biological resources are separately addressed in MND subsection V.B., *Biological Resources*. Therefore, all noise impacts due to Project construction noise levels are considered less than significant at all sensitive receiver locations. (Urban Crossroads, 2023a, p. 40)

Table 10 Construction Noise Level Compliance

Receiver Location	Construction Noise Levels (dBA Leq)		
	Highest Construction Noise Levels	Threshold	Threshold Exceeded?
R1	55.4	80	No
R2	58.6	80	No
R3	60.0	80	No
BIO-1	74.6	-[1]	-[1]
BIO-2	74.6	-[1]	-[1]
BIO-3	62.2	-[1]	-[1]

[1] Receiver location and Project operational noise levels provided for informational purposes. Potential impacts are analyzed in MND subsection V.B., *Biological Resources*.
(Urban Crossroads, 2023a, Table 8-3)

Nighttime Concrete Pour Noise Analysis

Nighttime concrete pouring activities are proposed to occur as part of Project building construction activities. Since the nighttime concrete pours would take place outside the daytime hours permitted by Riverside County Ordinance No. 847, the Project Applicant will be required to obtain authorization for nighttime work from the County of Riverside. Refer to Subsection 8.5 of the Project's NIA (*Technical Appendix G*) for a discussion of the methodology used to estimate noise levels during nighttime concrete pouring activities. (Riverside County, 2007b)

As shown on Table 11*, Nighttime Concrete Pour Noise Level Analysis,* the noise levels associated with proposed nighttime concrete pour activities are estimated to range from 40.6 to 60.2 dBA Leq. The analysis shows that the unmitigated nighttime concrete pour activities would satisfy the FTA 70 dBA Leq nighttime noise level threshold at the nearest noise sensitive receiver locations. Therefore, the noise impacts due to nighttime concrete pouring activities would be less than significant at all receiver locations with mandatory authorization for nighttime work from the County of Riverside pursuant to Riverside County Ordinance No. 847. (Urban Crossroads, 2023a, p. 41)

Table 11 Nighttime Concrete Pour Noise Level Analysis

Receiver Location	Concrete Pour Construction Noise Levels (dBA Leq)		
	Exterior Noise Levels	Threshold	Threshold Exceeded?
R1	40.6	70	No
R2	43.8	70	No
R3	45.3	70	No
BIO-1	56.2	-[1]	-[1]
BIO-2	60.2	-[1]	-[1]
BIO-3	47.6	-[1]	-[1]

1 Receiver location and Project operational noise levels provided for informational purposes. Potential impacts are analyzed in MND subsection V.B., *Biological Resources*.

Project Operational Noise Levels

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed project. Project operation reference noise level measurements assume the worst-case noise environment with the loading dock activity, parking lot vehicle movements, and truck movements all

operating at the same time, and these sources of noise activity will likely vary throughout the day. Refer to Section 7 of the Project's NIA (*Technical Appendix G*) for a discussion of assumptions used in the analysis of Project operational noise impacts. (Urban Crossroads, 2023a, p. 29)

Using the reference noise levels to represent the proposed Project operations that include loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. As shown in Table 12, *Daytime Operational Noise Levels*, the daytime hourly noise levels at the off-site receiver locations are expected to range from 34.7 to 47.4 dBA Leq. As shown in Table 13, *Nighttime Project Operational Noise Levels,* nighttime hourly noise levels at the off-site receiver locations are expected to range from 34.6 to 47.4 dBA Leq. (Urban Crossroads, 2023a, p. 33)

Table 12 Daytime Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	BIO-1	BIO-2	BIO-3
Loading Dock Activity	33.3	36.6	37.2	40.0	22.5	23.4
Roof-Top Air Conditioning Units	23.4	22.6	28.5	17.3	30.2	29.9
Trash Enclosure Activity	16.2	19.4	21.0	8.3	8.4	5.6
Parking Lot Vehicle Movements	20.6	25.6	31.3	42.3	47.3	36.5
Truck Movements	26.6	30.8	33.6	12.4	16.0	24.5
Total (All Noise Sources)	**34.7**	**38.3**	**39.9**	**44.3**	**47.4**	**37.7**

[1] See *Technical Appendix G* for noise model calculations.
(Urban Crossroads, 2023a, Table 7-2)

Table 13 Nighttime Project Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	BIO-1	BIO-2	BIO-3
Loading Dock Activity	33.3	36.6	37.2	40.0	22.5	23.4
Roof-Top Air Conditioning Units	21.0	24.5	26.1	14.9	27.8	27.4
Trash Enclosure Activity	12.2	15.4	17.0	4.3	4.4	1.6
Parking Lot Vehicle Movements	20.6	25.6	31.3	42.3	47.3	36.5
Truck Movements	26.6	30.8	33.6	12.4	16.0	24.5
Total (All Noise Sources)	**34.6**	**38.1**	**39.7**	**44.3**	**47.4**	**37.4**

[1] See *Technical Appendix G* for noise model calculations.
(Urban Crossroads, 2023a, Table 7-3)

Project Operational Noise Level Compliance

To demonstrate compliance with local noise regulations, the Project operational noise levels are evaluated against exterior noise level thresholds based on the County of Riverside exterior noise level standards at nearby noise-sensitive receiver locations. Table 14, *Operational Noise Level Compliance*, shows the operational noise levels associated with the Project would satisfy the County of Riverside daytime and nighttime exterior noise level standards. Therefore, the operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations. (Urban Crossroads, 2023a, p. 34)

Table 14 Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	34.7	34.6	55	45	No	No
R2	38.3	38.1	55	45	No	No
R3	39.9	39.7	55	45	No	No
BIO-1	44.3	44.3	-[5]	-[5]	-[5]	-[5]
BIO-2	47.4	47.4	-[5]	-[5]	-[5]	-[5]
BIO-3	37.7	37.4	-[5]	-[5]	-[5]	-[5]

[1] See Figure 11 for the receiver locations.
[2] Proposed Project operational noise levels as shown on Table 12 and Table 13.
[3] Exterior noise level standards, as shown on Table 8.
[4] Do the estimated Project operational noise source activities exceed the noise level standards?
[5] Receiver location and Project operational noise levels provided for informational purposes. Potential noise impacts to biological resources are analyzed in MND subsection V.B., *Biological Resources*.
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
(Urban Crossroads, 2023a, Table 7-4)

Traffic Related Noise Analysis

Traffic generated by the operation of the proposed Project would influence the traffic noise levels in surrounding off-site areas and at the Project site. Based on the Project's Traffic Study (MND *Technical Appendix H2*), the proposed Project is anticipated to generated 346 two-way trips, including 122 truck trips. Due to the low Project trip generation, the County of Riverside determined that a full traffic analysis was not needed for the Project. (Urban Crossroads, 2023a, p. 35)

The off-site Project related traffic represents an incremental increase to the existing roadway volumes, which is not expected to generate a barely perceptible noise level increase of 3 dBA CNEL at nearby sensitive land uses adjacent to study area roadways, since a doubling of the existing traffic volumes would be required to generate a 3 dBA CNEL increase. The incremental Project-related off-site traffic noise levels due to the 346 additional Project trips are estimated at less than 1 dBA CNEL. Due to the low traffic volumes generated by the Project, the off-site traffic noise levels generated by the Project are considered less than significant and no further analysis is required. (Urban Crossroads, 2023a, p. 35)

Conclusion

In conclusion, daytime and nighttime construction- and operation-related noise levels associated with the Project would not exceed applicable noise thresholds. Therefore, the Project would not result in the 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 County's General Plan, Riverside County Ordinance No. 847, or applicable standards of other agencies. Therefore, impacts would be less than significant and no mitigation would be required.

b) Would the Project cause generation of excessive ground-borne vibration or ground-borne noise levels?

The Project has the potential to result in the generation of excessive groundborne vibration or groundborne noise levels during both construction and long-term operation. Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. The County of Riverside does not identify specific

construction vibration level limits in its Code. Therefore, for analysis purposes, the Caltrans *Transportation and Construction Vibration Guidance Manual*, Table 19, Vibration Damage, are used to assess potential temporary construction-related impacts at adjacent building locations. The nearest noise sensitive buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 Peak Particle Velocity (PPV), which is measured in inches per second (in/sec). Thus, a significant impact would result if the Project were to subject nearby sensitive buildings to vibration levels exceeding 0.3 PPV (in/sec). (Urban Crossroads, 2023a, pp. 17-18)

Construction Vibration Analysis

Construction activity can result in varying degrees of ground vibration, depending on equipment and methods employed, which spreads through the ground and diminishes in strength with distance. Refer to Subsection 8.6 of the Project's NIA (*Technical Appendix G*) for a description of methodology used to calculate the Project's construction-related vibration impacts. Table 15, *Project Construction Variable Levels*, presents the expected Project-related vibration levels at the nearby receiver locations. At distances ranging from 680 to 1,288 feet from Project construction activities, construction vibration velocity levels are estimated at 0.001 in/sec peak particle velocity (PPV). The FTA provides a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec) to estimate the potential for human annoyance and building damage. Therefore, typical Project construction vibration levels would fall below the FTA thresholds at all noise sensitive receiver locations, and impacts would therefore be less than significant.

Table 15 Project Construction Vibration Levels

Location[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]						Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	1,288'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R2	930'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R3	680'	0.000	0.000	0.001	0.001	0.001	0.001	0.3	No

[1] Receiver locations are shown on Figure 11.
[2] Distance from receiver building facade to Project construction boundary (Project site boundary).
[3] Based on the Vibration Source Levels of Construction Equipment.
[4] Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.
[5] Does the peak vibration exceed acceptable vibration thresholds?
"PPV" = Peak Particle Velocity
(Urban Crossroads, 2023a, Table 8-6)

Operational Vibration Analysis

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. Based on the Project's Traffic Study (MND *Technical Appendix H2*), the Project would generate up to 346 vehicular trips per day, including 122 daily truck trips. Caltrans has issued a publication entitled, "Transportation Construction Vibration Guidance Manual," dated April 2020 (Caltrans, 2020). As noted by Caltrans:

> "*Because vehicles traveling on highway are supported on flexible suspension systems and pneumatic tires, these vehicles are not an efficient source of ground vibration. They can, however, impart vibration into the ground when they roll over pavement that is not smooth. Continuous*

traffic traveling on a smooth highway creates a fairly continuous but relatively low level of vibration. Where discontinuities exist in the pavement, heavy truck passages can be the primary source of localized, intermittent vibration peaks. These peaks typically last no more than a few seconds and often for only a fraction of a second. Because vibration drops off rapidly with distance, there is rarely a cumulative increase in ground vibration from the presence of multiple trucks." (Caltrans, 2020, p. 10)

All trucks generated by the Project would travel along County roadways that are regularly maintained to prevent discontinuous pavement (e.g., potholes). As such, and based on guidance from Caltrans, the Project's operational traffic-related vibration impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Paleontological Resources

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less-than-Significant Impact***	***No Impact***
Would the project:				
28. Paleontological Resources a. Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	☐	☒	☐	☐

a) Would the Project directly or indirectly destroy a unique paleontological resource, or unique geologic feature?

The Project site was previously subject to mining operations and subsequent reclamation activities, and the Project site is currently used for the storage of construction equipment, trucks, trailers, and shipping containers. Any paleontological resources that may have existed on the Project site would have been uncovered and disturbed as part of prior site mining and/or reclamation activities. As indicated on the Project's grading plan, Project grading activities would require 6,040 cy of cut and 15,280 cy of fill, requiring the import of 15,280 cy of fill material, indicating that a majority of site grading activities would be associated with fill material. Thus, it can be concluded that grading activities associated with the Project would not extend below the depths of prior mining and reclamation activities on site, indicating that the Project has no potential to result in impacts to previously-undiscovered subsurface paleontological resources. Additionally, due to prior disturbances on site, the Project site does not contain any unique geologic features. Regardless, there is a remote potential that paleontological (fossil) resources could be encountered during Project-related ground-disturbing construction activities. Accordingly, the Project has a remote potential to encounter and impact a paleontological resource. Mitigation is provided herein under **MM PAL-1** to ensure identification and proper treatment of any discovered resources to reduce the potentially significant impact to a level of less than significant.

Mitigation:

MM PAL-1 As a condition of the Project's grading permit, should fossil remains be encountered during site development: 1. All site earthmoving shall be ceased in the area where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site. 2. The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery. 3. The applicant shall retain a qualified paleontologist approved by the County of Riverside. 4. The paleontologist shall determine the significance of the encountered fossil remains. 5. Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level. 6. If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains. 7. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. Per the County of Riverside "SABER Policy," paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the City of Hemet. 8. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

Monitoring: Monitoring shall be conducted by a qualified Paleontologist in coordination with the County Geologist.

Population and Housing

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
29. Housing				
a. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
b. Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☒	☐
c. Induce substantial 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)?	☐	☐	☒	☐

a) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

As previously shown on MND Figure 3, under existing conditions, the Project site consists of vacant and unpaved land and is used for the storage of construction equipment, trucks, trailers, and shipping containers. As such, under existing conditions there are no existing residents or housing on the Project site. Thus, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and no impact would occur.

b) Would the Project create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?

The Project consists of a proposal to redevelop the Project site with a 201,844 s.f. warehouse building and associated parking and landscaped areas. The Project is consistent with the site's "Light Industrial (LI)" General Plan and TCAP land use designation, and also is consistent with the site's underlying zoning classification of "Manufacturing – Service Commercial (M-SC)."

As previously indicated, the Project is expected to create approximately 196 new, recurring jobs. The additional job opportunities offered by the Project would create a nominal demand for new housing units including housing affordable to lower-income households. However, the Project is fully consistent with the site's General Plan and TCAP land use designations. The General Plan and TCAP have been designed to accommodate future population growth within the region, including population growth that would result from Project implementation, while the General Plan Housing Element identifies areas within the County that are planned to accommodate affordable housing. Thus, it is anticipated that the Project's housing demand would be met through existing housing within the County, or with new housing (including affordable housing) already accommodated by the Riverside County General Plan and the General Plans of other nearby jurisdictions. Accordingly, the Project would not create a demand for additional housing,

particularly housing affordable to households earning 80% or less of the County's median income, and impacts would be less than significant.

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

The Project consists of a proposal to develop the Project site with a 201,844 s.f. warehouse building and associated parking and landscaped areas. The Project is fully consistent with the site's General Plan and TCAP land use designation of LI, and also is consistent with the site's underlying zoning classification of M-SC. As previously indicated, the Project is anticipated to create approximately 196 new, recurring jobs. However, the growth anticipated by the Project is consistent with the growth anticipated by the Riverside County General Plan. The job opportunities offered by the Project would not induce substantial growth in the area because the Project would generate jobs that mostly would be filled by existing residents living in the local area. As such, the Project would not directly induce substantial unplanned population growth in the area, and impacts would therefore be less than significant.

In addition, the Project does not propose to extend public roads or install any on-site or off-site infrastructure facilities that would be oversized or constructed to accommodate other businesses or homes such as regional sewer or drainage improvements. The Project's infrastructure improvements would not accommodate development elsewhere in the surrounding area. Accordingly, the Project would not indirectly induce substantial unplanned population growth in the area, and impacts would therefore be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Public Services

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
30. Fire Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?	☐	☐	☒	☐

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

Fire protection services to the Project area are provided by the Riverside County Fire Department (RCFD). The Riverside County Fire Department prepared the Fire Protection and Emergency Medical Master Plan to set goals and priorities for its future. The plan defines current and future needs and recommends goals and strategies to meet those needs. Further fire protection services to the Project area also could be provided by the City of Corona Fire Department (CFD) through a mutual aid agreement between the CFD and RCFD. (RCFD, 2009; City of Corona, 2019).

Pursuant to the Riverside County Fire Department's Fire Protection and Emergency Medical Master Plan, the Project would be classified as "Category II – Urban," which requires a fire station be within 3 miles of the Project and a full first alarm assignment team operation on the scene within 15 minutes of dispatch. The closest RCFD Fire Station is RCFD Station 64, located at 25310 Campbell Ranch Road, Corona, CA 92883 (approximately 3.4 miles southeast of the Project site). Pursuant to the existing mutual aid agreement between RCFD and CFD, the Project site also could be served by CFD Fire Station 7, located at 3777 Bedford Canyon Road, Corona, CA 92883 (approximately 2.6 miles northwest of the Project site). Thus, the Project site is located within 3 miles of the nearest fire station, and full first alarm assignment team operations would be able to arrive on site within the required 15 minutes. Based on the Project site's proximity to existing fire stations, the Project would be adequately served by fire protection services and no new or expanded unplanned facilities would be required to serve the Project. (City of Corona, 2019, Figure 1; RCFD, 2009)

The proposed Project would incrementally affect fire protection services by placing an additional demand on existing RCFD and CFD resources should its resources not be augmented. To offset the increased demand for fire protection services, the proposed Project would be conditioned by the County to provide a minimum of fire safety and fire suppression support activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. The Project accommodates adequate access for emergency vehicles, 30-foot fire access lanes around the proposed building, and fire hydrants would be installed in accordance with RCFD requirements. Furthermore, the Project would be required to comply with the provisions of the County's Development Impact Fee (DIF) Ordinance (Riverside County Ordinance No. 659), which requires a fee payment to assist the County in providing for fire protection services. Payment of the DIF fee would ensure that the Project provides fair-share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project. (Riverside County, 2015b)

Accordingly, and based on the foregoing analysis, the proposed Project would not result in substantial physical impacts related to fire protection services, and impacts would be less than significant.

Mitigation: No mitigation is required beyond mandatory compliance with Riverside County Ordinance No. 659.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
31. Sheriff Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services?	☐	☐	☒	☐

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

Police protection services to the proposed Project would be provided by the Riverside County Sheriff's office, with the nearest sheriff station being the Norco Substation, located at 2870 Clark Avenue in the city of Norco, or approximately 9.8 miles northwest of the Project site. The Project Applicant would develop the site with a 201,844 s.f. warehouse building and would introduce employees and visitors to the Project site, which would result in an incremental increase in demand for sheriff protection services; however, the Project is not anticipated to require or result in the construction of new or physically altered sheriff facilities. The scale of the Project would not in and of itself result in the need for new or expanded sheriff facilities as the Project would only accommodate approximately 196 employees. Furthermore, the Project Applicant would be required to comply with Riverside County Ordinance No. 659, which requires a DIF payment to the County for impacts to public services and facilities, including sheriff facilities and services. Payment of the DIF would ensure that funds are available for either the purchase of new equipment and/or the hiring of additional sheriff personnel to maintain the County's desired level of service for sheriff protection. Based on the foregoing discussion, the Project would receive adequate sheriff protection services and would not result in the need for new or physically altered sheriff facilities. Therefore, implementation of the Project would not result in a substantial adverse effect to sheriff protection services or due to the construction or expansion of sheriff facilities, and impacts would be less than significant. (Riverside County, 2021a, Appendix E, Table E-5; Riverside County, 2015b)

Mitigation: No mitigation is required beyond mandatory compliance with Riverside County Ordinance No. 659.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
32. Schools Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services?	☐	☐	☒	☐

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

The Project would not create a direct demand for public school services, as the proposed Project does not include a residential component that would directly generate population growth (i.e., school-aged children requiring public education). Under existing conditions, there are no schools located on the site or are planned to be located on the site. As such, there is no potential for the Project to have a direct physical impact on any school facility. Additionally, no component of the Project would measurably increase public school demands or result in the need for new or physically altered school facilities. Nonetheless, the Project Applicant would be required to contribute fees to the Corona-Norco Unified School District (CNUSD), which as of June 13, 2022 assesses new industrial development at a rate of $0.78 per s.f. of industrial building area. The CNUSD utilizes these fees to accommodate growth generated by new development to acquire, expand, and/or maintain school facilities. Pursuant to the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50), payment of fees to the CNUSD constitutes complete mitigation for Project-related impacts to school services. Therefore, implementation of the Project would not result in substantial adverse effects to school facilities and services and impacts would be less than significant. (CNUSD, 2022, p. 20)

Mitigation: No mitigation is required beyond mandatory payment of impact fees pursuant to Senate Bill 50.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
33. Libraries Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services?	☐	☐	☒	☐

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

Development of the Project site with a 201,844 s.f. warehouse building and associated site improvements would not directly create a demand for public library facilities and would not directly result in the need for new or physically altered library facilities. Increased demand for library facilities results from an increase in the resident population and the Project would not directly result in new County residents. Nonetheless, the Project Applicant would be required to adhere to the requirements of Riverside County Ordinance No. 659, which requires a DIF payment to the County for impacts to public services and facilities, including library facilities and services. With mandatory payment of fees pursuant to Ordinance No. 659, Project-related impacts to library facilities would be less than significant. (Riverside County, 2015b)

Mitigation: No mitigation is required beyond mandatory compliance with Riverside County Ordinance No. 659.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
34. Health Services Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for health services?	☐	☐	☒	☐

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

The nearest medical facility to the Project site is Parkview Community Hospital Medical Center, located approximately 9.7 miles northeast of the Project site at 3865 Jackson Street in the city of Riverside. Due to the industrial nature of the Project, development of the Project would not result in a substantial increase in demand for health services and would not directly result in the need for new of physically altered health service facilities that could result in substantial adverse impacts to the environment. Nonetheless, the Project Applicant would be required to adhere to the requirements of Riverside County Ordinance No. 659, which requires a DIF payment to the County for impacts to public services and facilities, including health service facilities. Therefore, implementation of the Project would not result in substantial adverse effects to public health service facilities and resources and impacts would be less than significant. (Google Earth, n.d.; Riverside County, 2015b)

Mitigation: No mitigation is required beyond mandatory compliance with Riverside County Ordinance No. 659.

Monitoring: No monitoring is required.

Recreation

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
35. Parks and Recreation a. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
c. Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☐	☒

a) Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Project consists of a proposal to redevelop the project site with a 201,844 s.f. warehouse building, and no construction or expansion of recreational facilities is proposed or required as part of the Project. Accordingly, the Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, and no impact would occur.

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

The Project would entail development of the Project site with a 201,844 s.f. warehouse building and associated site improvements. The Project does not include any type of residential use or other land use that may generate a population that would substantially increase the use of existing neighborhood and regional parks or other recreational facilities. The Project would generate approximately 196 jobs, and it is anticipated that Project-generated jobs would be filled by residents living in the local area, or through development already planned by the Riverside County General Plan and the general plans of nearby jurisdictions. Accordingly, implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, and impacts would be less than significant.

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

The Project site is not located within the boundaries of any CSAs or recreation and park districts with a Community Parks and Recreation Plan. The Project Applicant does not propose residential uses and the Project is therefore not subject to payment of Quimby fees pursuant to Section 10.35 of Riverside County Ordinance No. 460. Accordingly, no impact would occur. (Riverside County, 2014; RCIT, n.d.)

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***
Would the project:				
36. Recreation Trails a. Include the construction or expansion of a trail system?	☐	☐	☐	☒

a) Would the Project include the construction or expansion of a trail system?

According to Figure 8 of the TCAP, there is a Historic Trail and a Design Guidelines Trail planned along Temescal Canyon Road in the Project area. However, the Project site does not front along any portion of Temescal Canyon Road, and there are no components of the proposed Project that would preclude

implementation of the planned Historic Trail and Design Guidelines Trail along Temescal Canyon Road. As such, no trails are proposed as part of the Project. Therefore, the Project would not include the construction or expansion of a trail system, and no impact would occur. (Riverside County, 2021b, Figure 8)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Transportation

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
Would the project:				
37. Transportation				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☒	☐
d. Cause an effect upon, or a need for new or altered maintenance of roads?	☐	☐	☒	☐
e. Cause an effect upon circulation during the project's construction?	☐	☐	☒	☐
f. Result in inadequate emergency access or access to nearby uses?	☐	☐	☒	☐

a) Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

In addition to Level of Service (LOS) standards established by the Riverside County General Plan, the only applicable programs, plans, ordinances, or policies addressing the circulation system are the County's General Plan, TCAP, Riverside County ordinances, and the Riverside County Congestion Management Plan (CMP). Future development on site would be required to comply with all applicable Riverside County ordinances related to the circulation system, including, but not limited to, Ordinance No. 460 (relating to required access, roadway dedications, roadway design, etc.) and Ordinance No. 726 (relating to transportation demand management). Additionally, as part of their review of the proposed Project, Riverside County evaluated the Project for consistency with applicable General Plan and TCAP

policies as well as the requirements of applicable County ordinances, and found that the Project would not conflict with any applicable ordinances or with any of the goals and policies contained within the General Plan and TCAP, including policies within the General Plan Circulation Element and TCAP that relate to the circulation system, transit, roadway, bicycle, and/or pedestrian facilities. The proposed Project would be compatible with the objectives, policies, and programs specified in the Riverside County General Plan and TCAP, and also would be in general agreement and harmony with the terms and requirements of the General Plan and TCAP. Additionally, the Project only would generate approximately 532 vehicular trips per day in terms of Passenger Car Equivalents (PCEs), including 40 PCE trips during the morning peak hour and 45 PCE trips during the evening peak hour. As such, and because the Project would generate fewer than 100 peak hour trips and would contribute fewer than 100 peak hour trips to any off-site study area intersection, the Project would not have the potential to result in impacts to any CMP facilities. Accordingly, impacts would be less than significant. (Urban Crossroads, 2022a, Table 2, p. 4; Riverside County, 1993; Riverside County, 2014)

With respect to the Level of Service (LOS) standards established by the General Plan Circulation Element, the County's traffic study guidelines indicate that any use with trip generation of less than 100 vehicle trips during the peak hours are generally exempt from Traffic Analysis requirements. Because the Project would generate up to only 45 PCE trips during the peak hours, the Project Applicant is not required to conduct a detailed traffic analysis based on the County's traffic study guidelines. Additionally, the LOS standards identified by the Riverside County General Plan are aspirational, and indirect effects associated with the Project's nominal contribution to existing or projected LOS deficiencies already are addressed throughout this MND (e.g., impacts to air quality, energy, greenhouse gas emissions, and noise). Furthermore, pursuant to SB 743 and State CEQA Guidelines § 15064.3(a), "…a project's effect on automobile delay shall not constitute and environmental impact." Therefore, for purposes of CEQA, the Project's nominal contribution to existing or projected LOS deficiencies at nearby transportation facilities would be less than significant. (Riverside County, 2021a, p. C-6; Urban Crossroads, 2022a, p. 4)

Accordingly, and based on the preceding analysis, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant.

b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

In order to evaluate the Project's potential to conflict with CEQA Guidelines section 15064.3, subdivision (b), a Project-specific technical study was prepared for the Project by Urban Crossroads. This report is entitled, "22740 Temescal Canyon Warehouse Vehicle Miles Traveled (VMT) Screening Evaluation" (herein, "VMT Evaluation"), is dated June 14, 2022, and is included as *Technical Appendix H1* to this MND. Provided below is a summary of the results of the VMT evaluation. (Urban Crossroads, 2022b)

Background

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018; herein, "Technical Advisory"). Based on OPR's Technical Advisory, the County of Riverside has recently adopted their *Transportation Analysis Guidelines for Level of Service & Vehicle*

Miles Traveled (December 2020; herein, "County Guidelines"). The adopted County Guidelines have been utilized to prepare the analysis contained in the Project's VMT Evaluation (*Technical Appendix H1*). (Urban Crossroads, 2022b, p. 3)

VMT Screening

Consistent with County Guidelines, projects should evaluate available screening criteria based on their location and project type to determine if a presumption of a less than significant transportation impact can be made. The following project screening thresholds were selected for review based on their applicability to the proposed Project: (Urban Crossroads, 2022b, p. 3)

- Small Projects Screening
- High Quality Transit Areas (HQTA) Screening
- Map-Based Screening
- Affordable Housing Screening

The proposed Project need only meet one of the above screening criteria to result in a less-than-significant impact (Urban Crossroads, 2022b, p. 3).

Small Projects Screening

The County Guidelines identify projects that generate fewer than 110 daily vehicle trips are presumed to have a less than significant impact absent substantial evidence to the contrary. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. The proposed Project is anticipated to generate daily vehicle trips exceeding 110 daily vehicle trips threshold. (Urban Crossroads, 2022b, p. 3)

County Guidelines also identify those projects forecasted to generate greenhouse gas (GHG) emissions below 3,000 $MTCO_2e$/yr per year also are assumed to cause a less-than-significant VMT impact. The County Guidelines provides a list of land use types based on quantity (i.e., dwelling units or square footage) and provides a typical development potential to be below the 3,000 $MTCO_2e$ per year. For warehouse buildings, 208,000 square feet and below has been identified to meet the County threshold. The building proposed as part of the Project would include a total of 201,844 s.f., which is below the warehouse building size equivalent for the 3,000 $MTCO_2e$ threshold. Accordingly, the Small Projects screening criteria is met. (Urban Crossroads, 2022b, p. 3)

High-Quality Transit Area (HQTA) Screening

Projects located within a Transit Priority Area (TPA) (i.e., within ½-mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor") may be presumed to have a less than significant impact absent substantial evidence to the contrary. The Project is not located within ½-mile of an existing major transit stop, or along a high-quality transit corridor as seen in Attachment A of the Project's VMT Evaluation (*Technical Appendix H1)*. Accordingly, the HQTA screening criteria is not met. (Urban Crossroads, 2022b, p. 4)

Map-Based Screening

The County Guidelines note that "residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT." County Guidelines also state that the use of map-based screening for low VMT generating

areas is also applicable for other employment uses such as the Project's industrial development. Urban Crossroads obtained a VMT data table from County Staff for all TAZs within Riverside County that identifies VMT per capita and VMT per employee for the purposes of identifying low VMT areas. The data utilizes the sub-regional Riverside Transportation Analysis Model (RIVTAM) to measure baseline VMT performance for individual Traffic Analysis Zones (TAZs) and a comparison was made to the applicable impact threshold (e.g., VMT per employee for office or industrial land uses and VMT per capita for residential land uses). Utilizing the Western Riverside Council of Governments (WRCOG) Screening tool, the parcel containing the Project site was identified. Once identified the Project's TAZ was derived from the WRCOG screening tool, indicating that the Project resides in TAZ 3269. The County's data table identifies the Project's TAZ 3269 to generate 19.03 VMT per employee, whereas the County regional threshold is 15.02 VMT per employee. Accordingly, the Project is not located in a low VMT area. Thus, the Map-Based screening criteria is not met. (Urban Crossroads, 2022b, pp. 4-5)

Affordable Housing Screening

As noted in the County Guidelines, lower-income residents make fewer trips on average, resulting in lower VMT overall. As the proposed Project does not include an affordable housing component, this screening criteria is not applicable. Accordingly, the Affordable Housing screening criteria is not met. (Urban Crossroads, 2022b, p. 5)

Conclusion

In conclusion, the Project was found to meet the Small Projects screening criteria. As previously indicated, the proposed Project only needs to meet one of the screening criteria identified above to result in a less-than-significant impact due to VMT. Because the Project meets the Small Projects screening criteria, and in accordance with the County Guidelines, the Project's impacts due to VMT would be less than significant.

c) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

The Project Applicant proposes to redevelop the Project site with a 201,844 s.f. warehouse building and associated parking and landscaped areas. No roadway improvements are proposed as part of the Project, as the proposed Project will utilize existing driveways and the Project site does not front along any portion of Temescal Canyon Road. As such, the Project would not result in increased hazards due to a geometric design feature, and no impact would occur. With respect to hazards due to incompatible land uses, the Project site and lands surrounding the Project site to the north, east, and south are planned for development with "Light Industrial (LI)" uses by the General Plan and TCAP, and the site to the west of the Project site is designated with "Business Park (BP)" uses by the General Plan and TCAP. Although residential uses occur approximately 0.1-mile southwest of the Project site, the Project site is separated from these residential uses by I-15 and does not share access roads with any of these residential uses. Accordingly, Project impacts due to increased hazards from incompatible uses would be less than significant.

d) Would the Project cause an effect upon, or a need for new or altered maintenance of roads?

Project-related traffic would utilize roadways maintained by Riverside County, and would nominally increase the area of roadways requiring maintenance by Riverside County. Maintenance of the existing County roadways would not result in any significant impacts to the environment. The Project would contribute traffic to off-site public roadways; however, public roads require periodic maintenance as part of their inherent operational activities, and such maintenance would not result in substantial impacts to

the environment. Public roadway maintenance would be funded through the Project developer's payment of Development Impact Fees (DIF) and future Project occupants' payment of property and sales taxes. Maintenance of roadways would not result in any new impacts to the environment beyond that which is already disclosed and mitigated by this MND, and impacts would therefore be less than significant.

e) Would the Project cause an effect upon circulation during the project's construction?

The proposed Project is not anticipated to affect any roadways in the vicinity of the site during construction, as it is anticipated that surrounding roadways have sufficient capacity to accommodate construction vehicle traffic traveling to and from the site because construction-related traffic would not exceed traffic volumes anticipated upon buildout of the Project. No improvements to the existing driveway connection points are needed at Temescal Canyon Road. In the unanticipated circumstance of a utility connection activity interrupting traffic flow, a construction traffic control plan would be a required condition of approval. No aspect of the proposed Project would affect the roadway capacity of nearby Temescal Canyon Road or any other roadway in the Project vicinity, as the Project would not entail the construction of any roadway improvements off site. Accordingly, impacts to the circulation network during Project construction would be less than significant.

f) Would the Project result in inadequate emergency access or access to nearby uses?

The proposed Project would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road provisions. The requirement to provide adequate paved access to the Project site would be required as a condition of Project approval. Additionally, the proposed Project would not affect any roadways that provide emergency access under existing conditions, and would not interfere with emergency access for any nearby uses. Furthermore, the Project accommodates 30-foot-wide emergency access lanes around the proposed building, which would ensure adequate access to the Project site by emergency vehicles. With required adherence to County requirements for emergency access, impacts would be less than significant. (Riverside County, 2014; Riverside County, 2007a)

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 a) Would the Project include the construction or expansion of a bike system or bike lanes?	☐	☐	☐	☒

a) Would the proposed Project include the construction or expansion of a bike system or bike lanes?

According to Figure 8 of the TCAP, there is a Historic Trail and a Design Guidelines Trail planned along Temescal Canyon Road in the Project area. However, the Project site does not front along any portion of Temescal Canyon Road, and there are no components of the proposed Project that would preclude implementation of the planned Historic Trail and Design Guidelines Trail along Temescal Canyon Road. As such, no trails (including bike trails and bike lanes) are proposed as part of the Project. Therefore, the

Project would not include the construction or expansion of a bike system or bike lanes, and no impacts would occur. (Riverside County, 2021b, Figure 8)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Tribal Cultural Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
39. 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 defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*				
a. 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 for the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	☐	☐	☒	☐

a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

b) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? (In applying for the criteria set forth in (c) of Public

Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

In compliance with Assembly Bill 52 (AB52), Riverside County mailed notices regarding this project to all requesting tribes on September 7, 2022. No response was received from the Pechanga Band of Luiseno Indians, Rincon Band of Luiseno Indians, the Santa Rosa Band of Cahuilla Indians, Ramona Band of Cahuilla Mission Indians, Pala Band of Mission Indians, Cahuilla Band of Indians or the Colorado River Indian Tribe. Agua Caliente Band of Cahuilla Indians responded in an email dated September 8, 2022, stating that the Project site was not located within their Traditional Use Area and therefore they would defer to closer tribes. The Fort Yuma Quechan Tribe responded on September 8, 2022, stating that they had no comments on the Project and would defer to closer tribes. The Soboba Band responded on October 7, 2022, requesting consultation. On October 11, 2022, the County provided Project documents to the tribe, On December 20, 2022, a meeting was held in which the Project was discussed and consultation was closed.

No specific Tribal Cultural Resources were identified by any of the tribes however, the Project will 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. Furthermore, 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. This is State Law and a standard condition of approval and is not considered a mitigation measure for the purposes of this Project. In addition, CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during Project construction. Therefore, a condition of approval that dictates the procedures to be followed should any unanticipated cultural resources be identified during ground disturbing activities has been placed on this Project. This is a standard condition of approval and is not considered a mitigation measure for the purposes of the Project.

In summary, no Tribal Cultural Resources were identified, there are none present, and therefore there will be no impacts in this regard.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Utilities and Service Systems

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
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?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable	☐	☐	☐	☒

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
future development during normal, dry, and multiple dry years?				

a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?

Water service to the Project would be accommodated via a proposed two-inch water line that would connect to an existing TVWD 10-inch water line, while water for fire service would be provided via proposed 10-inch water lines extending from existing TVWD 10-inch water mains in the southwest corner of the Project site and 10-inch water lines in the southern portions of the Project site. As previously stated in MND subsection V.H., *Hydrology and Water Quality*, the existing infiltration basins on site would be removed and runoff from the existing building site to the south (approximated 2.54 acres) would be accommodated by the proposed on-site drainage system. As proposed, runoff generated on the Project site and the existing building site to the south would be collected by proposed storm drain inlets and directed to one of two underground storage systems and associated MWS units located beneath the truck court and the eastern passenger vehicle parking area. Construction of water, sewer, and drainage improvements are inherent to the Project's construction phase, and there are no environmental effects associated with the Project's water, sewer, and drainage improvements that have not already been evaluated and disclosed by this MND. Accordingly, impacts due to the construction of water, wastewater, or storm water drainage facilities would be less than significant.

b) Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years?

The Project site is located within the service area of the TVWD. TVWD has prepared an Urban Water Management Plan (UWMP), dated December 2021, which provides an updated and detailed account of current and projected TVWD water supplies and demands under a variety of climactic conditions. The UWMP demonstrates that TVWD would be able to meet its long-term commitments to supply potable water to existing and planned development. The supply and demand projections in the UWMP are based on buildout of the Riverside County General Plan and the general plans of cities within TVWD's service area. As noted previously, the Project site is designated by the General Plan and TCAP for "Light Industrial (LI)" land uses. The proposed Project is fully consistent with the site's underlying General Plan and TCAP land use designations. Thus, the Project is fully consistent with the assumptions made by the UWMP, which concluded that TVWD would have adequate supplies to meet existing and projected demands from existing and planned resources during normal, dry, and multiple dry-year conditions. Thus, the TVWD would have sufficient water supplies available to serve the Project from existing entitlements and resources, and no new or expanded resources would be required to serve the proposed Project. Accordingly, impacts would be less than significant. (TVWD, 2021, p. 3-5)

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*
Would the project:				
41. Sewer a. Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☒	☐
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?	☐	☐	☒	☐

a) Would the Project require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?

b) Would the Project result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As previously described, sewer service to the Project would be accommodated by a proposed 8-inch sewer lateral that would connect with the existing TVWD 8-inch sewer line in the southwestern portion of the project site. Construction of sewer improvements is inherent to the Project's construction phase, and impacts associated with the Project's construction activities have been evaluated throughout this MND. There are no impacts specific to the Project's proposed sewer line construction that have not already been addressed as part of this MND. Accordingly, impacts would be less than significant.

Wastewater generated by the proposed Project would be treated at the Temescal Valley Water Reclamation Facility (TVWRF). According to information available from the TVWD, the TVWRF has a current capacity of 1.57 million gallons per day (gpd) and receives typical daily flows of 1 million gpd, resulting in an excess capacity of approximately 0.57 million gpd. The ultimate planned capacity at the TVWRF is 2.25 million gpd. According to Riverside County EIR No. 521, industrial uses generate approximately 1,500 gpd/acre of wastewater. Thus, at buildout the Project would generate approximately 13,890 gpd of wastewater requiring treatment (9.26 acres × 1,500 gpd/acre = 13,890 gpd). The Project's daily generation of wastewater represents 0.8% of the existing available daily capacity at the TVWRF. With buildout of the Project, the remaining daily capacity at the TVRWRF would be approximately 1.56 million gpd. Accordingly, adequate capacity exists at the TVWRF to serve the Project's projected demand in addition to the TVWD's existing commitments, and impacts would be less than significant. (TVWD, 2019, p. 1; Riverside County, 2015a, Table 4.19-BL)

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

a) Would the Project generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Implementation of the Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. Per the Riverside Countywide Integrated Waste Management Plan (CIWMP), which applies to the Project, up to 50 percent of its solid waste would need to be diverted from area landfills. In conformance with the CIWMP, the Project Applicant is required to work with future contract refuse haulers to implement recycling and waste reduction programs for solid wastes. Due to distance from the Project site, solid waste generated by the Project most likely would be disposed at the El Sobrante Landfill, although Project-related solid waste also could be disposed of at the Lamb Canyon Landfill and/or Badlands Landfill. Existing capacities at each of these landfills are discussed below.

The El Sobrante Landfill is permitted to receive 16,054 tons per day (tpd), and as of April 2018 had a remaining capacity of 143,977.170 cubic yards (cy). The Lamb Canyon Landfill is permitted to receive 5,000 tpd, and as of January 2015 the landfill had a remaining capacity of 19,242,950 cy. The Badlands Landfill is permitted to receive 5,000 tpd and as of December 2020 had a remaining capacity of 7,800,000 cy. (CalRecycle, n.d.; CalRecycle, n.d.; CalRecycle, n.d.)

Solid Waste Impacts During Construction

Table 16, *Estimated Construction Solid Waste Generation*, provides an estimate of the amount of construction debris that would be generated by the Project, based on residential and non-residential factors provided by the U.S. Environmental Protection Agency. Table 16 does not account for the construction of site improvements other than buildings. Proposed non-building features would produce nominal amounts of construction waste that would not substantially exceed the solid waste totals (by phase) listed in Table 16.

Table 16 Estimated Construction Solid Waste Generation

Land Use	Estimated Building Size	Construction Rate[1]	Solid Waste Generation Rate	Total	
				lbs/Day	Tons/Day
Non-Residential	201,844 s.f.	873.8 s.f./day	4.34 lbs/s.f.	3,792.3	1.9

1. Based on information presented in the Project's Air Quality Impact Analysis (MND *Technical Appendix A1*, Table 3-3), which indicates that building construction would occur between October 13, 2023 and August 31, 2024, resulting in . (EPA, 2003, Table 4.14-1)

As presented in Table 16, and based on a worst-case analysis of potential building rates, construction of the Project is anticipated to generate approximately 3,792.3 pounds per day (lbs/day) of construction waste requiring disposal, or approximately 1.9 tpd. The Project's worst-case daily construction waste would represent 0.01% of the permitted daily capacity at the El Sobrante Landfill, 0.03% of the permitted daily capacity at the Lamb Canyon Landfill, and 0.03% of the permitted daily capacity at the Badlands Landfill.

Given the estimated solid waste quantity generated by the Project on a daily basis during construction, it is estimated that the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill would have sufficient daily capacity to accept the construction waste generated by the proposed Project. Furthermore, all applicants for proposed development within the County are required to submit a Waste Recycling Plan (WRP). To verify AB 341 compliance for recycling of construction materials, the County requires accurate records for construction material recycling and solid waste disposal. According to County procedures, County occupancy permits (i.e., building final inspection) would not be cleared for issuance unless the required evidence (e.g., receipts) demonstrating appropriate WRP compliance is presented to the Riverside County Department of Waste Resources (RCDWR). Mandatory compliance with the WRP requirements would further reduce Project impacts to solid waste by ensuring that 50% of the nonhazardous construction waste is recycled or reused. Based on the foregoing analysis, the Project would not cause or contribute to the need for new or expanded solid waste facilities during construction, and impacts would therefore be less than significant.

Solid Waste Impacts During Long-Term Operation

According to EIR No. 521, which was prepared for the County's 2015 General Plan Update, industrial uses generate approximately 10.8 tons of solid waste per year for each 1,000 s.f. of building area. Based on the square footage of the proposed building, the Project would generate approximately 2,180 tons per year (tpy) of solid waste (201,844 s.f. × 10.8 tons/1,000 s.f. = 2,179.9 tpy), or approximately 6.0 tons per day (tpd). (Riverside County, 2015a, Table 4.17-N)

Due to the proximity of the El Sobrante Landfill to the Project site, it is expected that solid waste generated by the Project would be disposed of at this facility. As noted above, the El Sobrante Landfill has a permitted daily disposal capacity of 16,054 tpd. The Project's 6.0 tpd of solid waste would represent 0.04% of the permitted daily disposal capacity at the El Sobrante Landfill. Additionally, the Project's solid waste generation would represent 0.12% of the daily disposal capacity of 5,000 tpd at the Lamb Canyon Landfill, while the Project's solid waste generation would represent 0.12% of the 5,000 tpd daily disposal capacity at the Badlands Landfill. Because the Project would generate a relatively small amount of solid waste per day, as compared to the permitted daily capacities for the El Sobrante Landfill, Lamb Canyon Landfill, and Badlands Landfill, it is anticipated that these regional landfill facilities would have sufficient daily capacity to accept solid waste generated by the Project. As such, because regional solid waste facilities would have adequate capacity to handle solid waste generated by the Project's operational phases, impacts would be less than significant.

b) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

The proposed Project would be regulated by the Riverside Countywide Integrated Waste Management Plan. The CIWMP outlines goals, policies, and programs Riverside County and its cities would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. Additionally, AB 341 made a legislative declaration that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, although the California Department of Resources Recycling and Recovery may not establish or enforce a diversion rate greater than the 50 percent diversion rate as set forth by the CIWMP (per Public Resources Code § 41780.01[b]). (RCWRMD, 1996)

The proposed Project would be regulated by the RCDWR and would be required to comply with the CIWMP's requirement to divert up to 50 percent of its solid waste from area landfills. In conformance with the CIWMP, the Project Applicant is required to work with future contract refuse haulers to implement recycling and waste reduction programs for solid wastes. Implementation of a waste disposal strategy for the proposed Project would assist Riverside County in achieving the mandated goals of the Integrated Waste Management Act by developing feasible waste programs that encourage source reduction, recycling, and composting. The RCDWR is specifically charged with the responsibility of implementing programs that ensure that unincorporated Riverside County achieves 50% diversion of solid waste from landfill disposal as well as monitoring and reporting unincorporated Riverside County's compliance with CIWMB and AB 939. With mandatory compliance to AB 939, AB 341, and RCDWR's programs and policies, the Project would result in a less-than-significant impact due to a conflict with federal, State, and local management and reduction statutes and regulations related to solid wastes, including the CIWMP.

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*
43. Utilities Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?				
a. Electricity?	☐	☐	☒	☐
b. Natural gas?	☐	☐	☒	☐
c. Communications systems?	☐	☐	☒	☐
d. Street lighting?	☐	☐	☐	☒
e. Maintenance of public facilities, including roads?	☐	☐	☐	☒

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
f. Other governmental services?	☐	☐	☐	☒

Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

a) Electricity
b) Natural Gas?
c) Communication Systems?
d) Street Lighting?
e) Maintenance of Public Facilities, including roads?
f) Other Governmental Services?

Southern California Edison (SCE) provides electrical service to the Project area. Connections to existing electrical networks are available in the area and any physical impacts are inherent to the Project's construction phase and have been evaluated throughout this MND. Where necessary, mitigation measures have been identified to reduce identified impacts to a level below significance. There are no anticipated capacity restrictions which could limit the ability of SCE to provide service to the proposed Project. Therefore, implementation of the Project would not require or result in the construction of new electrical facilities or the expansion of existing facilities, the construction of which would result in significant environmental effects, and impacts would be less than significant.

Southern California Gas Company (SoCal Gas) provides natural gas service to the Project area. Connections to existing gas networks are available in the area and physical impacts are inherent to the Project's construction phase and have been evaluated throughout this MND. Where necessary, mitigation measures have been identified to reduce identified impacts to a level below significance. There are no anticipated capacity restrictions which could limit the ability of SoCal Gas to provide service to the proposed Project. Therefore, implementation of the Project would not require or result in the construction of new gas facilities or the expansion of existing facilities, the construction of which would result in significant environmental effects, and impacts would be less than significant.

Various providers offer communication systems to the Project area. Connections to existing communications networks are available in the area and any physical impacts are inherent to the Project's construction phase and have been evaluated throughout this MND. Where necessary, mitigation measures have been identified to reduce identified impacts to a level below significance. There are no anticipated capacity restrictions which could limit the ability of Verizon to provide service to the proposed Project. Therefore, implementation of the Project would not require or result in the construction of new communication facilities or the expansion of existing facilities, the construction of which would result in significant environmental effects, and impacts would be less than significant.

The Project site does not front an existing roadway, and thus would not be required to provide street lighting to existing roadways. Thus, no impacts associated with the installation of street lighting would occur.

Implementation of the proposed Project would not result in the construction of sidewalks or any other improvements to roadways in the Project vicinity. As such, the Project would result in no impacts due to increased maintenance of public facilities, including roads.

No known other governmental services or facilities would be required as a result of the proposed Project. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Wildfire

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
44. Wildfire Impacts If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:				
a. 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 substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. 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, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. 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 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?	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
d. 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 expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐
e. 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 expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

a) 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 substantially impair an adopted emergency response plan or emergency evacuation plan?

According to Riverside County GIS, the Project site is located within a State Responsibility Area ("SRA"), and a majority of the Project site is classified as comprising a "Very High Fire Hazard Severity" area pursuant to Riverside County Ordinance No. 787. Under existing conditions, the Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles as required by Riverside County regulations and requirements. Therefore, implementation of the Project would not result in the interference with implementing an adopted emergency response or evacuation plan and, as such, impacts would be less than significant. (RCIT, n.d.)

b) 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, 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?

As previously indicated, the Project site is located within an SRA, and a majority of the Project site is classified as comprising a "Very High Fire Hazard Severity." However, the proposed Project would be conditioned by the County to comply with State and local fire codes. Additionally, the areas surrounding the Project site do not contain any steep slopes, and manufactured slopes proposed by the Project Applicant would be landscaped and irrigated, thereby precluding the potential for wildfire hazards. Moreover, the Project has been designed to include a 60-foot-wide setback between the proposed building and existing open space areas to the east. Areas between the proposed building and the existing open space would consist of paved areas, with limited areas of irrigated landscaping on site. A retaining

wall measuring between approximately 5 and 6 feet in height is proposed along the eastern boundary of the Project site, which would further buffer future development on site from fire hazards associated with the open space areas to the east. The proposed building's walls would be composed of concrete, which is a non-combustible material. As such, the Project does not include any components that could exacerbate wildfire risks, and the Project would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant. (RCIT, n.d.; Google Earth, n.d.)

c) 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 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?

As previously indicated, the Project site is located within an SRA, and a majority of the Project site is classified as comprising a "Very High Fire Hazard Severity." Areas surrounding the Project site to the north, east, west, and south of the Project site also are classified as a "Very High Fire Hazard Severity" area under Riverside County Ordinance No. 787, although land to the west and south of the site are fully developed with warehouse uses, indicating that these areas no longer comprise areas subject to wildland fire hazards. The Project would be conditioned by the County to provide a minimum of fire safety and fire suppression support activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. Construction of the proposed fire safety and fire suppression utilities are inherent to the Project's construction phase, and there are no impacts to the environment that would specifically result from the construction of such facilities. Moreover, the Project has been designed to include a 60-foot-wide setback between the proposed building and existing open space areas to the east. Areas between the proposed building and the existing open space would consist of paved areas, with limited areas of irrigated landscaping on site. A retaining wall measuring between approximately 5 and 6 feet in height is proposed along the eastern boundary of the Project site, which would further buffer future development on site from fire hazards associated with the open space areas to the east. No additional infrastructure would be required to address fire hazards for the proposed Project. Impacts associated with on-site improvements are inherent to the Project's construction phase and have been evaluated throughout this MND accordingly. As such, the Project would not require fuel breaks or emergency water sources that could have temporary or ongoing impacts to the environment, and impacts would be less than significant. (RCIT, n.d.; Google Earth, n.d.; Riverside County, 2019a)

d) 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 expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As previously indicated, the Project site is located within an SRA, and a majority of the Project site is classified as comprising a "Very High Fire Hazard Severity." Areas surrounding the Project site to the north, east, west, and south of the Project site also are classified as a "Very High Fire Hazard Severity" area under Riverside County Ordinance No. 787, although it should be noted that areas to the west and south are fully developed with warehouse uses, indicating that these areas no longer comprise areas subject to wildland fire hazards. The Project would be conditioned by the County to provide a minimum of fire safety and fire suppression support activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. Moreover, the Project

has been designed to include a 60-foot wide setback between the proposed building and existing open space areas to the east. Areas between the proposed building and the existing open space would consist of paved areas, with limited areas of irrigated landscaping on site. A retaining wall measuring between approximately 5 and 6 feet in height is proposed along the eastern boundary of the Project site, which would further buffer future development on site from fire hazards associated with the open space areas to the east. These proposed measures would ensure that the building is designed in a manner that would preclude potential risks to people or structures associated with wildland fire hazards. Because the Project would be adequately protected from wildland fire hazards, the Project also would not result in any wildfire-related risks associated with downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant. (RCIT, n.d.; Google Earth, n.d.)

e) 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 expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

As previously indicated, the Project site is located within an SRA, and a majority of the Project site is classified as comprising a "Very High Fire Hazard Severity." Areas surrounding the Project site to the north, east, west, and south of the Project site also are classified as a "Very High Fire Hazard Severity" area under Riverside County Ordinance No. 787, although it should be noted that areas to the west and south are fully developed with warehouse uses, indicating that these areas no longer comprise areas subject to wildland fire hazards. The Project would be conditioned by the County to provide a minimum of fire safety and fire suppression support activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. Moreover, the Project has been designed to include a 60-foot wide setback between the proposed building and existing open space areas to the east. Areas between the proposed building and the existing open space would consist of paved areas, with limited areas of irrigated landscaping on site. A retaining wall measuring between approximately 5 and 6 feet in height is proposed along the eastern boundary of the Project site, which would further buffer future development on site from fire hazards associated with the open space areas to the east. These proposed measures would ensure that the building is designed in a manner that would preclude potential risks to people or structures associated with wildland fire hazards. Thus, the Project would not expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, and impacts would be less than significant. (RCIT, n.d.; Google Earth, n.d.; Riverside County, 2019a)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Mandatory Findings of Significance

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
45. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat	☐	☒	☐	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
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**?**				

As indicated throughout the analysis in this MND (refer specifically to MND subsections B, *Biological Resources*, C, *Cultural Resources*, and S, *Tribal Cultural Resources*), assuming incorporation of the mitigation measures identified herein, implementation of the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habit of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, with mitigation, impacts would be less than significant.

Mitigation: Mitigation is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

Monitoring: Monitoring is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less-than-Significant Impact*	*No Impact*
46. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	☐	☐	☒	☐

Cumulative effects that would result from implementation of the Project have been evaluated throughout this MND, which concludes that such impacts would not occur, would be less than significant, or would be reduced to below a level of significance with the incorporation of mitigation measures identified herein and included in the Project's conditions of approval. For example, for Air Quality impacts (MND Threshold 6. b.), the SCAQMD's CEQA Air Quality Significance Thresholds (April 2019) indicated that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually- and cumulatively-considerable air quality impact. Thus, the analysis of the

Project's air quality impacts inherently addresses potential cumulatively-considerable air quality impacts, and shows that Project-related cumulatively considerable impacts to air quality would be less than significant. The analysis of GHG emissions in MND Subsection 20 is an inherently cumulatively considerable, as the proposed Project has no potential to directly contribute to Global Climate Change (GCC). As indicated in the analysis, because the Project's emissions would be below the SCAQMD's threshold of 3,000 $MTCO_2e/yr$, the Project's impacts due to GHG emissions would be less than significant on a cumulatively-considerable basis. Accordingly, with the incorporation of mitigation measures identified herein and included in the Project's conditions of approval, the Project would not have impacts which are individually limited, but cumulatively considerable.

Mitigation: Mitigation is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

Monitoring: Monitoring is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less-than-Significant Impact***	***No Impact***
47. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

The Project's potential to result in substantial adverse effects on human beings has been evaluated throughout this MND. Where potentially significant impacts are identified, mitigation measures have been identified to reduce these adverse effects to the maximum feasible extent. For example, the analysis in MND Subsection 6 (Air Quality) provides substantial evidence that the Project's cancer and non-cancer health risk impacts from DPM emissions would be less than significant. There are no components of the proposed Project that could result in substantial adverse effects on human beings that are not already evaluated and disclosed throughout this MND. Accordingly, no additional impacts would occur.

Mitigation: Mitigation is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

Monitoring: Monitoring is required. Refer to individual thresholds herein and the attached Mitigation, Monitoring, and Reporting Program (MMRP).

VI. EARLIER ANALYSIS

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, § 15063(c)(3)(D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any: N/A

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Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)		Responsible/ Monitoring Parties	Implementation Stage
Biological Resources: Due to the Project site's adjacency to lands conserved under the Western Riverside County MSHCP, or with potential to be conserved under the MSHCP, the Project's construction activities have the potential to cause indirect impacts to sensitive wildlife species in adjacent MSHCP Conservation Areas.	Less than significant with mitigation	MM BIO-1:	Any artificial light fixtures used on the Project site during construction shall be placed away from the site's eastern and northeastern boundaries, directed westerly, and include appropriate design features (e.g., shielding, cut-off devices, etc.) to preclude substantial illumination beyond the Project site's eastern and northeaster boundaries. This requirement shall be made a condition of any permit that authorizes construction activity between the hours of 6PM and 7AM.	Riverside County Building & Safety	Condition of grading permit and throughout construction activities.
		MM BIO-2:	Within 30 days of issuance of a grading permit, a designated biologist retained by the Project Applicant and approved by the County of Riverside shall conduct a survey for sensitive wildlife species within 500 feet of the Project site's eastern and northeastern boundaries. Permission from the off-site property owners is required but if cannot be obtained, the designated biologist shall survey the area from the Project site boundary with binoculars. If no sensitive species are present, grading activities may commence without restriction. If sensitive species are present that are sensitive to noise, the sensitive species locations shall be indicated on the grading plan as reference, and shall be provided to the	Riverside County Environmental Programs and Designated Biologist	Condition of grading permit and throughout grading and site preparation activities.

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)		Responsible/ Monitoring Parties	Implementation Stage
			County of Riverside Environmental Programs Department. The designated biologist shall prepare and the County Environmental Programs Department shall approve a construction management plan that will become a condition of the Project's grading permit, to show how construction noise levels will be reduced to not expose active territories, nests, or nesting colonies of sensitive species to noise levels above 65 dBA Leq. If a temporary noise barrier is required, its location, height, and sound attenuation rating shall be as determined by the designated biologist and approved by the County Environmental Programs Department. The biologist shall conduct noise monitoring of active nest, colony, and territory locations for the duration of grading and site preparation activities to ensure that noise-sensitive species are not exposed to construction noise that exceeds 65 dBA Leq.		
		MM BIO-3:	Prior to the commencement of construction activities, a temporary construction fence shall be placed along the Project site's eastern boundary and shall remain in place and in good condition until grading and site preparation activities are complete	Riverside County Building & Safety	Condition of grading permit and throughout construction activities.

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		and the Project's permanent perimeter condition is established. Signs shall be posted on the fence indicating that construction activities shall not occur past the fence line. Riverside County shall ensure that the fence is in place prior to the issuance of a grading permit.		
Paleontological Resources: Although the site has been previously mined and reclaimed, there is a remote potential that fossil resources could be encountered during ground-disturbing construction activities.	Less than significant with mitigation	MM PAL-1: As a condition of the Project's grading permit, should fossil remains be encountered during site development: 1. All site earthmoving shall be ceased in the area where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site. 2. The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery. 3. The applicant shall retain a qualified paleontologist approved by the County of Riverside. 4. The paleontologist shall determine the significance of the encountered fossil remains. 5. Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will	County Geologist	Condition of grading permit and throughout construction activities.

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level. 6. If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains. 7. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. Per the County of Riverside "SABER Policy," paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the City of Hemet. 8. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.		