

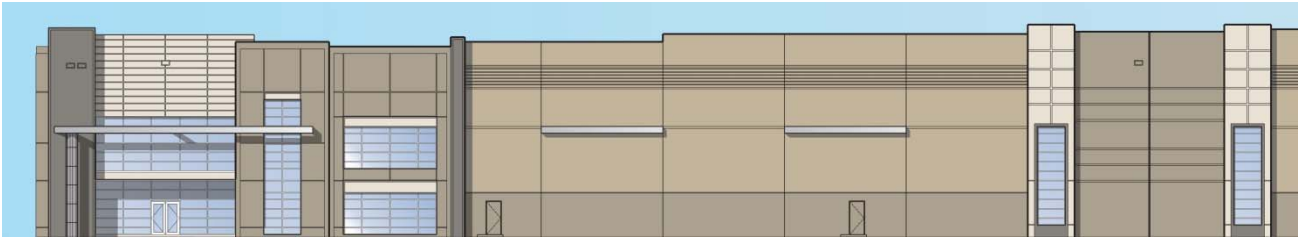
REVISED PROJECT DESCRIPTION

Final Environmental Impact Report No. 546

SCH No. 2015081081

Knox Business Park Buildings D and E

Riverside County, California



Lead Agency

Riverside County
Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Date: May 21, 2020



3.0 PROJECT DESCRIPTION

This section provides all of the information required of an EIR Project Description by CEQA Guidelines § 15124, including a description of the Project's precise location and boundaries; a statement of the Project's objectives; a description of the Project's technical, economic, and environmental characteristics; and a description of the intended uses of this EIR, including a list of the governmental agencies that are expected to use this EIR in their decision-making processes, a list of the permits and approvals that are required to implement the Project, and a list of related environmental review and consultation requirements.

The Project evaluated by this EIR encompasses two separate, independent projects, referred to herein as Knox Business Park Building D and Knox Business Park Building E. Because these projects are adjacent and are proposed by the same Project Applicant, CEQA requires that they be evaluated as a single project. CEQA prohibits piecemeal environmental review of projects with related impacts that could be considered a single project. The Building D Site is located on approximately 37.1 acres east of Ellsworth Street and the Building E Site is located on approximately 21.5 acres west of Ellsworth Street. Both properties are collectively referred to in this EIR as the "Project site" and individually as the "Building D Site" and the "Building E Site." Both projects are collectively referred to in this EIR as the "Project" and individually as the "Building D Project" and the "Building E Project."

Under existing conditions, the approximately 58.6 gross-acre Project site is mostly undeveloped and vacant, with exception of the southwest corner of the Building D Site which contains a mobile home, out structures, and a concrete pad that is used for storage of construction equipment. The proposed Project involves the demolition and removal of the existing structures and associated improvements, grading and preparation of the property for development, and the construction and operation of two business park warehouse buildings (Buildings D and E) with a combined, maximum floor space of 1,113,627 square feet (s.f.). The Building D Site, located south of Oleander Avenue and east of Ellsworth Street (also referred to as "Decker Road" throughout this EIR), would contain one business park warehouse building with a maximum of 702,645 s.f. of building space. The Building E Site located south of Oleander Avenue and west of Ellsworth Street, would contain one business park warehouse building with a maximum of 410,982 s.f. of building space. Associated improvements to the Building D and E Sites would include, but are not limited to, surface parking areas, vehicle drive aisles, truck courts, utility infrastructure, landscaping, exterior lighting, signage, walls and fencing, a guard shack, and water quality/detention basins. Both the Building D Project and the Building E Project also would construct frontage improvements to Ellsworth Street and Oleander Avenue. The Project Applicant proposes to construct Buildings D and E on a speculative basis, meaning that the proposed buildings' future occupants are not yet known. Building occupants are proposed to be high cube/logistics warehouse uses, which is a permitted use under the County's Industrial Park (I-P) Zone, and provides a realistic assessment of the potential environmental impacts that would occur once the Project is operational.



This EIR analyzes the physical environmental effects associated with all components of the Project, including planning, construction, and ongoing operation. Governmental approvals requested from the County of Riverside to implement the Project for the Building D Site include General Plan Amendment No. 1151 (GPA 1151), Change of Zone No. 7872 (CZ 7872), Tentative Parcel Map No. 36950 (PM 36950), and Plot Plan No. 25838 (PP 25838). Governmental approvals requested from the County of Riverside to implement the Project for the Building E Site include General Plan Amendment No. 1152 (GPA 1152), Change of Zone No. 7873 (CZ 7873), Tentative Parcel Map No. 36962 (PM 36962), and Plot Plan No. 25837 (PP 25837). These applications, as submitted to the County of Riverside by the Project Applicant, are herein incorporated by reference pursuant to CEQA Guidelines § 15150 and are available for review at the Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, California 92501. All other discretionary and administrative approvals that would be required of the County of Riverside or other government agencies to implement the Project are also within the scope of the Project analyzed in this EIR.

3.1 PROJECT SITE LOCATION

The Building E Site and the Building D Site collectively comprise approximately 58.6 gross acres within the unincorporated community of Mead Valley in the northwestern portion of Riverside County, California (see Figure 3-1, *Regional Map*). The community of Mead Valley is located north and west of the City of Perris, west of the City of Moreno Valley, east of the unincorporated communities of Gavilan Hills and Glen Valley, and south and east of the City of Riverside. Portions of the Mead Valley community, including the Building D Site and Building E Site, are located within the Sphere of Influence (SOI) of the City of Perris. At the local scale, the Project site is located south of Oleander Avenue, north of Redwood Drive, and east and west of Ellsworth Street (also referred to as “Decker Road” throughout this EIR) (see Figure 3-2, *Vicinity Map*). The Project site is located approximately 0.4-mile west of I-215, 5.8 miles southwest of SR-60, and 1.1 miles west of the nearest runway at the March Air Reserve Base (MARB).

The I-215 corridor is an area of Riverside County that is developing as an employment center, containing business park, distribution warehousing, e-commerce, and light industrial land uses. Lands immediately north and east of the Project site are largely undeveloped, with exception of a recently constructed industrial warehouse building located north of Oleander Road and east of Harvill Avenue. These undeveloped properties to the north and east are designated by the County’s General Plan and Mead Valley Area Plan for future development with light industrial uses. To the south of the Project site are scattered, rural residences and business ventures, and undeveloped land. The Building D Site shares a property line with Redwood Drive residential properties to the south. The nearest sensitive receptors are occupied residential structures located to the south of the Project site ~~with the closest off-site residence located~~ at an average distance of about ~~276~~ 191 feet from the Building D Site’s southern boundary line. ~~The next closest residence is located about 881 feet from the Building D Site’s southern boundary line, with additional homes located approximately 1,000 feet and further from the Project site.~~ The distance between proposed Building D and the Project’s boundary with the Redwood Drive residential properties to the south is 70 feet. The distance between the nearest proposed paved surface on the Building D site to the Project’s boundary with the Redwood Drive residential properties to the



south is 34 feet. Southwest of the Building E Site is a water tank owned by the Eastern Municipal Water District (EMWD). To the west of the Project site are undeveloped lands, beyond which are single-family homes.

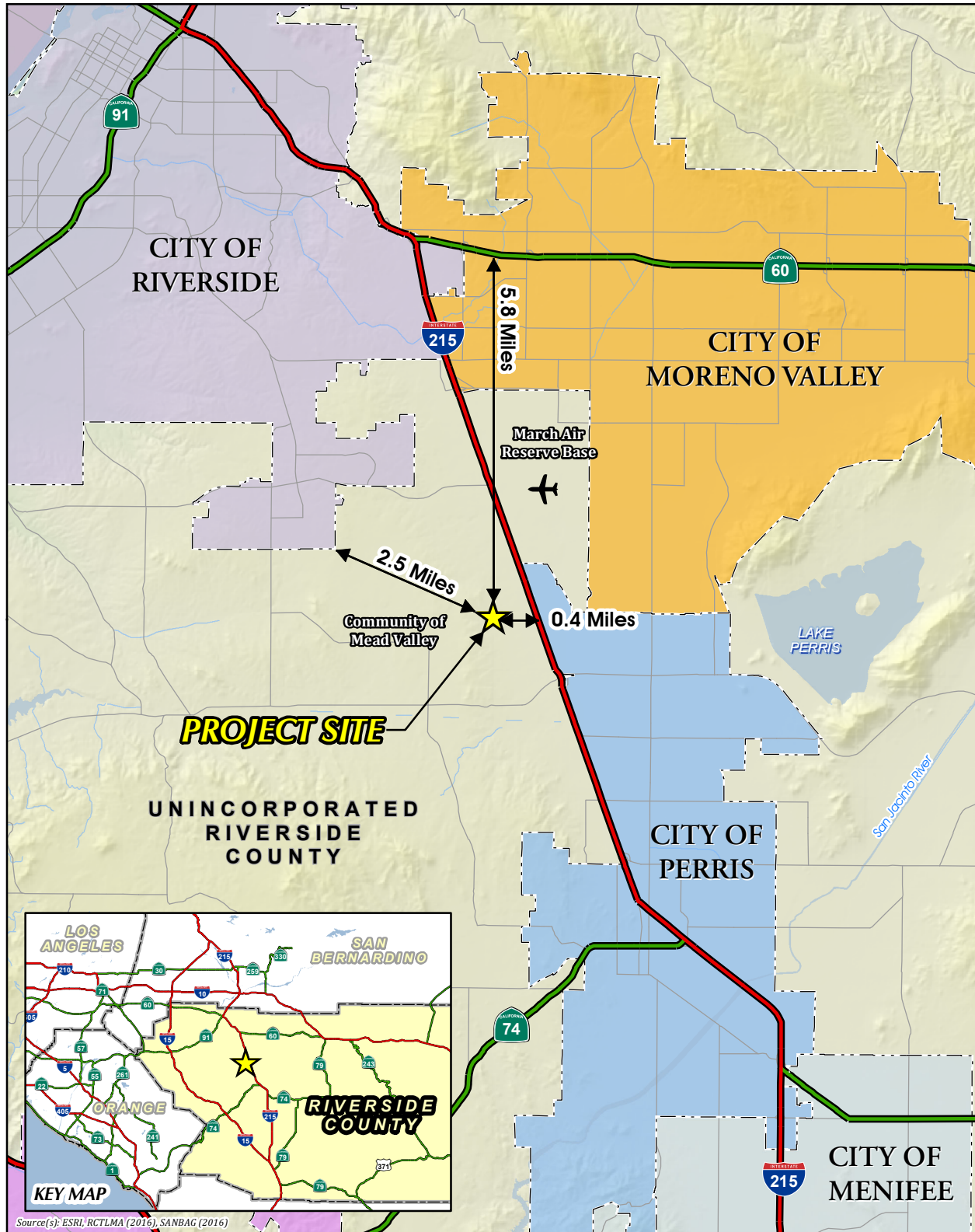
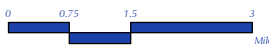


Figure 3-1



REGIONAL MAP

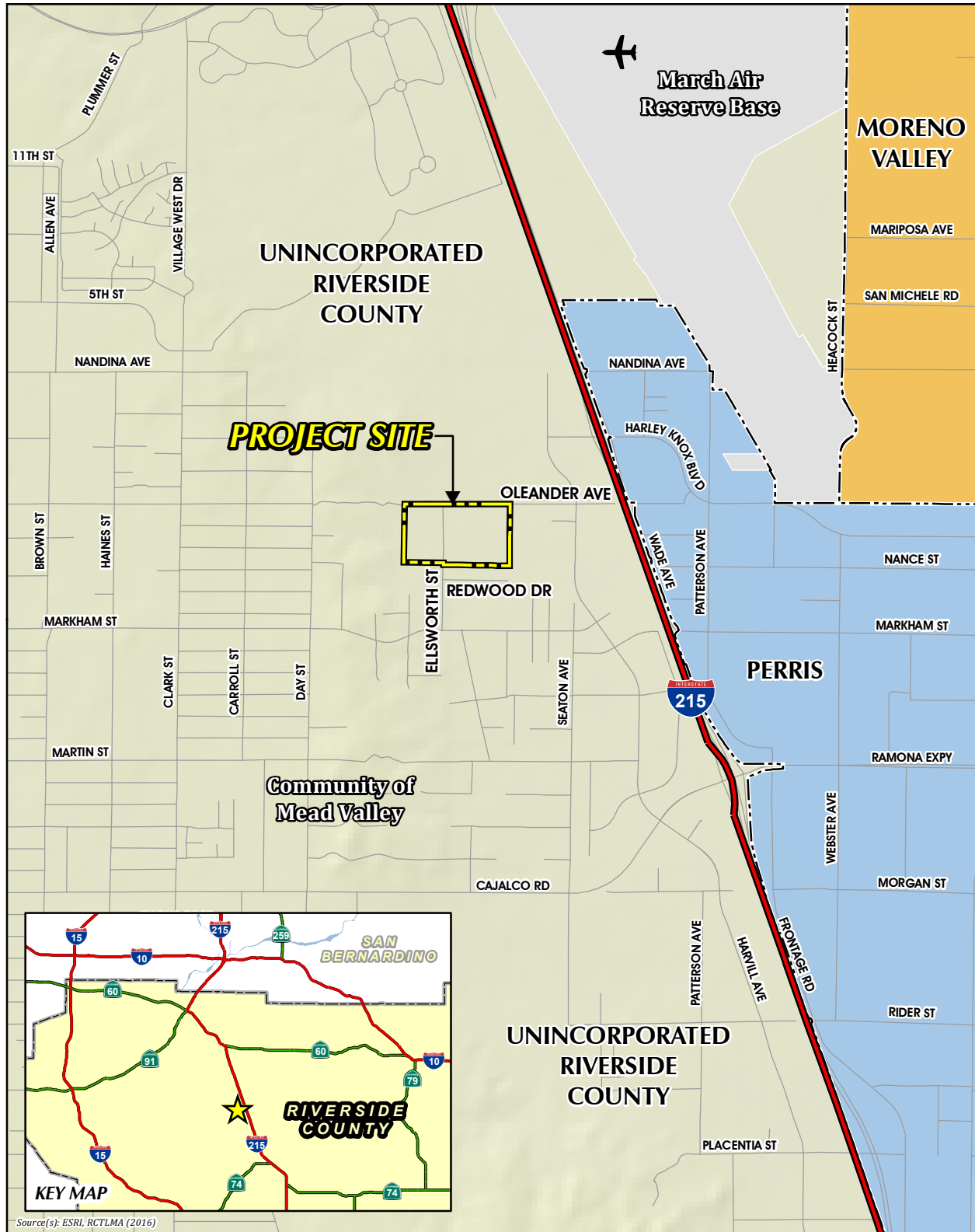
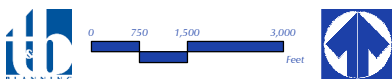


Figure 3-2



VICINITY MAP



As shown on Figure 3-3, *USGS Topographic Map*, the Project site ranges in elevation from a high point of approximately 1,665 feet above mean sea level (AMSL) at the western portion of the Building E Site to a low point of approximately 1,556 feet AMSL at the northeastern portion of the Building D Site.

Additional information about the Project site's location and setting is provided in EIR Section 2.0, *Environmental Setting*.

3.2 STATEMENT OF OBJECTIVES

The underlying purpose of the proposed Project and the County's primary objective is to entitle property in the Mead Valley community for commerce and employment-generating purposes to bring new business and jobs to the area. The objectives pertinent to the proposed Project are as follows:

- A. To develop vacant or underutilized property in Mead Valley in close proximity to I-215 with business park warehouse buildings offering loading bays that can be used as part of the Southern California goods movement network.
- B. To make efficient use of a property in Mead Valley by maximizing its buildout potential for employment-generating uses.
- C. To attract new employment-generating businesses along the I-215 corridor thereby growing the economy and providing a more equal jobs-housing balance in the Riverside County/Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.
- D. To develop Class A business park warehouse buildings in Mead Valley that meet industry standards for modern, operational design criteria and can accommodate a wide variety of users.
- E. To develop vacant or underutilized property in Mead Valley with structures that have architectural design and operational characteristics that complements other new developments in the immediate vicinity.
- F. To develop business park warehouse buildings that are economically competitive with similar industrial business park buildings in the local area and region.

3.3 PROJECT'S COMPONENT PARTS

The Project is a proposal to develop two business park warehouse buildings, Building D and Building E, on approximately 58.6 gross acres. The principal discretionary actions required of Riverside County to implement the Project are described in detail on the following pages and are listed in Table 3-2, *Matrix of Project Approvals/Permits*, at the end of this EIR section.

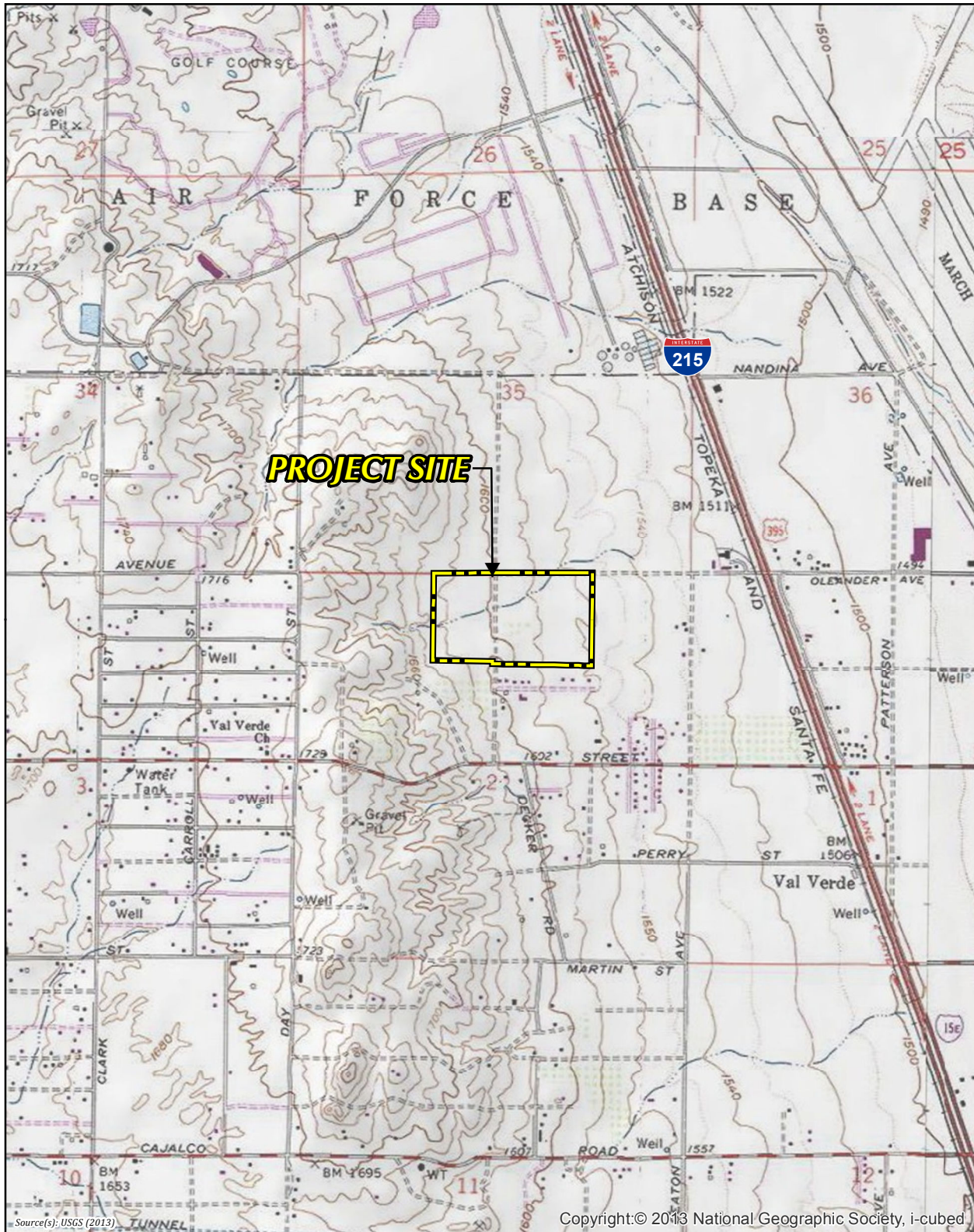
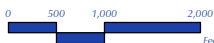


Figure 3-3



USGS TOPOGRAPHIC MAP



3.3.2 BUILDING D APPLICATIONS

A. General Plan Amendment No. 1151 (GPA 1151)

The Building D Site is designated “Community Development-Light Industrial (CD-LI)” and “Community Development-Business Park (CD-BP)” by the Riverside County General Plan under existing conditions. GPA 1151 would change the land use designation of the portion of the property designated CD-BP to CD-LI so that the entire Building D Site is designated CD-LI, as depicted on Figure 3-4, *General Plan Amendment – Building D Site*.

B. Change of Zone No. 7872 (CZ 7872)

The Building D Site is zoned “Manufacturing – Medium (M-M),” “Industrial Park (I-P),” and “Rural Residential (R-R)” under existing conditions. CZ 7872 would change the zoning designations of the portions of the property zoned M-M and R-R to I-P, so that the entire Building D Site is zoned I-P, as depicted on Figure 3-5, *Change of Zone – Building D Site*.

C. Tentative Parcel Map No. 36950 (PM 36950)

Tentative Parcel Map No. 36950 (PM 36950) proposes to consolidate the four parcels on the Building D Site into one, approximately 34.5-net-acre parcel as depicted on Figure 3-6, *Tentative Parcel Map No. 36950 (Building D Site)*. In addition, PM 36950 identifies the earthwork and grading and stormwater drainage improvements needed on the Building D Site to support proposed development, as summarized below, as well as the roadway and utility infrastructure improvements required to support proposed development, as presented later in Subsection 3.4, *Technical Characteristics*.

1. *Earthwork and Grading*

Grading would occur over the entire Building D Site; no portion of the site would be left undisturbed. Proposed earthwork activities would result in approximately 192,500 cubic yards of cut and 192,500 cubic yard of fill. Based on the expected shrinkage and compaction of on-site soils, earthwork activities are expected to balance and no import or export of soil materials would be required. When grading is complete, the building pad would sit approximately 17 feet below the ground elevation of Ellsworth Street and abutting property to the south, and the property would have a slight west-to-east-slope as depicted on Figure 3-7, *Conceptual Grading Plan – Building D Site*. After grading, the highest point of the property would be its southwest corner (approximately 1,602 feet AMSL) and the lowest point of the property would be its northeast corner (approximately 1,560 AMSL). To accommodate the proposed grading concept, manufactured slopes measuring up to 17-feet in height with a maximum incline of 47.8% would be required, as would retaining walls ranging in height from four to 12-feet tall along the southern and western portions of the property.

2. *Stormwater Plan*

A system of trench drains, drop inlets, underground storm drain pipes, and a bioretention/detention basin are proposed to be installed on the Building D Site to collect, treat, and temporarily store

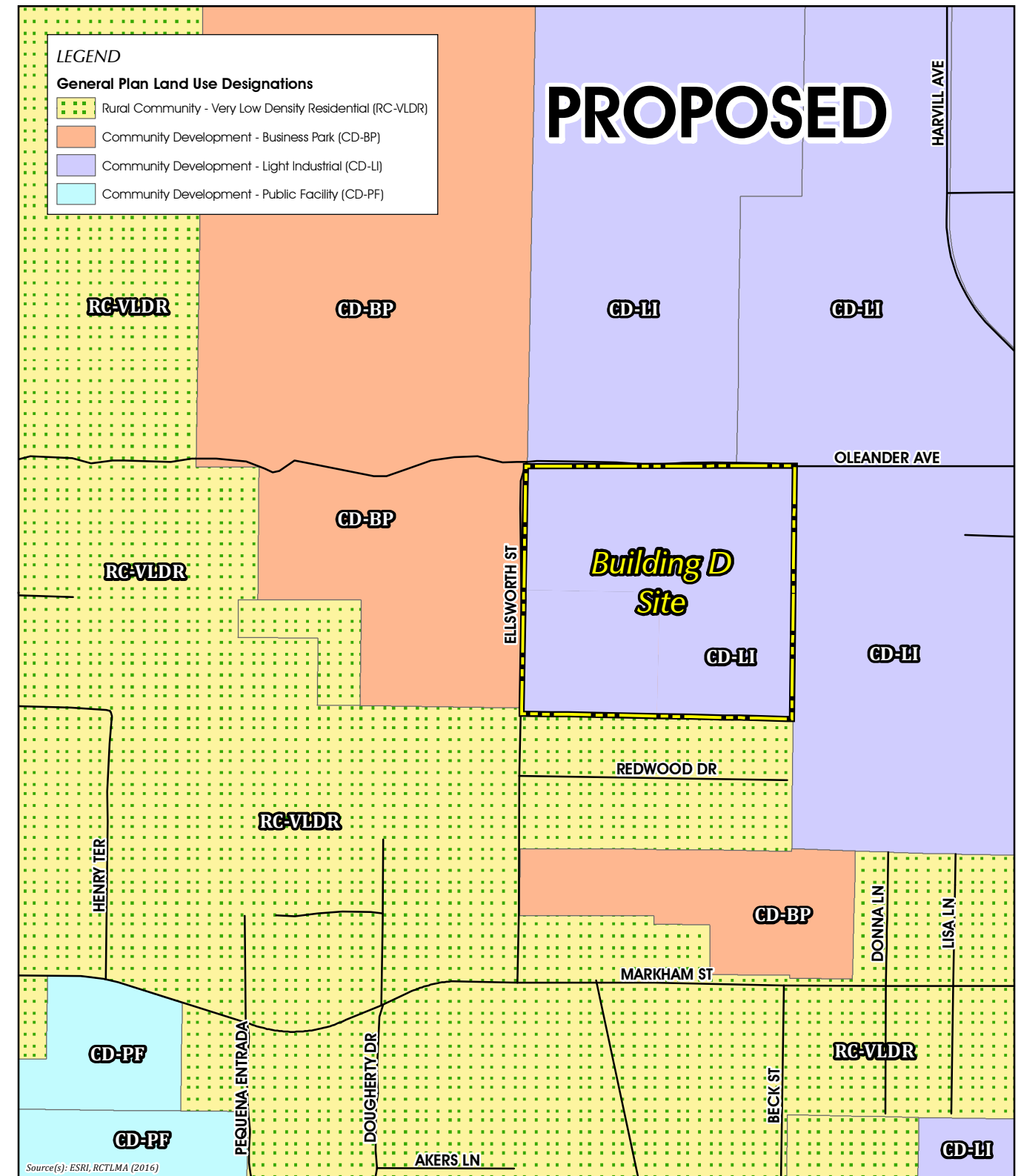
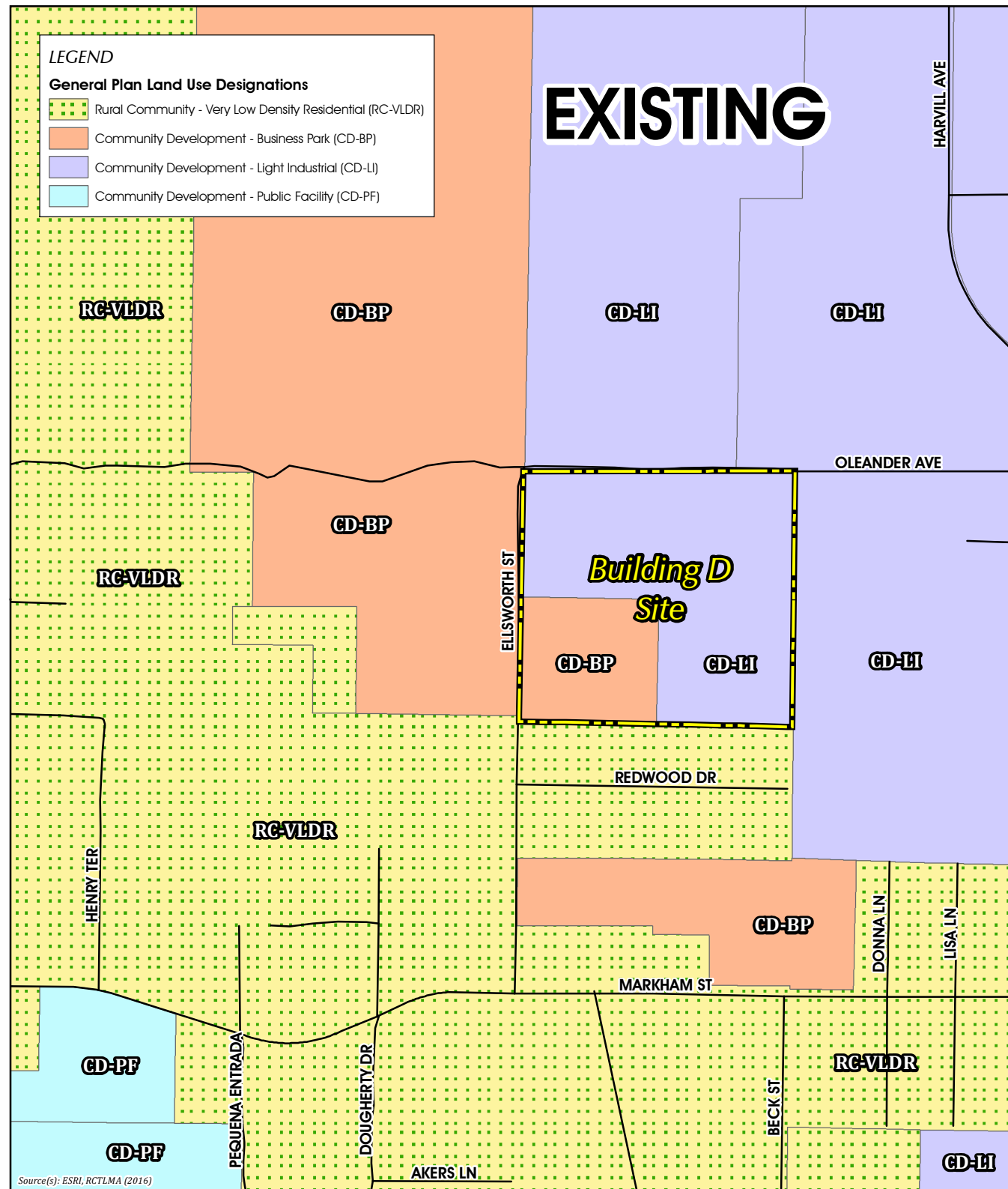
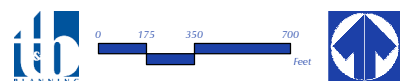


Figure 3-4



GENERAL PLAN AMENDMENT - BUILDING D SITE

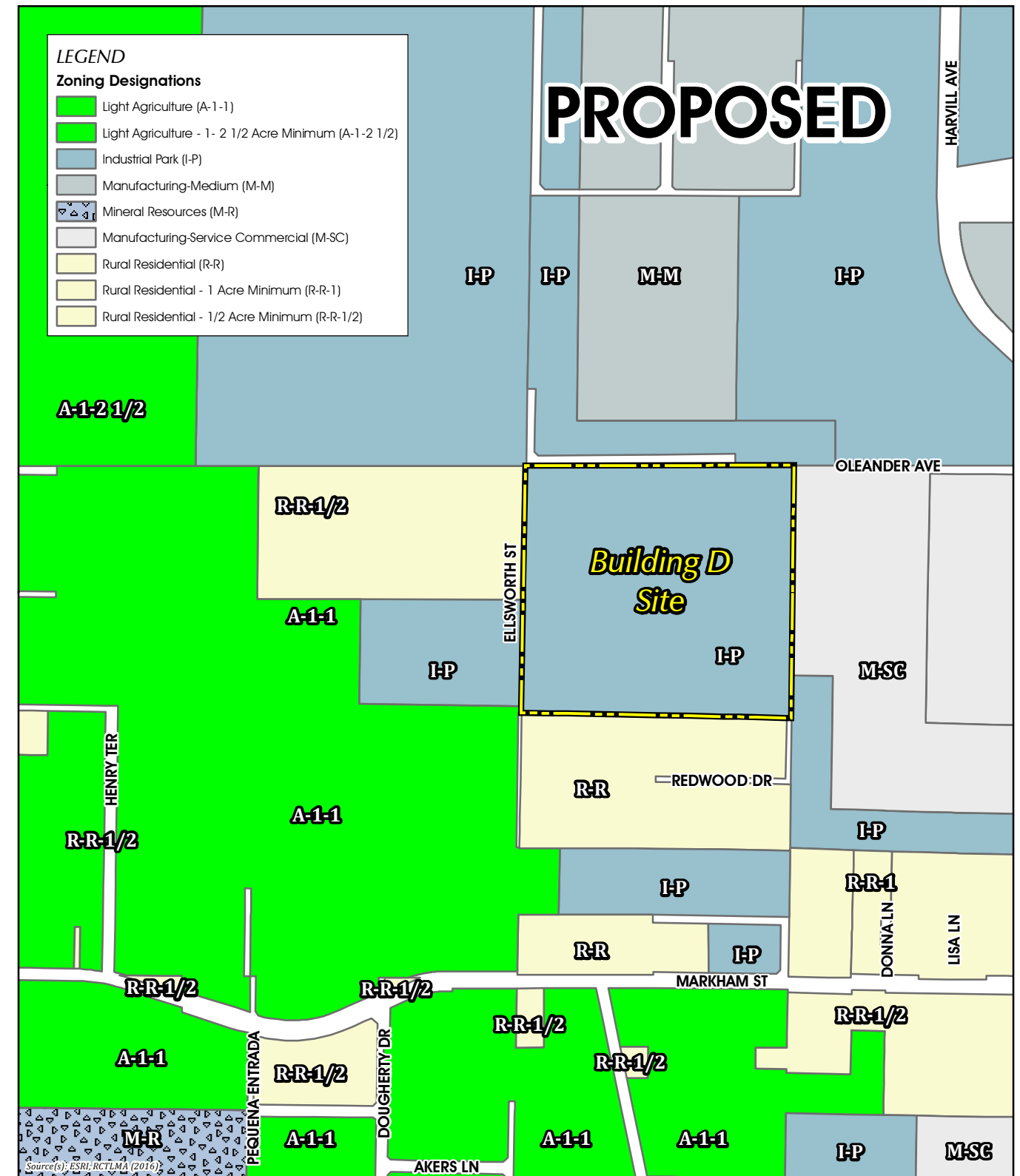
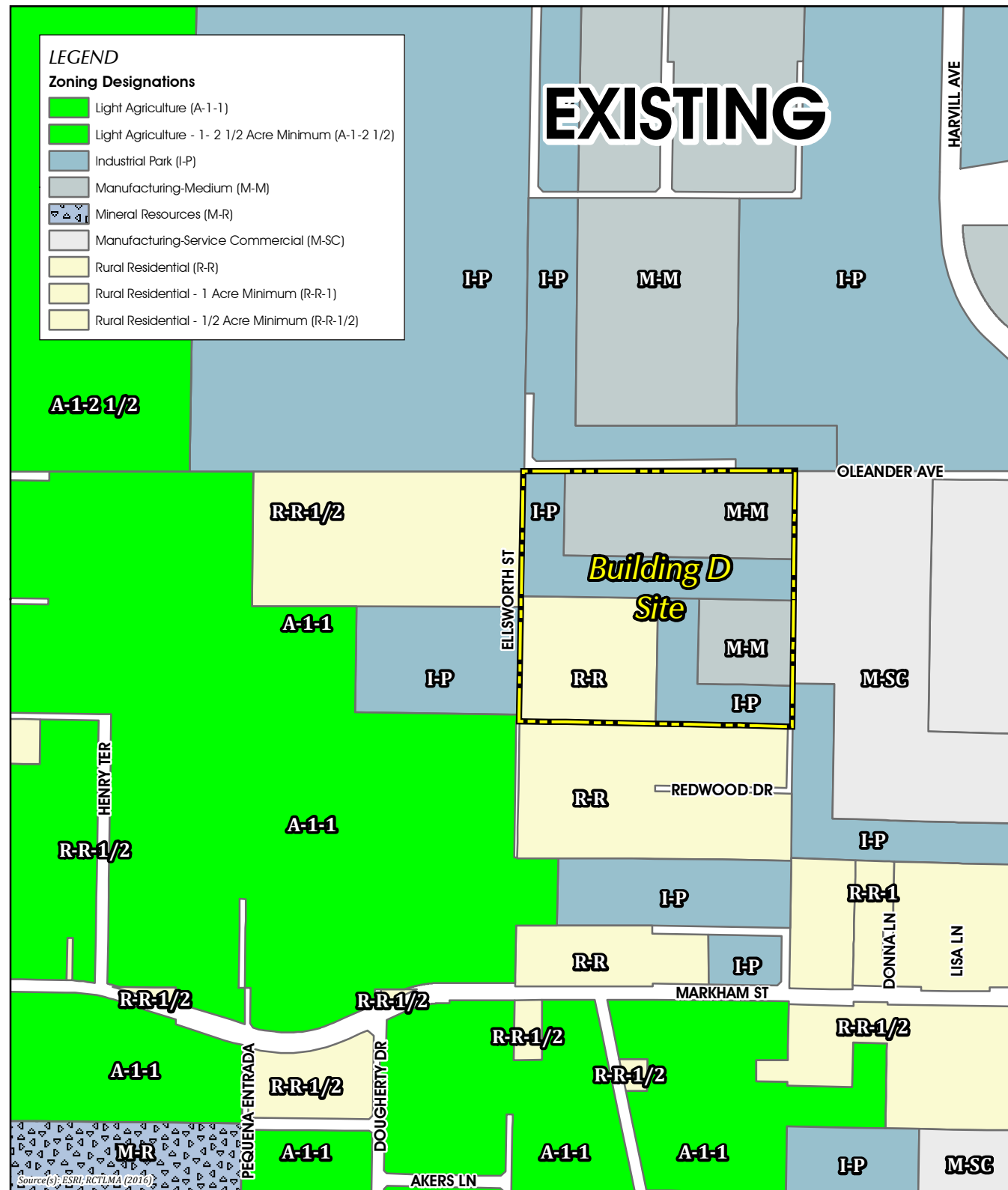
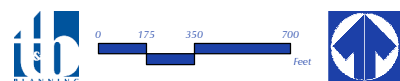
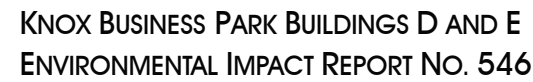


Figure 3-5

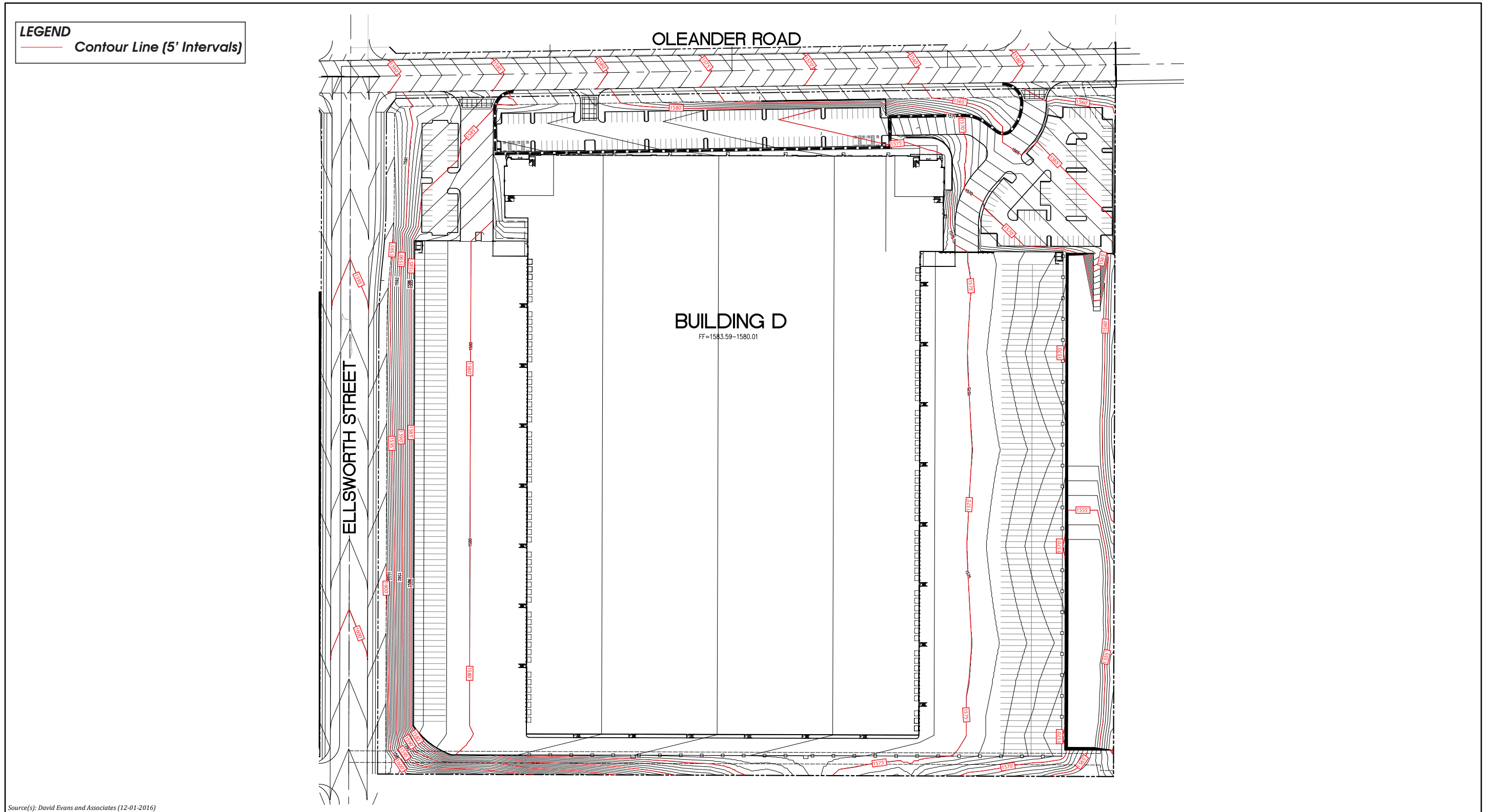
CHANGE OF ZONE - BUILDING D SITE





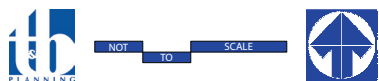
Source(s): David Evans and Associates (12-01-2016)

Figure 3-6



Source(s): David Evans and Associates (12-01-2016)

Figure 3-7





stormwater runoff from the site before discharging treated flows from the property. First flush stormwater runoff flows (i.e., typically the first ¾ inch of initial surface runoff after a rainstorm, which contains the highest proportion of waterborne pollution) would be conveyed to the bioretention/detention basin proposed along the eastern boundary of the property; stormwater runoff captured after the first flush would be discharged off-site via storm drain lines associated with the Perris Valley Master Drainage Plan (MDP). (DEA, 2017a) Refer to Subsection 3.4B, *Utility Infrastructure Improvements*, for additional information regarding storm drain improvements.

D. Plot Plan No. 25838 (PP 25838)

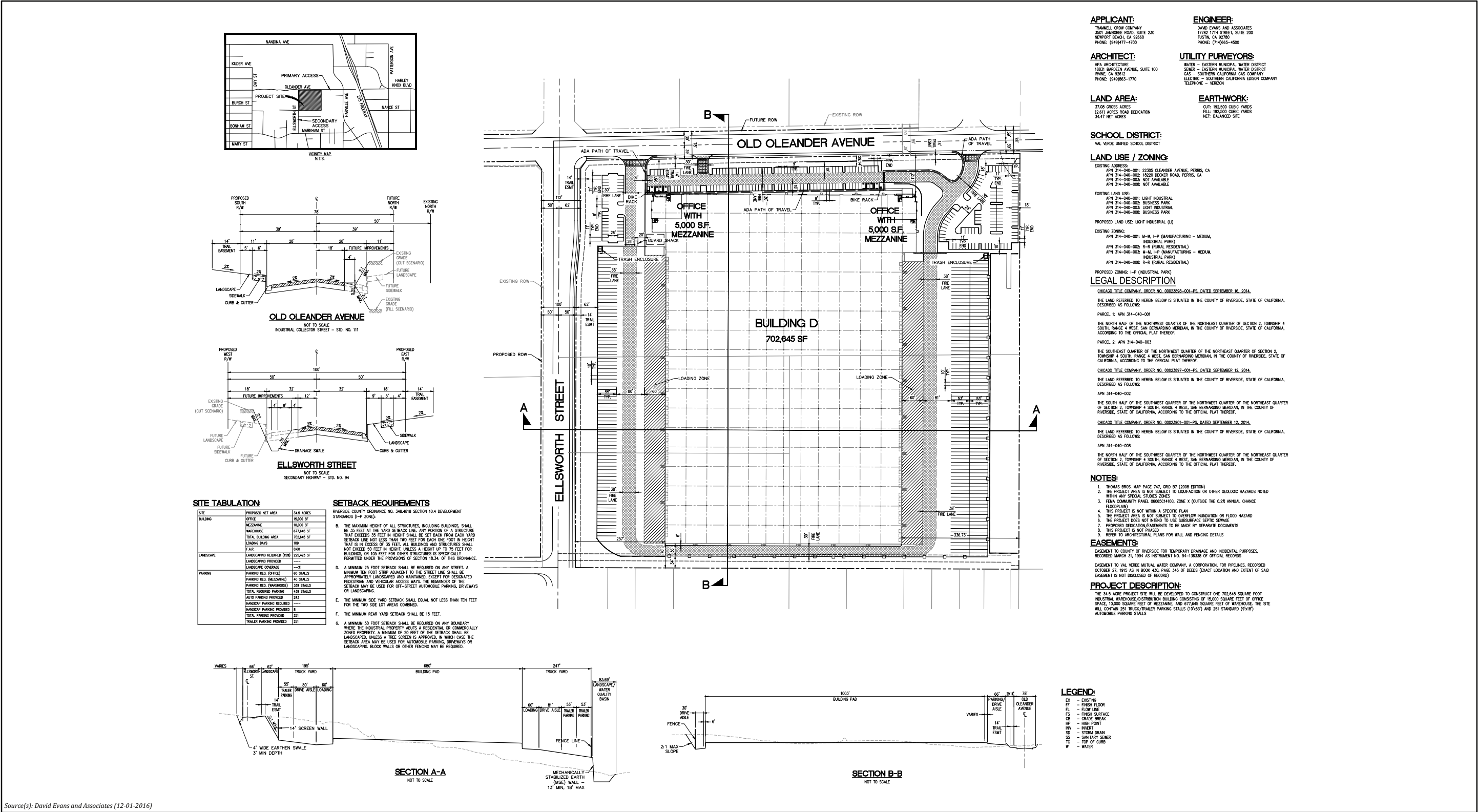
1. General Description

Proposed Building D would contain 702,645 s.f. of building space, including 677,645 s.f. of warehouse floor space, 15,000 s.f. of ground floor office space, and 10,000 s.f. of mezzanine office space. As shown on Figure 3-8, *Plot Plan No. 25838 (Building D Site)* office spaces would be located at the northwest and northeast corners of the building. Vehicular access to Building D would be provided by three driveways connecting to Oleander Avenue. All driveways on the Building D Site would be stop-sign controlled. The middle driveway on Oleander Avenue would provide access for passenger vehicles only while the westernmost and easternmost driveways on Oleander Avenue may be used by both passenger vehicles and trucks. The driveways would provide access to automobile parking areas, loading areas, and truck parking areas. Access to the proposed loading and truck parking areas located interior to the Building D Site would be gated. Proposed truck check-in points and driveways are positioned interior to the Building D Site to create interior queuing areas and minimize the potential for trucks accessing the property to stack onto Oleander Avenue.

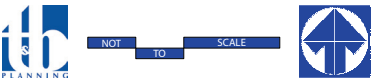
2. Parking and Loading

Figure 3-8 depicts the proposed locations of parking spaces and loading docks for Building D. The Building D Site would provide approximately 439 automobile parking stalls distributed on the northern, eastern, and western sides of the building and approximately 159 truck trailer parking stalls distributed on the western and eastern sides of the building. Bicycle parking would be provided in compliance with Riverside County Ordinance No. 348, Article XVII, Section 18.12.D, *Bicycle Parking Facilities*, which requires one bicycle space for every 25 passenger vehicle parking spaces.

Building D would include 54 loading docks (also called “bays”) on the west side of the building and 55 docks on the east side of the building (109 docks total) to be used for the loading, unloading, and short-term parking of trucks. Docks on one side of Building D would likely be used for deliveries and docks on the other side of the building would likely be used for shipments. Loading dock positions facilitate operations inside the building. When trucks have the option to dock close to the area where their cargo is sorted and stored inside the structure, workers inside the building have a shorter distance to cover when moving goods between the exterior docks and interior storage areas.



Source(s): David Evans and Associates (12-01-2016)





3. *Architecture, Walls, and Fences*

Figure 3-9, *Conceptual Architecture Elevations – Building D*, depicts the conceptual architecture elevations proposed for Building D. Building D would be constructed to a height of approximately 40 feet above finished grade, with architectural projections reaching up to 44 feet. The building would be constructed with painted concrete tilt-up panels and low-reflective, blue-glazed glass. Articulated building elements, primarily at the building corners and along Oleander Avenue, are proposed as decorative elements. The exterior color palette for the proposed building is comprised of various mild, earth-toned colors, including various shades of beige, tan, and brown.

Painted concrete 14-foot tall tilt-up screen walls, with access gates, would be provided on the north and west sides of Building D facing Oleander Avenue and Ellsworth Street, to screen the loading bays and truck parking areas from public view. Eight-foot tall tube steel fencing would be provided along the western perimeter of the Building D Site. In addition, a concrete block retaining wall would be located along the site's southern and eastern boundaries, ranging from one to 23 feet in height.

4. *Conceptual Landscaping Plan*

The conceptual landscape plan is depicted in Figure 3-10, *Conceptual Landscape Plan – Building D*. Landscaping would be ornamental in nature and include trees, shrubs, accent plants, and a variety of groundcovers. As shown on Figure 3-10, trees and groundcover are proposed along the Building D Site's frontage with Oleander Avenue and Ellsworth Street. Landscaping also would occur at building entries, in and around automobile parking areas, in and around the Building D Site's water quality/detention basin, and along proposed screen walls. Landscaping would be ornamental, except in water quality/detention basins where plant materials would serve water quality functions. Prior to the issuance of a building permit to construct Building D, the Project Applicant would be required to submit final planting and irrigation plans to the County of Riverside for review and approval. The plans are required to comply with Riverside County Ordinance No. 859, which establishes requirements for landscape design, automatic irrigation system design, and water-use efficiency.

3.3.3 BUILDING E APPLICATIONS

A. **General Plan Amendment No. 1152 (GPA 1152)**

The Building E Site is designated "Community Development-Business Park (CD-BP)" by the Riverside County General Plan under existing conditions. GPA 1152 would change the land use designation from CD-BP to "Community Development-Light Industrial (CD-LI)." This EIR analyzes the effects of GPA 1152, as depicted on Figure 3-11, *General Plan Amendment – Building E Site*.

B. **Change of Zone No. 7873 (CZ 7873)**

The Building E Site is zoned "Rural Residential 1/2-Acre Lot Sizes (R-R-1/2)" and "Industrial Park (I-P)" under existing conditions. CZ 7873 would change the zoning designations of the portion of the property zoned R-R-1/2 to I-P so that the entire Building E Site is zoned I-P. This EIR analyzes the effects of CZ 7873, as depicted on Figure 3-12, *Change of Zone – Building E Site*.

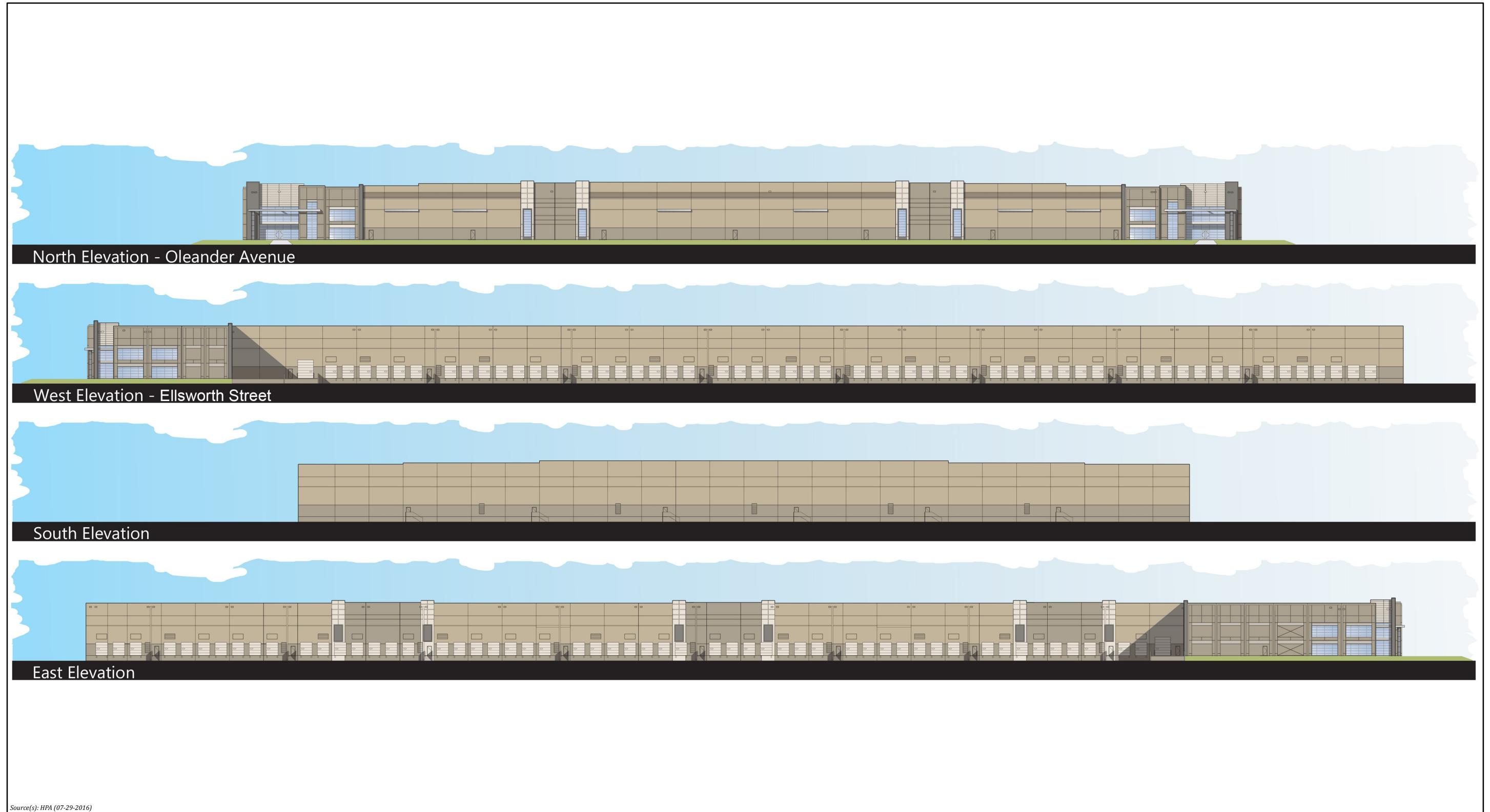
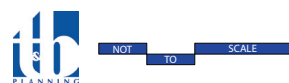


Figure 3-9



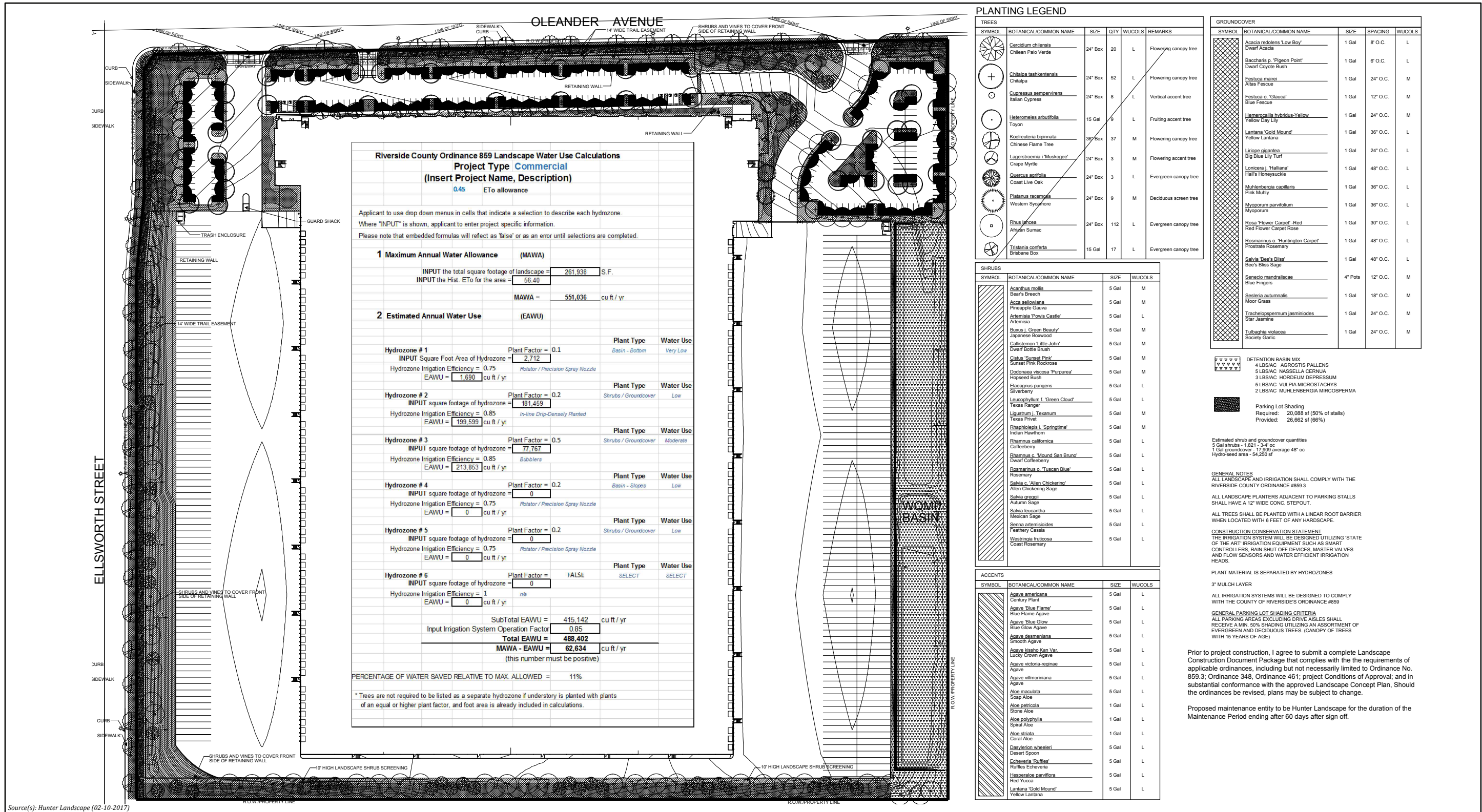


Figure 3-10

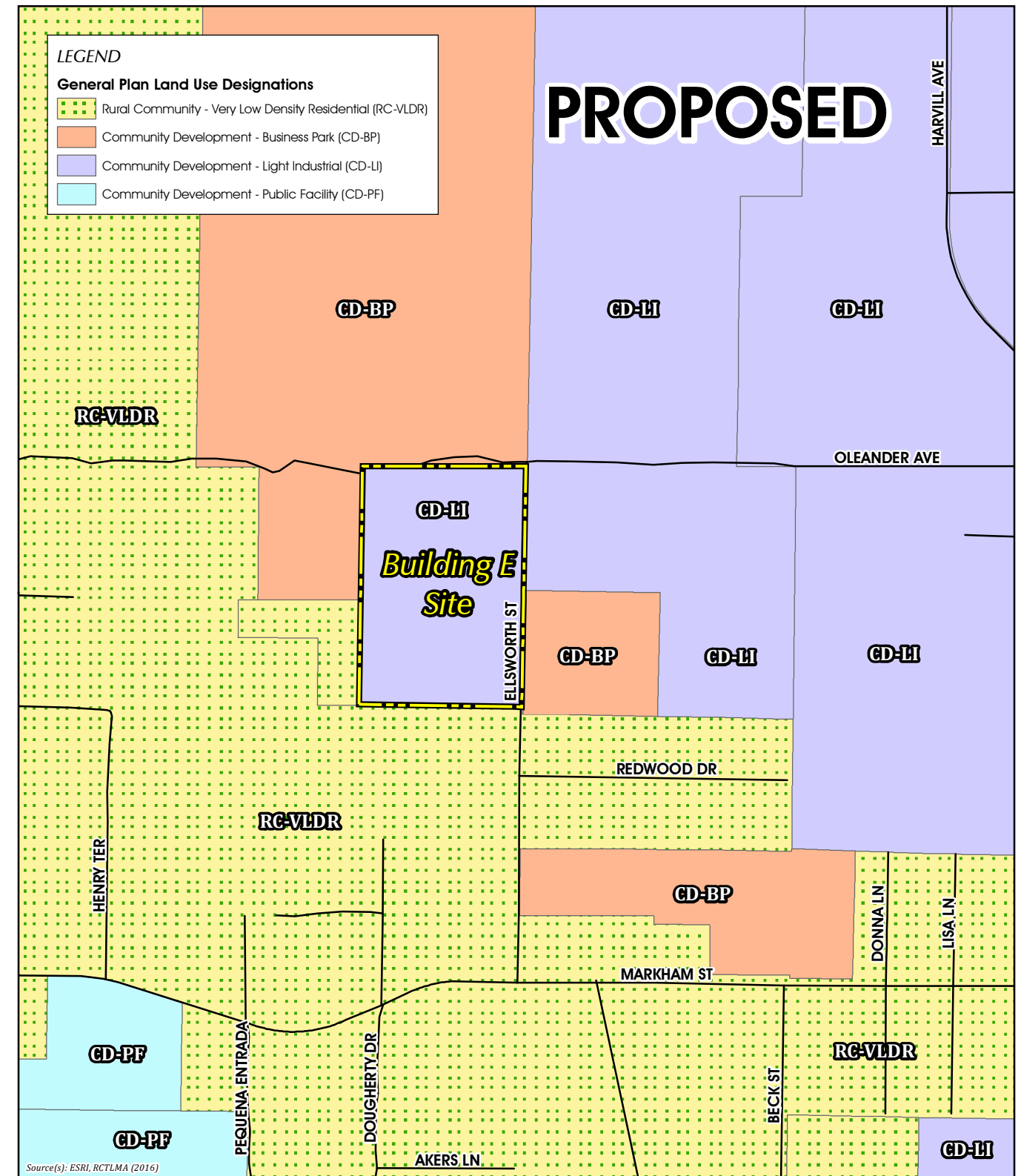
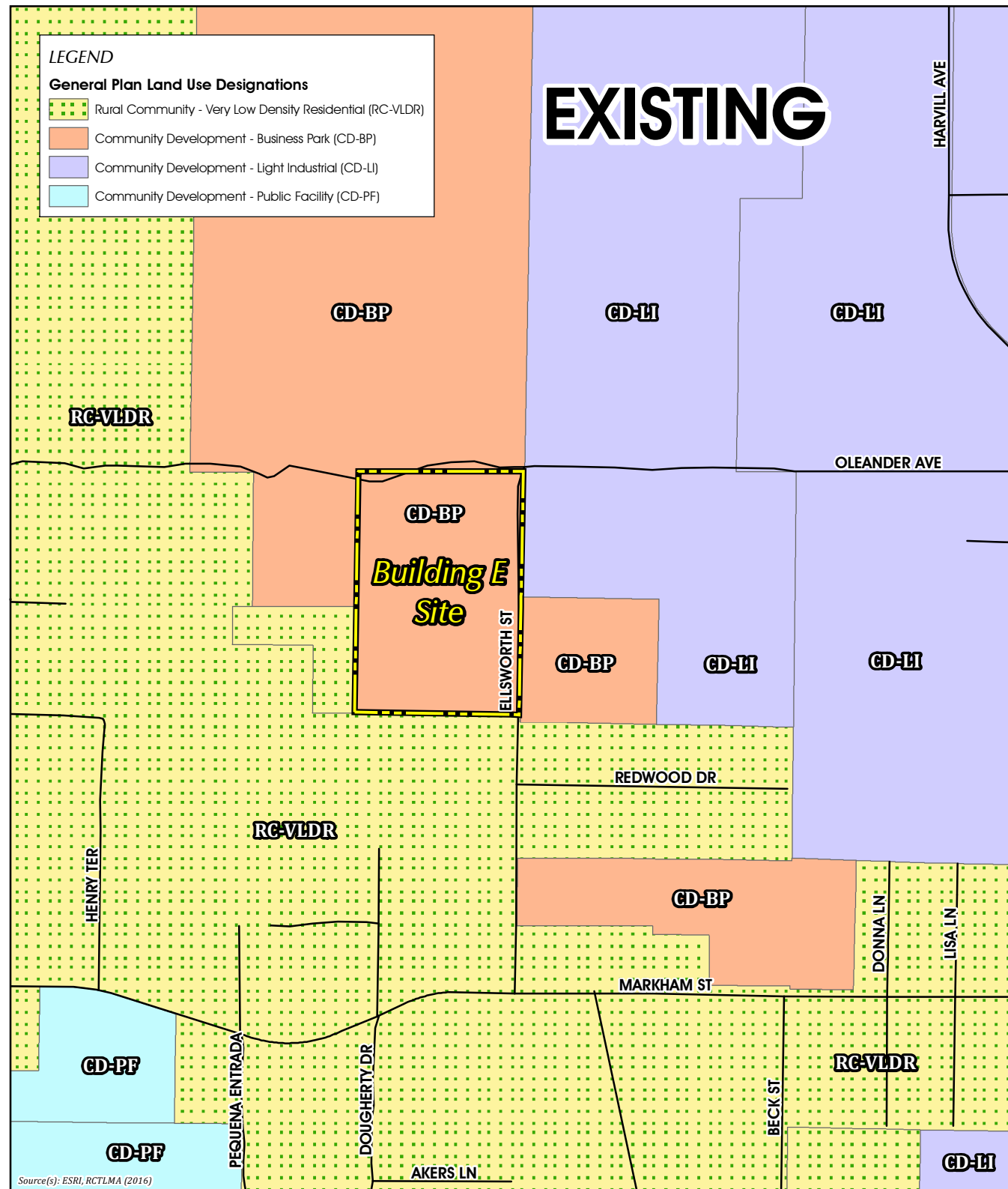
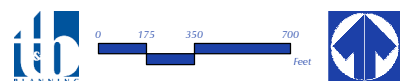


Figure 3-11



GENERAL PLAN AMENDMENT - BUILDING E SITE

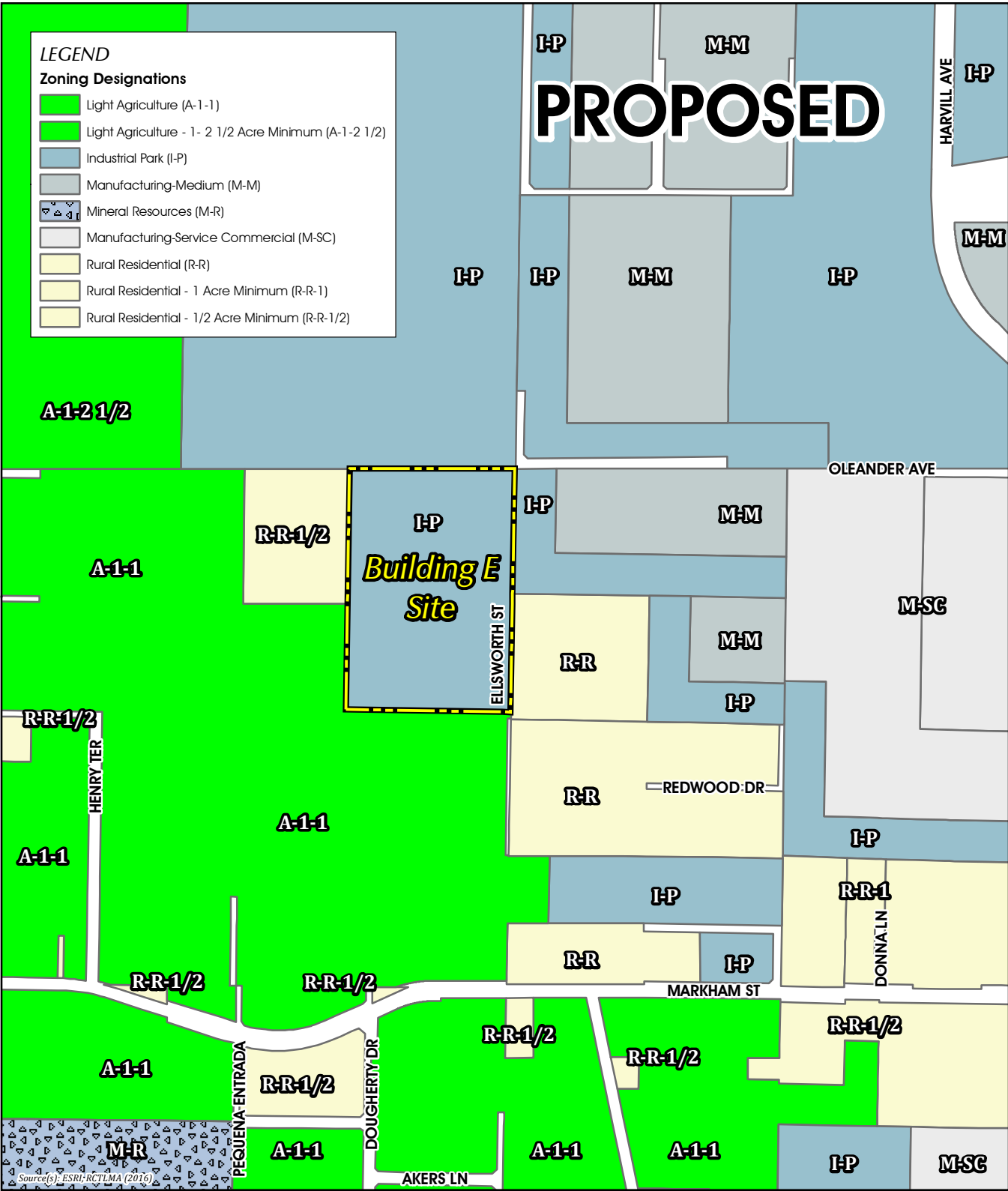
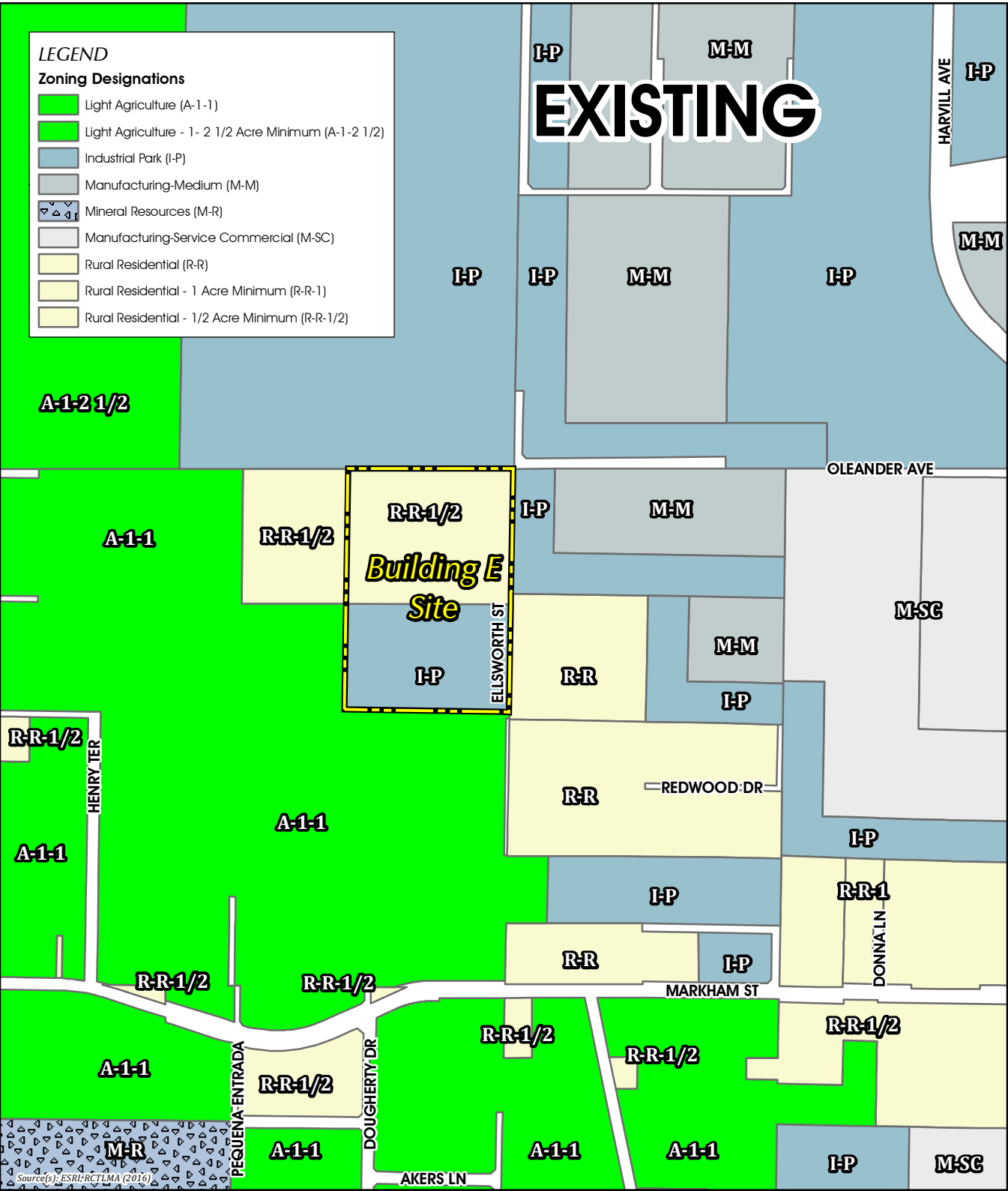
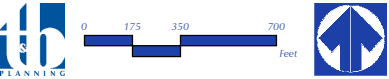


Figure 3-12



CHANGE OF ZONE - BUILDING E SITE



C. Tentative Parcel Map No. 36962 (PM 36962)

Tentative Parcel Map No. 36962 (PM 36962) proposes to consolidate the three parcels on the Building E Site into one, approximately 19.5 net-acre parcel, as depicted on Figure 3-13, *Tentative Parcel Map No. 36962 (Building E Site)*. In addition, PM 36962 identifies the earthwork and stormwater drainage improvements needed on the Building E Site to support proposed development, as well as the roadway and utility infrastructure improvements required to support proposed development, as presented later in Subsection 3.4, *Technical Characteristics*.

1. *Earthwork and Grading*

Grading would occur over the entire Building E Site; no portion of the site would be left undisturbed. Proposed earthwork activities would result in approximately 80,000 cubic yards of cut and 80,000 cubic yard of fill. Based on the expected shrinkage and compaction of on-site soils, earthwork activities are expected to balance and no import or export of earthwork materials would be required. When grading is complete, manufactured slopes ranging from approximately four to 15 feet in height would occur along the south, east, and west perimeters of the property, and the Building E property would have a slight west-to-east-slope, as depicted on Figure 3-14, *Conceptual Grading Plan – Building E Site*. After grading, the highest point of the property would be its southwest corner (approximately 1,630 AMSL) and the lowest point of the property would be at the bottom of the detention basin near its northeast corner (approximately 1,588 AMSL). To accommodate the proposed grading concept, retaining walls ranging in height from one to seven feet tall would occur on the property. Also, a mechanically stabilized earth wall up to 18 feet in height is proposed along the west and south sides of the proposed water quality basin.

2. *Stormwater Plan*

A system of trench drains, drop inlets, underground storm drain pipes and basins, and a bioretention/detention basin are proposed to be installed on the Building E Site to collect, treat, and temporarily store stormwater runoff (as needed) before discharging treated flows from the property. First flush stormwater runoff flows (i.e., typically the first ¾ inch of initial surface runoff after a rainstorm, which contains the highest proportion of waterborne pollution) would be conveyed to a bioretention/detention basin located at the northeastern corner of the property. Stormwater runoff captured after the first flush would be discharged off-site via proposed connections to the Perris Valley MDP system. (DEA, 2017a, n.p.) Refer Subsection 3.4B for additional information regarding storm drain improvements.

D. Plot Plan No. 25837

1. *General Description*

The proposed building would contain 410,982 s.f. of building space, including 395,982 s.f. of warehouse floor space and 15,000 s.f. of ground floor office space. As shown on Figure 3-15, *Plot Plan No. 25837 (Building E Site)*, proposed office spaces would be located at the northwest and

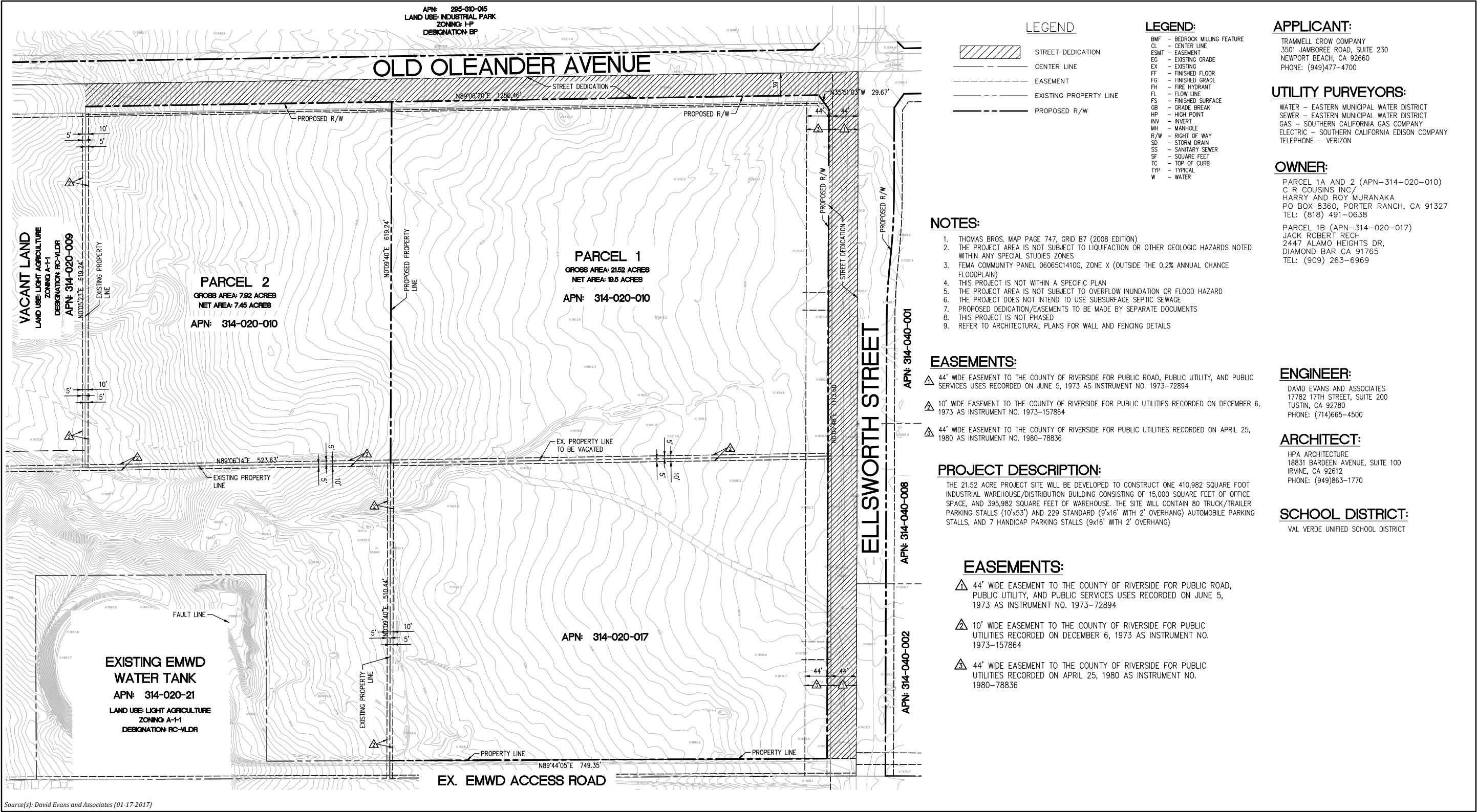
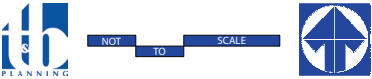


Figure 3-13



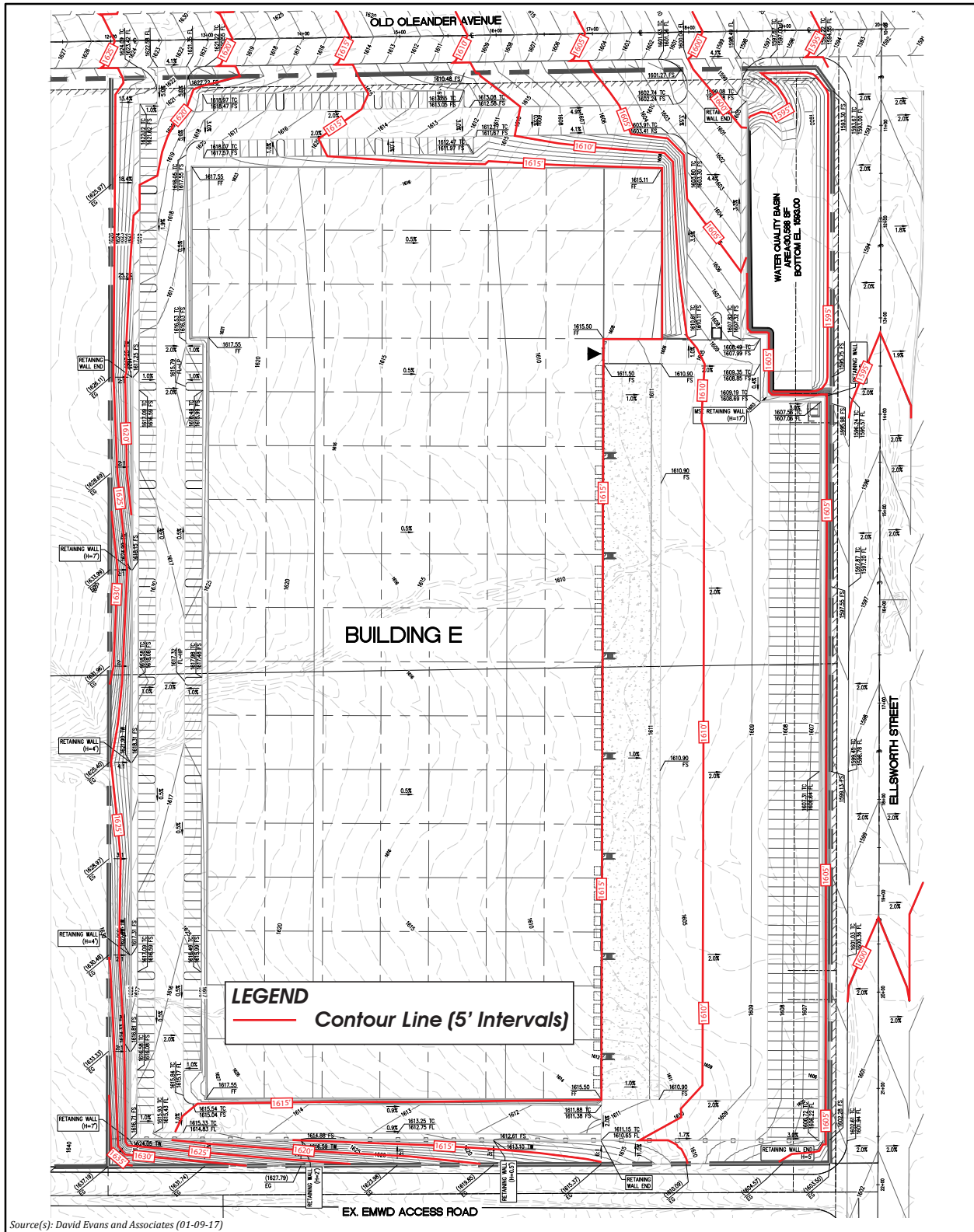
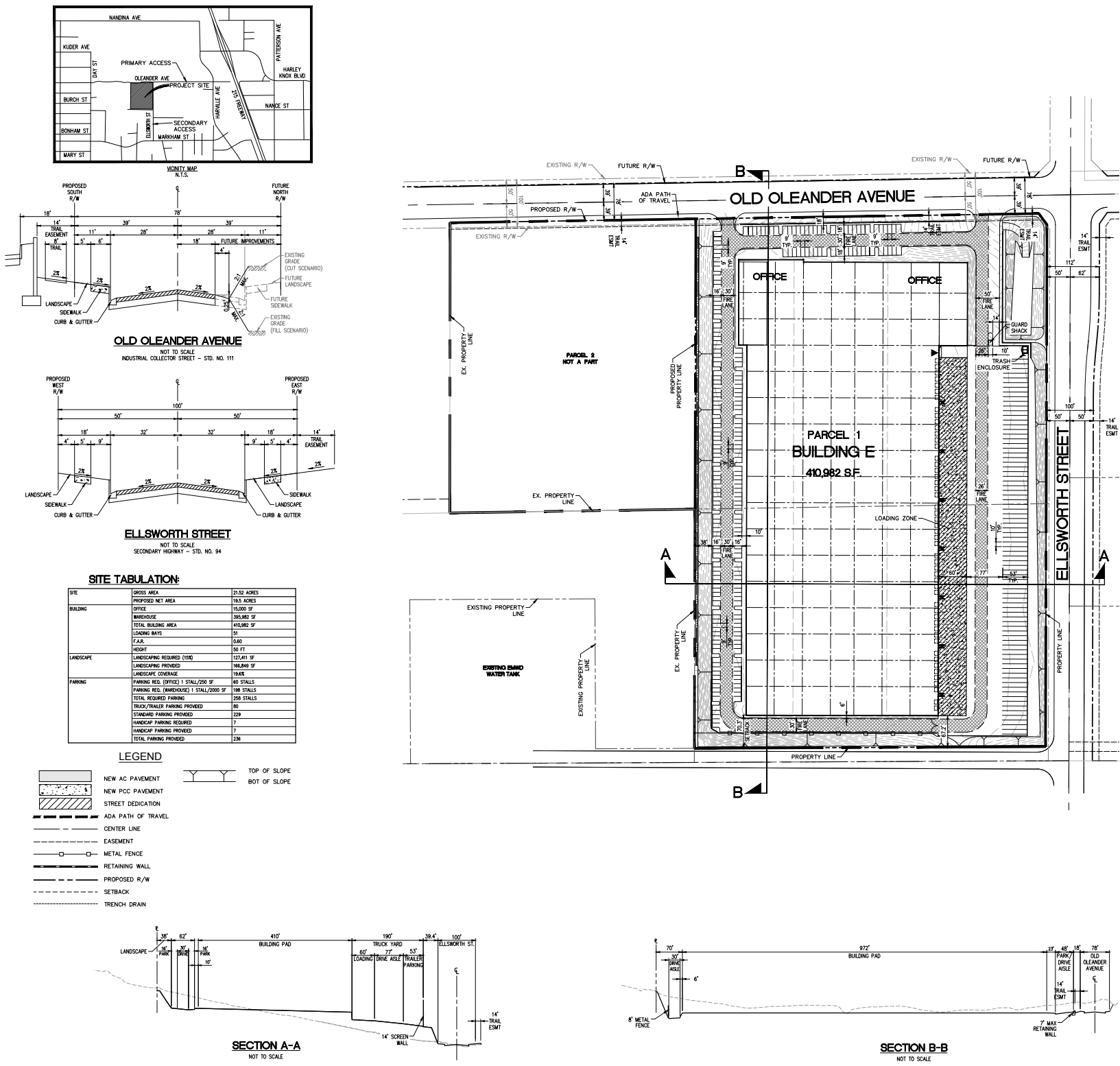


Figure 3-14



APPLICANT:
TRIMBLE CROW COMPANY
3501 LAMARKE ROAD, SUITE 230
NEWPORT BEACH, CA 92660
PHONE: (949)477-4700

ENGINEER:
DAVID EVANS AND ASSOCIATES
17782 17TH STREET, SUITE 200
TUSTIN, CA 92780
PHONE: (714)665-4500

ARCHITECT:
HPA ARCHITECTURE
18031 BARDEEN AVENUE, SUITE 100
IRVINE, CA 92612
PHONE: (949)863-1770

SCHOOL DISTRICT:
VAL VERDE UNIFIED SCHOOL DISTRICT

LAND USE / ZONING:

EXISTING ADDRESS:
APN 314-020-010: 22405 OLEANDER AVE, PERRIS, CA 92570
APN 314-020-017: 18215 ELSWORTH ST, PERRIS, CA 92570
APN 314-020-019: NOT AVAILABLE

EXISTING LAND USE:
APN 314-020-010: BUSINESS PARK
APN 314-020-017: LIGHT INDUSTRIAL
APN 314-020-019: RURAL, COMMUNITY-VERY LOW DENSITY RESIDENTIAL

PROPOSED LAND USE: LIGHT INDUSTRIAL (L)

EXISTING ZONING:
APN 314-020-010: R-R-1/2 (RURAL RESIDENTIAL)
APN 314-020-017: I-P (INDUSTRIAL PARK)
APN 314-020-019: A-1-1 (LIGHT INDUSTRIAL)

PROPOSED ZONING: I-P (INDUSTRIAL PARK)

LEGAL DESCRIPTION:

FROM THE PRELIMINARY TITLE REPORT ORDER NO. 00029420-001-PS

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 3 AS SHOWN ON PARCEL MAP 5042, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ON FILE IN BOOK 8 PAGE 84 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED APRIL 20, 1992 AS INSTRUMENT NO. 13460, OFFICIAL RECORDS.

FROM THE PRELIMINARY TITLE REPORT ORDER NO. 00029418-001-023

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 4 AS SHOWN ON PARCEL MAP 5042, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ON FILE IN BOOK 8 PAGE 84 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY FINAL ORDER OF CONDEMNATION RECORDED NOVEMBER 1, 1993 AS INSTRUMENT NO. 93-503848, OF OFFICIAL RECORDS.

APN: 314-020-019

FROM THE PRELIMINARY TITLE REPORT ORDER NO. 00029422-001-PS

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 2 OF PARCEL MAP NO. 5042, COUNTY RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 8, PAGE 84 OF PARCEL MAPS IN OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 314-020-010

NOTES:

1. THOMAS BROS. MAP PAGE 747, GRID B7 (2008 EDITION)
2. THE PROJECT AREA IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGIC HAZARDS NOTED WITHIN ANY SPECIAL STUDIES ZONES
3. FEMA COMMUNITY PANEL 06085C4100, ZONE X (OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN)
4. THIS PROJECT IS NOT WITHIN A SPECIFIC PLAIN
5. THE PROJECT AREA IS NOT SUBJECT TO OVERFLOW INUNDATION OR FLOOD HAZARD
6. THE PROJECT DOES NOT INTEND TO USE SUBSURFACE SEPTIC SEWAGE
7. PROPOSED VEDICATION/EASEMENTS TO BE MADE BY SEPARATE DOCUMENTS
8. THIS PROJECT IS NOT PHASED
9. REFER TO ARCHITECTURAL PLANS FOR WALL AND FENCING DETAILS

EASEMENTS:

44' WIDE EASEMENT TO THE COUNTY OF RIVERSIDE FOR PUBLIC ROAD, PUBLIC UTILITY, AND PUBLIC SERVICES USES RECORDED ON JUNE 5, 1973 AS INSTRUMENT NO. 1973-7084

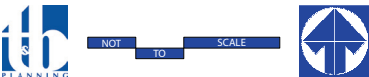
10' WIDE EASEMENT TO THE COUNTY OF RIVERSIDE FOR PUBLIC UTILITIES RECORDED ON DECEMBER 6, 1973 AS INSTRUMENT NO. 1973-157864

44' WIDE EASEMENT TO THE COUNTY OF RIVERSIDE FOR PUBLIC UTILITIES RECORDED ON APRIL 25, 1980 AS INSTRUMENT NO. 1980-78836

PROJECT DESCRIPTION:

THE 21.52 ACRE PROJECT SITE WILL BE DEVELOPED TO CONSTRUCT ONE 410,982 SQUARE FOOT INDUSTRIAL WAREHOUSE/DISTRIBUTION BUILDING CONSISTING OF 15,000 SQUARE FEET OF OFFICE SPACE AND 395,982 SQUARE FEET OF WAREHOUSE. THE SITE WILL CONTAIN 80 TRUCK/TRAILER PARKING STALLS (10'x35') AND 229 STANDARD (9'x16') WITH 2' OVERHANG) AUTOMOBILE PARKING STALLS, AND 7 HANDICAP PARKING STALLS (8'x16' WITH 2' OVERHANG)

Source(s): David Evans and Associates (01-17-2017)



Lead Agency: County of Riverside

Figure 3-15

PLOT PLAN NO. 25837 (BUILDING E SITE)

SCH No. 2015081081



northeast corners of the building. Vehicular access to Building E would be provided by two driveways connecting to Oleander Avenue, with the western driveway for passenger cars and the eastern driveway for trucks. The Project also proposes the option to add another passenger car driveway between the two driveways. All driveways on the Building E Site would be stop-sign controlled. Access to the proposed loading and truck parking areas located interior to the Building E Site would be gated. Proposed truck check-in points and driveways are positioned interior to the Building E Site to create interior queuing areas and minimize the potential trucks accessing the property to stack onto Oleander Avenue.

2. *Parking and Loading*

Figure 3-15 depicts the proposed locations of parking spaces and loading docks for Building E. Building E would provide approximately 260 automobile parking stalls distributed on the north and the west sides of the building, and approximately 66 truck trailer parking stalls distributed on the east side of the building. Bicycle parking would be provided in compliance with Riverside County Ordinance No. 348, Article XVII, Section 18.12.D, *Bicycle Parking Facilities*, which requires one space for every 25 passenger vehicle parking spaces. Building E would include 51 loading docks (also called “bays”) on the east side of the building to be used for the loading, unloading, and short-term parking of trucks. Loading dock positions facilitate operations inside the building. When trucks have the option to dock close to the area where their cargo is sorted and stored inside the structure, workers inside the building have a shorter distance to cover when moving goods between the exterior docks and interior storage areas.

3. *Architecture, Walls, and Fences*

Figure 3-16, *Conceptual Architecture Elevations – Building E*, depicts the conceptual architecture elevations proposed for Building E. Building E would be constructed to a height of approximately 40 feet above finished grade, with architectural projections reaching up to 44 feet. The building would be constructed with painted concrete tilt-up panels and low reflective, blue-glazed glass. Articulated building elements, primarily at the building corners and along Oleander Avenue, are proposed to be provided as decorative elements. The exterior color palette for the proposed building is comprised of various mild, earth-toned colors, including shades of beige, tan, and brown.

Painted concrete 14-foot tall tilt-up screen walls, with access gates, would be provided on the north side of Building E, facing Oleander Avenue, to screen the loading bays and truck parking areas from public view. Eight-foot tall fencing would be provided along the western and southern perimeter of the Building E Site. In addition, a concrete block retaining wall would be located along the site’s southwestern and eastern boundaries, ranging from one to seven feet in height. Also, a mechanically stabilized earth wall up to 18 feet in height is proposed along the west and south sides of the proposed water quality basin.

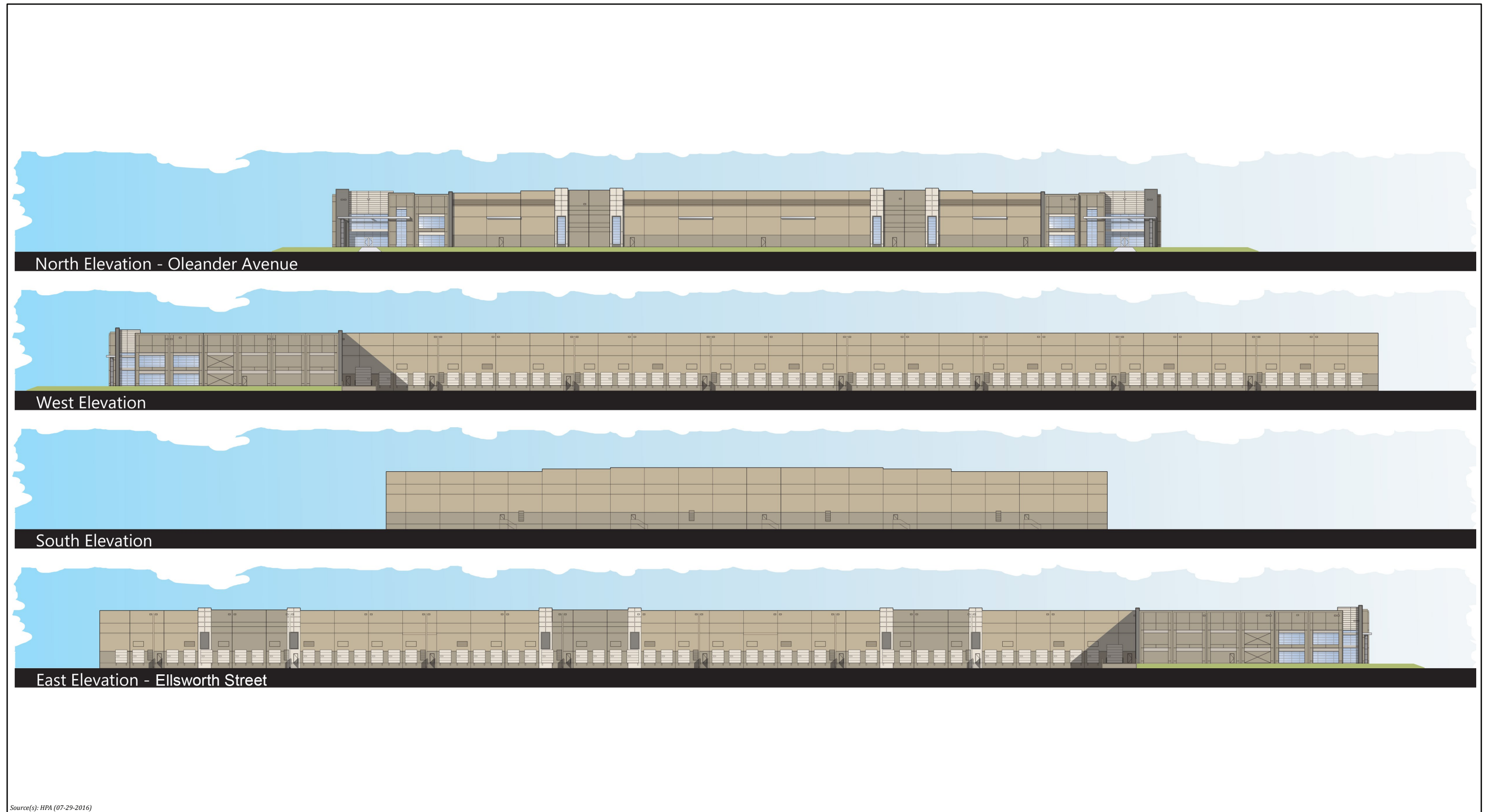
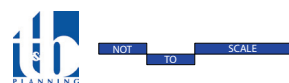


Figure 3-16





4. *Conceptual Landscaping Plan*

The conceptual landscape plan is depicted in Figure 3-17, *Conceptual Landscape Plan – Building E Site*. Proposed landscaping would be ornamental in nature and would feature trees, shrubs, and drought-tolerant accent plants in addition to a variety of groundcovers. As shown on Figure 3-17, trees and groundcover are proposed along the site's frontage with Oleander Avenue and Ellsworth Street (including landscaping within the public right-of-way). Landscaping also would occur at building entries, in and around automobile parking areas, in and around the Building E site's water quality/detention basins, and along proposed screen walls. Proposed landscaping would be ornamental, except within water quality/detention basin where plant materials would be selected to serve water quality functions. Prior to the issuance of a building permit to construct Building E, the Project Applicant would be required to submit final planting and irrigation plans to the County of Riverside for review and approval. The plans are required to comply with Riverside County Ordinance No. 859, which establishes requirements for landscape design, automatic irrigation system design, and water-use efficiency.

3.4 TECHNICAL CHARACTERISTICS

A. Public Roadway Improvements and Dedications

Public roadway improvements that are proposed as part of the Project include the following:

- **Oleander Avenue.** Oleander Avenue is an east-west oriented roadway that abuts the northern property boundaries of the Building D and Building E Sites. The Project would construct Oleander Avenue along the Building D and Building E property frontages, including pavement, curb, gutter, sidewalk, and landscape parkway improvements, to its ultimate half-width section as an Industrial Collector Street (78-foot-wide public right-of-way, County Standard No. 111). A 14-foot-wide trail easement also would be provided along the Project site frontage. In addition, the Project would construct a paved, 18-foot-wide vehicular travel way on the northern half of Oleander Avenue to ensure adequate vehicular access for two-way traffic. Proposed improvements to Oleander Avenue would conform to applicable County of Riverside Transportation Department standards. Refer to Figure 3-18, *Roadway Cross-Sections*, for an illustration of proposed improvements to Oleander Avenue.
- **Ellsworth Street.** Ellsworth Street is a north-south oriented roadway that bisects the Project site and separates the Building D Site (located to the east of Ellsworth Street) from the Building E Site (located to the west of Ellsworth Street). The Project would construct Ellsworth Street from the southern Project site boundary to the northern Project site boundary (i.e., along the western frontage of the Building D Site and the eastern frontage of the Building E Site), including pavement, curb, gutter, sidewalk, and landscape parkway improvements, to provide its ultimate full-width section as a Secondary Highway (100-foot-wide public right-of-way, County Standard No. 94). In addition, a 14-foot trail



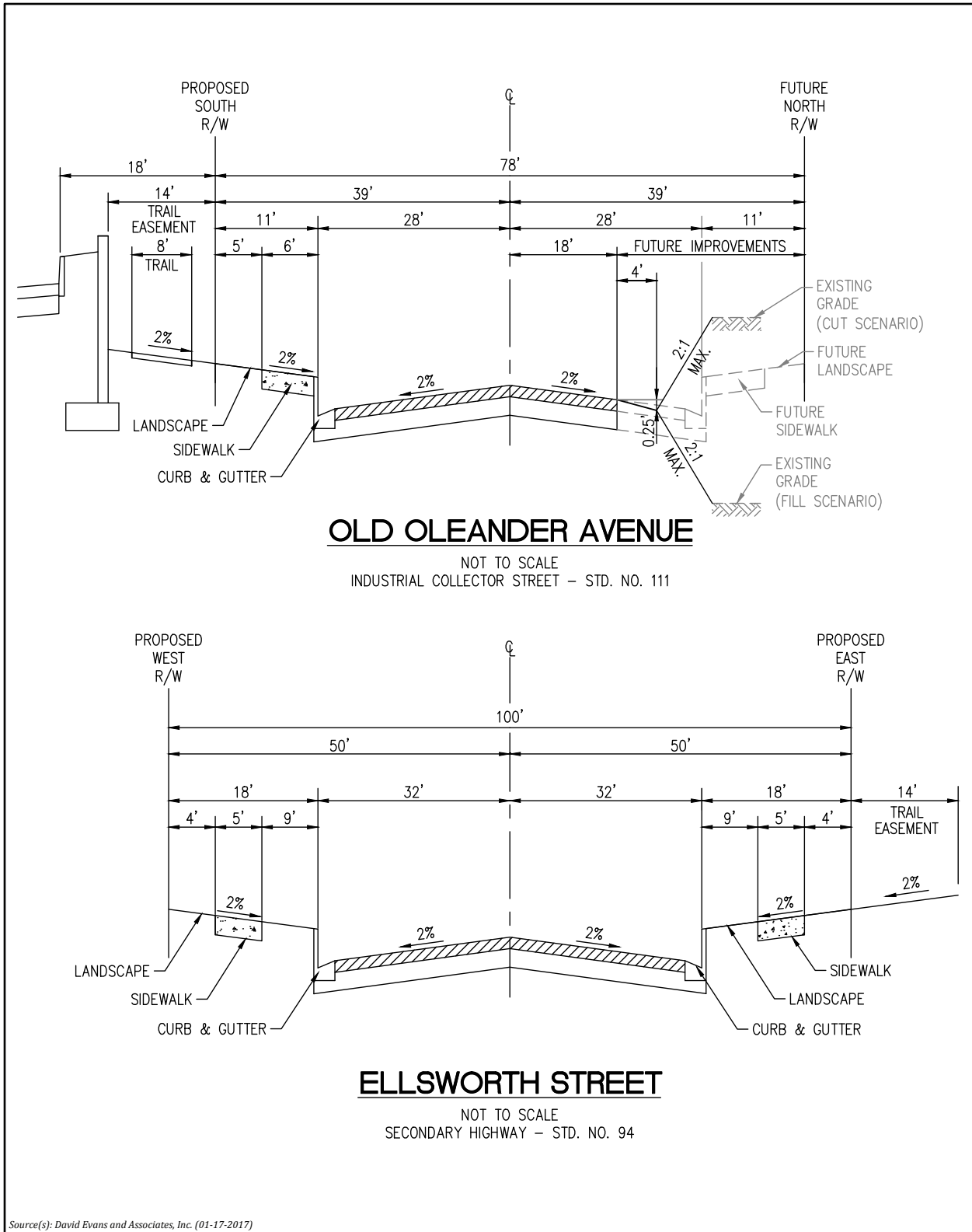
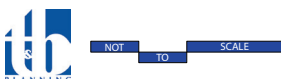


Figure 3-18



ROADWAY CROSS-SECTIONS



easement would be provided adjacent to the eastern side of the right-of-way of Ellsworth Street (on the Building D Project Site). Proposed improvements to Ellsworth Street would conform to applicable County of Riverside Transportation Department standards. Refer to Figure 3-18 for an illustration of proposed improvements to Ellsworth Street.

The Building D Project would dedicate approximately 2.63-acres of land and the Building E Project would dedicate approximately 2.0 acres of land as public right-of-way to the County of Riverside to accommodate the construction of Oleander Avenue and Ellsworth Street. The proposed street dedications would occur as part of subsequent, administrative-level street dedication actions.

B. Utility Infrastructure Improvements

☐ Water Infrastructure

Water service would be provided to the Project by the Eastern Municipal Water District (EMWD). Under existing conditions, 12-inch-diameter water lines are installed beneath the paved Oleander Avenue segment that abuts the northeastern corner of the Building D Site and beneath an unnamed, private EMWD water tank access road that abuts the southern Project site boundary. The Project would install a 12-inch-diameter water line that connects to the existing water line that abuts the southern Project site boundary; travels north beneath Ellsworth Street to Oleander Avenue; travels west beneath Oleander Avenue between Ellsworth Street and the western Building E Site boundary; and travels east beneath Oleander Avenue from Ellsworth Street to approximately 1,055 feet east of the Oleander Avenue/Ellsworth Street intersection, where it connects to the existing water line that abuts the northeast corner of the Building D Site. Buildings D and E would connect to the proposed water line beneath Oleander Avenue.

All proposed water facilities would be designed in accordance with EMWD standards and would require approval by EMWD prior to installation.

☐ Wastewater Infrastructure

Wastewater conveyance services would be provided by EMWD. Under existing conditions, an 8-inch-diameter sewer line is installed beneath the paved Oleander Avenue segment that abuts the northeastern corner of the Building D Site. As depicted on the utility plans shown in Figure 3-19, *Conceptual Utility Plan – Building D*, and Figure 3-20, *Conceptual Utility Plan – Building E*, the Project would install an 8-inch-diameter sewer line beneath Oleander Avenue, between the western Project site boundary and the existing wastewater line that abuts the northeast corner of the Project site. Buildings D and E would connect to the proposed wastewater line beneath Oleander Avenue. All proposed wastewater facilities would be designed in accordance with EMWD standards and would require approval by EMWD prior to installation.

☐ Stormwater Drainage Infrastructure

The Project site's natural drainage pattern would be replaced by a constructed storm drain system. The

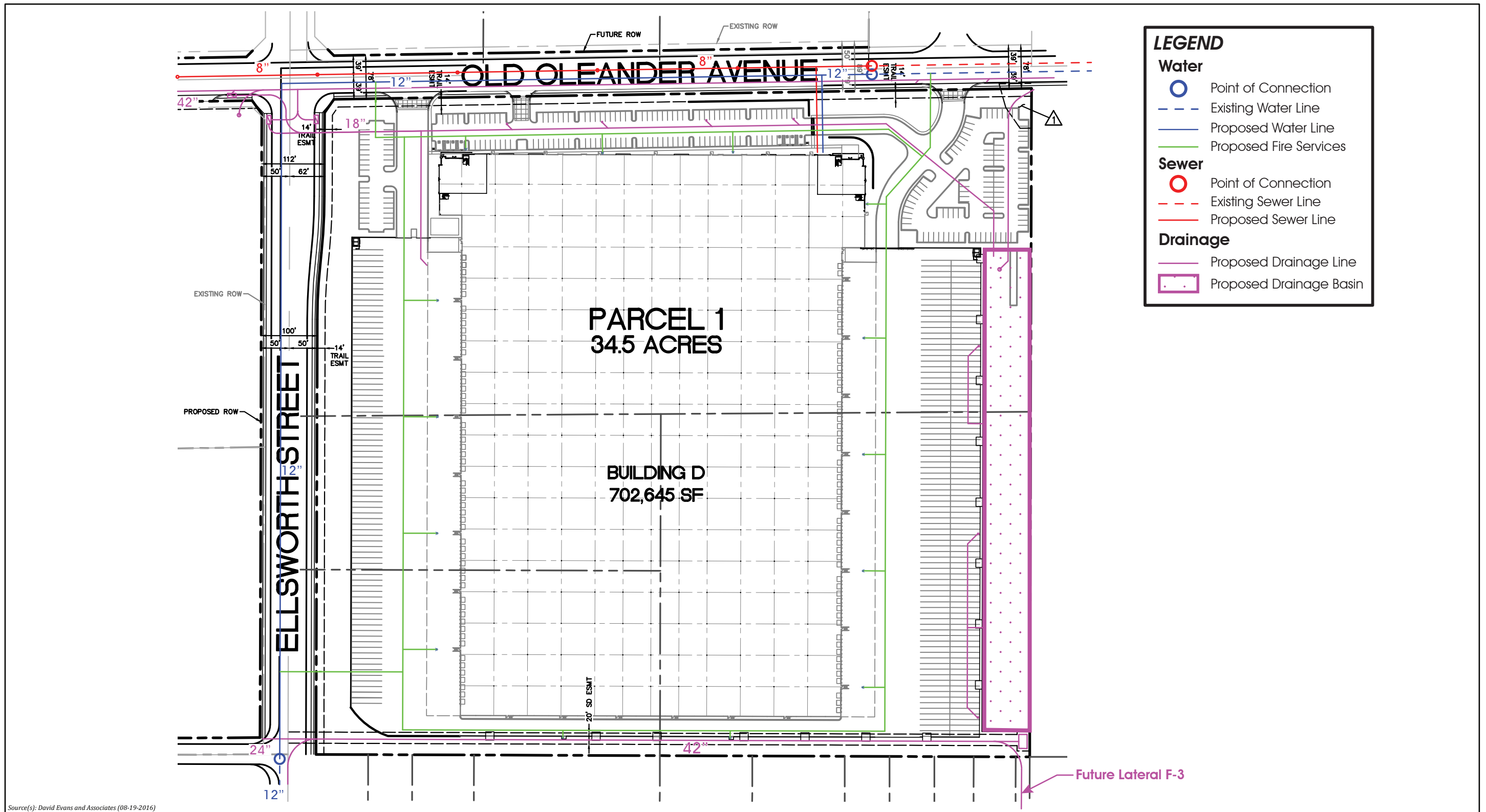
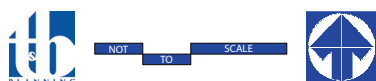


Figure 3-19



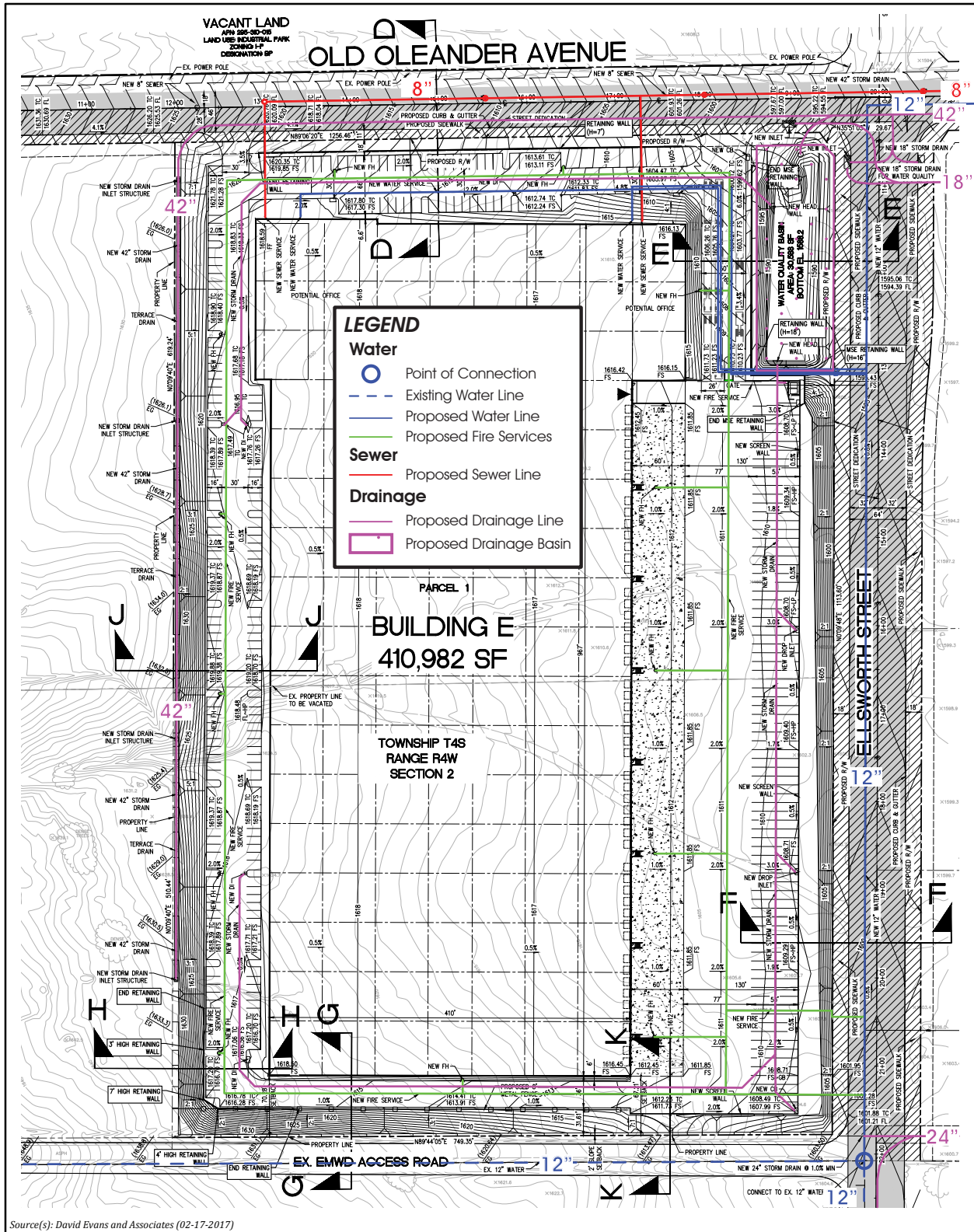


Figure 3-20



NOT TO SCALE



CONCEPTUAL UTILITY PLAN - BUILDING E SITE

Lead Agency: County of Riverside

SCH No. 2015081081



proposed on-site storm drain system is proposed to consist of a system of trench drains, drop inlets, underground storm drain pipes and basins, and bioretention/detention basins that would collect, treat, and temporarily store stormwater runoff (as needed) before discharging treated flows from the property. First flush stormwater runoff flows (i.e., typically the first $\frac{3}{4}$ inch of initial surface runoff after a rainstorm, which contains the highest proportion of waterborne pollution) would be conveyed to the bioretention/detention basins located on the Building D Site and the Building E Site. Stormwater runoff captured after the first flush would be discharged off-site via proposed connections to the Perris Valley MDP system. (DEA, 2017a, n.p.)

In conjunction with development of the Building D Site, Perris Valley MDP Lateral F-4 would be extended in Oleander Road from its existing terminus near the northeast corner of the Building D Site to Ellsworth Street. Perris Valley MDP Laterals F-3 and F-3.1 are proposed to be combined as a single storm drain line (Lateral F-3) primarily installed along the southern boundary of the Building D Site, with an approximately 300-foot segment located beneath Ellsworth Street. Lateral F-3 would outlet at an energy dissipater with weir device located at the southeast corner of the Building D Site. (DEA, 2017a)

Similarly, in conjunction with development of the Building E Site, Perris Valley MDP Lateral F-4 would be extended in Oleander Road from its existing terminus near the northeast corner of the Building D Site to the northwest corner of the Building E Site. Also, as would occur for development of the Building D Site, Perris Valley MDP Laterals F-3 and F-3.1 would be combined as a single storm drain line (Lateral F-3) installed along the southern boundary of the Building D Site, which would outlet at an energy dissipater with weir device located at the southeast corner of the Building D Site.

At full proposed buildout of both the Building D Site and the Building E Site, during peak storm events, the Project would discharge approximately 29 cubic feet per second (cfs) of stormwater runoff to Lateral F-4 and approximately 26 cfs of stormwater runoff to Lateral F-3. When peak storm runoff flows from off-site tributary areas are added to the Project's flows, Lateral F-4 would have a total flow of 130 cfs and Lateral F-3 would have a total flow of 141, both of which are below their available capacities of 138 cfs and 206 cfs, respectively. (DEA, 2017a, n.p.) As such, the Project would be consistent with the Perris Valley MDP. All of the Project's proposed stormwater drainage facilities would be designed in accordance with RCFCWCD standards and would require approval by RCFCWCD prior to installation. Also, pursuant to the County's MS4 general permits, the peak storm water runoff discharge would not exceed the estimated pre-development rate.

3.5 OPERATIONAL CHARACTERISTICS

At the time this EIR was prepared, the future user(s) of proposed Buildings D and E were unknown; however, the Project Applicant expects the buildings to be occupied by high-cube warehouse users. The proposed business park warehouse buildings are not designed to accommodate an occupant that requires cold storage (i.e., refrigeration); therefore, the analysis in this EIR assumes that the proposed buildings would not house a tenant that uses cold storage.



This EIR assumes that Buildings D and E would be operational 24 hours per day, seven (7) days per week, with exterior areas safety-lit at night. The proposed buildings would be designed such that business operations would be conducted primarily within the enclosed building, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at the loading bays. Based on the Project's traffic study supplement (*Technical Appendix JI*), during long-term operational conditions, Building D is calculated to generate 1,853 passenger car equivalent (PCE) trips, while Building E is calculated to generate 1,038 PCE trips. In total, the Project would generate up to 3,319 PCE vehicle trips per day.

Because users of the Project's buildings are not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of analysis, employment estimates have been calculated using data and average employment density factors utilized in the County of Riverside General Plan. The General Plan estimated that light industrial business would employ one (1) worker for every 1,030 s.f. of building area. Based on this employment generation rate, the Project is expected to create approximately 1,081 new, recurring jobs ($1,113,627 \text{ s.f.} \div 1,030$). (Riverside County, 2016 Appendix E, Table ES-5)

According to a Water Supply Assessment prepared for the Project by EMWD (*Technical Appendix K*), the Project would result in a demand for approximately 38,890 gallons per day (gpd) of potable water, which translates into an annual demand of approximately 44 acre-feet per year (AFY). The Project also would generate a total of approximately 49,130 gallons of wastewater per day. Based on calculations utilized in the Project's Energy Analysis (*Technical Appendix L*), the proposed Project would demand approximately 4,381,622 kilowatt hours of electricity per year (kWh/yr) and 2,142,900 British thermal unit of natural gas per year (kBtu/yr). These calculations are based on a larger sized Building E than is currently proposed, and are therefore higher than the water, wastewater, and energy demands that would actually occur.

Refer to EIR Subsections 4.7, *Greenhouse Gas Emissions*, and 5.4, *Energy Conservation*, for more information about the Project's proposed energy efficiencies. Although the actual efficiency measures that are implemented at building construction will be determined at the building permit stage of Project design, the Project Applicant expects to include skylights and windows to allow light penetration to reduce indoor artificial lighting; enhanced window and duct insulation; improved or high efficiency HVAC units, water heaters, and appliances; high efficiency lights; and features to reduce water use such as low water use landscaping and water efficient toilets and faucets. Also, the roofs of both buildings are proposed to be designed and constructed to accommodate a 1 KW photovoltaic (PV) solar array taking into consideration limitations imposed by other rooftop equipment, roof warranties, building and fire code requirements, and other physical or legal limitations. Also, the buildings will be constructed with the necessary electrical systems and other infrastructure to accommodate PV arrays in the future. Further, the proposed buildings would be required by law to comply with enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, the California Green Building Code). Vehicles accessing the Project site would be required by law to comply with increasingly stringent state and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards.



3.6 CONSTRUCTION CHARACTERISTICS

Based on information supplied by the Project Applicant regarding the Project's expected construction schedule, this EIR assumes that the proposed Project would be constructed in one phase over the course of approximately 23 months. Commencement of construction is expected to occur in 2018. At the time the NOP was released for this EIR (August 2015), construction was anticipated to commence in 2016; thus, the technical analysis presented in this EIR is based on a construction period spanning 2016-2017. Although actual construction of Building D and Building E would commence in 2018, the technical analysis presented in this EIR that assumes an earlier construction period is adequate under CEQA because it overstates construction-related impacts. This is because as time passes, construction equipment operators phase out the use of older equipment and phase in newer pieces of equipment that emit lower levels of air pollutants and noise. Thus, there was no need to update the technical analyses, as any updates for a later construction period would have shown nominally lesser levels of impact as a result of the later construction period and the phasing out of older construction equipment. Also, should Building D and Building E be constructed in two phases instead of one phase, the analysis in this EIR also represents worst-case analyses because simultaneous construction would result in a greater daily impact than would occur if the buildings were constructed one at a time.

Construction equipment is expected to operate on the Project site eight hours per day, five days per week during the construction period. Construction workers would travel to the Project site by passenger vehicle and materials deliveries would occur by medium- and heavy-duty trucks. The types and numbers of off-road heavy equipment expected to be used on the Project site during construction activities are listed in Table 3-1, *Construction Equipment Assumptions*.

When construction activities commence, site preparation and the demolition/removal of the existing improvements on the Project site would occur first. Then the property would be mass-graded and underground infrastructure and retaining walls would be installed. Next, fine grading would occur, surface materials would be poured, and the proposed buildings would be erected, connected to the underground utility system, and painted. Lastly, landscaping, fencing, screen walls, lighting, signage, and other site improvements would be installed.

As part of proposed grading activities, blasting would be necessary in hard rock areas in the southern portion of the Building D Site boundaries. Based on the excavation plans prepared on June 16, 2015, by the Henry-Ann Company, rock blasting within the Building D Site is expected to include the drilling of up to 5,253 holes in the largest area, in which small charges would be placed to fragment the rocks into smaller, crushable pieces. Approximately 112,090 cubic yards (c.y.) of rock is expected to be produced during proposed blasting activities, which would be crushed and used on the Project site as construction base. An electric rock crusher powered by a 300-horsepower diesel generator is proposed to further break down the fragmented rocks. The Project Applicant calculates that approximately 2,759 tons of rock would be processed on the Project site per day during the blasting and rock crushing phase of construction (approximately 65 working days). (Urban Crossroads, Inc, 2016a, pp. 31-32) The contractor may potentially eliminate the use of an on-site rock crusher by breaking up rock fragments over 12" in place utilizing crushing jaws on an excavator (Holdridge, 2017). Rock fragments that



exceed 12” are expected to be approximately 5% of the material. Fragments less than 12” would be handled and graded in the same manner as soils and utilized along with on-site soils to form the building pad and pavement areas of the proposed development. Because the use of an on-site rock crusher may occur, the use of a mechanical rock crusher is evaluated as an inherent part of the Project’s construction activities in this EIR.

3.7 STANDARD REQUIREMENTS AND CONDITIONS OF APPROVAL

The proposed General Plan Amendment Nos. 1151 and 1152, Change of Zone Nos. 7872 and 7873, Tentative Parcel Map Nos. 36950 and 36962, and Plot Plan Nos. 25837 and 25838, and their technical aspects have been reviewed in detail by numerous County of Riverside departments and divisions.

Table 3-1 Construction Equipment Assumptions

Activity	Equipment	Number	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Grading (Including Blasting)	Excavators	1	8
	Generator Sets	1	8
	Graders	1	8
	Water Trucks	2	8
	Rubber Tired Dozers	5	8
	Scrapers	8	8
	Tractors/Loaders/Backhoes	2	8
Underground Utilities	Excavators	3	8
	Off-Highway Trucks	2	8
	Rubber Tired Dozers	1	8
	Rubber Tired Loaders	1	8
Building Construction	Cranes	1	8
	Forklifts	2	8
	Generator Sets	3	8
	Other Construction Equipment	1	8
	Tractors/Loaders/Backhoes	3	8
	Welders	6	8
Landscaping	Tractors/Loaders/Backhoes	1	8
Paving & Site Finishes	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coatings	Air Compressors	2	8
	Aerial Lifts	4	8

Source: (Urban Crossroads, Inc, 2016a, Table 3-3)



These departments and divisions are responsible for reviewing land development applications for compliance with applicable County codes, ordinances, policies, plans, and regulations. These departments and divisions also were responsible for exercising their independent judgment in reviewing this EIR and its Technical Appendices for technical accuracy and compliance with CEQA. The County of Riverside departments and divisions responsible for technical review include:

- Planning Department, Planning Division
- Planning Department, Cultural Resources Division
- Planning Department, Environmental Programs Division
- Planning Department, Geology Division
- Planning Department, Landscape Review
- Building & Safety Department
- Environmental Health Department
- Fire Department
- Parks and Recreation Department
- Transportation Department

Review of the proposed Project by the Riverside County departments and divisions listed above, in addition to the Riverside County Flood Control and Water Conservation District (RCFCWCD), will result in the production of a comprehensive set of Conditions of Approval for the Building D Project and the Building E Project that will be available for public review prior to consideration of the proposed Projects by the Riverside County Board of Supervisors. These conditions will be considered by the Board of Supervisors in conjunction with their consideration of proposed General Plan Amendment Nos. 1151 and 1152, Change of Zone Nos. 7872 and 7873, Tentative Parcel Map Nos. 36950 and 36962, and Plot Plan Nos. 25837 and 25838. If the Building D Project and the Building E Project are approved by the Board of Supervisors, the Projects will be required to comply with all imposed Conditions of Approval.

Conditions of Approval and other applicable regulations, codes, policies, and requirements to which the Project is required to comply and that result in the reduction or avoidance of an environmental impact are specified in each subsection of EIR Section 4.0, *Environmental Analysis*.

3.8 SUMMARY OF ACTIONS REQUESTED OF RIVERSIDE COUNTY

The County of Riverside has primary approval responsibility for the proposed Project. As such, the County serves as the Lead Agency for this EIR pursuant to CEQA Guidelines § 15050. (The role of the Lead Agency was previously described in detail in Subsection 1.4 of this EIR). The Riverside County Planning Commission will consider the Project's requested discretionary permit applications and approvals and make advisory recommendations to the Riverside County Board of Supervisors. The Board of Supervisors will have final authority over approval, approval with changes, or denial of the requested actions that within the County's jurisdiction. The County will use its independent judgment when considering the information contained in this EIR and this EIR's Administrative



Record during its decision-making processes. Upon approval of the Building D Project and the Building E Project and certification of this EIR, the County would conduct administrative reviews and approve ministerial permits and approvals to implement Project requirements and conditions of approval. A list of the primary actions under County jurisdiction is provided in Table 3-2, *Matrix of Project Approvals/Permits*.

3.9 RELATED ENVIRONMENTAL REVIEW AND CONSULTATION REQUIREMENTS

In addition to the Project-related actions under consideration by the County of Riverside, additional discretionary and/or administrative actions would be necessary to implement the proposed Project. Table 3-2 lists the agencies that are expected to use this EIR and provides a summary of the related actions associated with the Project. This EIR covers all federal, state, local government and quasi-government approvals which may be needed to construct or implement the Project, whether or not they are explicitly listed in Table 3-2 or elsewhere in this EIR (CEQA Guidelines § 15124(d)).

Table 3-2 Matrix of Project Approvals/Permits

PUBLIC AGENCY	APPROVALS AND DECISIONS
County of Riverside	
County of Riverside Discretionary Approvals (Proposed Project)	
Riverside County Planning Commission	<ul style="list-style-type: none"> Recommend approval, conditional approval, or denial of General Plan Amendment Nos. 1151 and 1152, Change of Zone Nos. 7872 and 7873, Tentative Parcel Map Nos. 36950 and 36962, and Plot Plan Nos. 25837 and 25838; and Recommend that the Board of Supervisors reject or certify this EIR along with appropriate CEQA Findings.
Riverside County Board of Supervisors	<ul style="list-style-type: none"> Approve, conditionally approve, or deny General Plan Amendment Nos. 1151 and 1152, Change of Zone Nos. 7872 and 7873, Tentative Parcel Map Nos. 36950 and 36962, and Plot Plan Nos. 25837 and 25838; and Reject or certify this EIR along with appropriate CEQA Findings.
Subsequent County of Riverside Approvals	
Riverside County Subsequent Implementing Approvals	<ul style="list-style-type: none"> Approve Final Maps, parcel mergers or parcel consolidations, as may be necessary. Approve Conditional or Temporary Use Permits, if required. Issue Grading Permits. Issue Building Permits. Approve Road Improvement Plans. Issue Encroachment Permits. Accept public right-of-way dedications. Approve street vacations.
Other Agencies – Subsequent Approvals and Permits	
Riverside County Flood Control and Water Conservation District	<ul style="list-style-type: none"> Approvals for construction of drainage infrastructure.



PUBLIC AGENCY	APPROVALS AND DECISIONS
Eastern Municipal Water District	<ul style="list-style-type: none">• Approvals for construction of water and sewer infrastructure.
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none">• Issuance of a Construction Activity General Construction Permit.• Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.
California Department of Fish & Wildlife	<ul style="list-style-type: none">• Issuance of a 1602 Permit.



SUMMARY OF IMPACTS	COUNTY REGULATIONS AND DESIGN REQUIREMENTS (RR) AND/OR MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
along the segments of I-215 that receive the greatest volume of Project traffic by 0 dBA to 0.6 dBA. This noise level range is less than significant and not detectible to the human ear. Thus, the Project would not expose people to excessive highway noise.					
Other Noise: Threshold (a) for the Building D Site and the Building E Site: No Impact. The Project site does not contain any other aspects that would qualify as “other noise” that has not been addressed by other thresholds. Thus, the Project would not result in other noise.	No mitigation is required.	N/A	N/A	N/A	No Impact
Construction-related Noise Effects on or by the Project: Threshold (a), (b), and (c) for the Building D Site and the Building E Site: Significant Direct Impact (Short-Term) and Cumulatively Considerable Impact (Short-Term). Project-related construction activities, including blasting, would result in a direct short-term significant impact to noise-sensitive receivers. Also, in the event that construction activities occur on any properties surrounding the Project site simultaneously with Project-related construction activities, and that also would contribute construction noise to significantly impacted noise-sensitive receivers, a cumulative impact may occur and the Project’s construction-related noise contribution to the overall noise level in the Project study area would be cumulatively considerable.	<p>RR-36 All construction activities shall comply with the County of Riverside Noise Ordinance (Chapter 9.52 of the County of Riverside Code of Ordinances). This requirement shall be noted on all grading and building plans and in bid documents issued to construction contractors.</p> <p>RR-37 As a Riverside County condition of approval for blasting activities at the Project site, and prior to the issuance of grading permits, a blasting noise and vibration monitoring and abatement plan shall be submitted to and approved by the County of Riverside. The contractor shall be required to comply with the approved plan.</p> <p>a) Pre-blasting inspections shall be offered to property owners within 200 feet of the blast site.</p> <p>b) Existing damage of each structure shall be documented.</p> <p>c) Post-blasting inspections shall be offered to assess any new or additional damage to each structure once blasting activities have ceased for those property owners who accepted pre-blast inspections.</p> <p>d) Property owners within at least 200 feet of the blast site shall be notified via postings on the construction site at least 24 hours before the</p>	<p>Project Applicant; Construction Contractors</p> <p>Project Applicant; Project Construction Contractors</p>	<p>County of Riverside Building & Safety Department</p> <p>County of Riverside Building & Safety Department</p>	<p>Prior to issuance of grading and building permits.</p> <p>Prior to the issuance of grading permits.</p>	Less-than-Significant Impact



public airport or public use airport. No private airstrips are located in the vicinity of the Project site. The MARB is located approximately 1.1 miles east of the Project site, but the Project site would not be exposed to aircraft noise greater than the 60 dBA CNEL, which is acceptable for business park uses according to the Riverside County General Plan.

Railroad Noise

Railroad Noise: Threshold (a) for the Building D Site and the Building E Site: No Impact. The Project does not involve the construction, operation, or use of any railroads. Thus, the Project would not expose people to excessive railroad noise.

Highway Noise

Highway Noise: Threshold (a) for the Building D Site and the Building E Site: Less-than-Significant Impact. I-215 is located approximately 2,112 feet from the Project site. According to the Riverside County General Plan, land uses that are greater than 1,228 feet and less than 2,645 from a freeway corridor would be subject to noise levels ranging from 55 dBA to 60 dBA. Industrial uses like those proposed on the Project site are considered *normally acceptable* at noise levels of 75 dBA CNEL according to the Riverside County General Plan. Thus, the Project would not expose people to excessive highway noise.

Other Noise

Other Noise: Threshold (a) for the Building D Site and the Building E Site: No Impact. The Project site does not contain any other aspects that would qualify as “other noise” that has not been addressed by other thresholds. Thus, the Project would not result in other noise.

Noise Effects on or by the Project

Noise Effects on or by the Project: Threshold (a), (b), and (c) for the Building D Site and the Building E Site: Significant Direct Impact (Short-Term) and Cumulatively Considerable Impact (Short-Term). Project-related construction activities, ~~including blasting~~, would result in a direct short-term significant impact to noise-sensitive receivers. Also, in the event that construction activities occur on any properties surrounding the Project site simultaneously with Project-related construction activities, and that also would contribute construction noise to significantly impacted noise-sensitive receivers, a cumulative impact may occur and the Project’s construction-related noise contribution to the overall noise level in the Project study area would be cumulatively considerable. The Project’s contribution to off-site, transportation-related noise levels along several Oleander Avenue road-segments adjacent to and west of the Project site would result in a significant direct impact under Existing + Project and Year 2017 traffic conditions.

Noise Effects on or by the Project: Threshold (a), (b) and (c) for the Building D Site and the Building E Site: Less-than-Significant Impact (Long-Term). Project-related operational impacts would result in a less-than-significant impact to noise-sensitive receivers in the long term associated with on-site operational activities and off-site traffic-related noise. The Project’s contribution to roadway noise