

# Oleander Business Park Project Final Environmental Impact Report



December 2, 2020

**FINAL ENVIRONMENTAL IMPACT REPORT**

for the

**Oleander Business Park Project**

(PPT 190011)

State Clearinghouse Number:

2019060002

**Prepared for:**

Riverside County  
Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside, CA 92501

**Prepared by:**

Applied Planning, Inc.  
11762 De Palma Road  
Suite 1-C 310  
Corona, CA 92883

**December 2, 2020**

# Table of Contents

---

<u>Section</u>	<u>Page</u>
<b>1.0 Introduction .....</b>	<b>1-1</b>
1.1 Overview .....	1-1
1.2 Content and Format.....	1-1
1.3 Draft EIR Commentors.....	1-1
1.4 Lead Agency and Point of Contact.....	1-2
1.5 Project Summary .....	1-2
<b>2.0 Revisions and Errata Corrections.....</b>	<b>2-1</b>
2.1 Introduction .....	2-1
2.2 Revisions .....	2-1
<b>3.0 Comments and Responses.....</b>	<b>3-1</b>
3.1 Introduction .....	3-1
<b>4.0 Mitigation Monitoring Program .....</b>	<b>4-1</b>
4.1 Introduction .....	4-1
4.2 Mitigation Monitoring and Reporting .....	4-2

# List of Tables

---

<u>Table</u>	<u>Page</u>
3-1 Draft EIR Commentors.....	3-2
4.2-1 Mitigation Monitoring Program .....	4-3

# 1.0 INTRODUCTION

---

# **1.0 INTRODUCTION**

---

## **1.1 OVERVIEW**

This document, combined with the Draft Environmental Impact Report (DEIR), constitutes the Final EIR for the Oleander Business Park Project (Project). The DEIR describes existing environmental conditions relevant to the proposal, evaluates the Project's potential environmental effects, and identifies mitigation measures to reduce or avoid the potentially significant impacts. The DEIR was circulated for a 45-day review period: September 15 through October 30, 2020.

## **1.2 CONTENT AND FORMAT**

Subsequent to this introductory Section 1.0, Section 2.0 of this Final EIR presents revisions and errata corrections to the DEIR text. Responses to comments received on the DEIR are presented in Final EIR Section 3.0. The EIR Mitigation Monitoring Program is presented in Final EIR Section 4.0.

## **1.3 DRAFT EIR COMMENTORS**

### **1.3.1 Overview**

The complete list of Draft EIR commentors, along with copies of comment letters and responses to comments, is presented in Section 3.0 of this Final EIR. The following list identifies the comment letters received in regard to the Draft EIR:

- Governor's Office of Planning and Research, State Clearinghouse
- City of Moreno Valley
- Rincon Band of Luiseño Indians
- Golden State Environmental Justice Alliance
- Inland Empire Biking Alliance

### **1.3.2 Presentation of Comments and Responses**

All comment letters received in regard to the Draft EIR are included, along with corresponding responses, in their entirety in Final EIR Section 3.0, *Comments and Responses*.

### **1.4 LEAD AGENCY AND POINT OF CONTACT**

The Lead Agency for the Project and EIR is the County of Riverside. Any questions or comments regarding the preparation of this document, its assumptions, or its conclusions, should be referred to:

County of Riverside  
Planning Department  
4080 Lemon Street, 12th Floor  
Riverside, CA 92501  
Contact Person: Tim Wheeler

### **1.5 PROJECT SUMMARY**

The following information is summarized from the Project Description in the Draft EIR. For additional detail in regard to Project characteristics and Project-related improvements, along with analyses of the Project's potential environmental impacts, please refer to Draft EIR Sections 3.0 and 4.0, respectively.

#### **1.5.1 Project Location**

The Project is located in unincorporated Riverside County, approximately .5 miles west of Interstate 215 off of Harley Knox Boulevard within the Mead Valley Community. The Project is directly north of Oleander Avenue, south of Nandina Avenue, east of Day Street, and west of Decker Road. The Project consists of four parcels of private land with Assessor's Parcel Numbers (295-310-012, 295-310-013, 295-310-014, and 295-310-015).

### 1.5.2 Project Overview

The Project proposes construction and operation of approximately 710,736 square feet of warehouse/manufacturing uses<sup>1</sup> within an approximately 93.85-acre site (gross), located within the Mead Valley area of Riverside County. As part of the Project, Parcel Map 5128 (Parcel Map Book [P.M.B.] 8/54) comprising 4 parcels, would be reconfigured via Riverside County Lot Line Adjustment procedures. Project Parcel 1 (approximately 20.90 acres) would be developed with approximately 363,367 square feet of warehouse/manufacturing uses. Project Parcel 2 (approximately 19.59 acres) would be developed with approximately 347,369 square feet of warehouse/manufacturing uses. Project Parcels 3 and 4, totaling approximately 53.36 acres would remain vacant. The Project is anticipated to be constructed and occupied by 2021 (the Project Opening Year). The Project is assumed to be operational 24 hours per day, 7 days per week. At the time this analysis was prepared, specific Project tenants have not yet been identified. Cold storage uses are not anticipated as part of the Project.

### 1.5.3 Project Objectives

The primary goal of the Project is to develop high quality warehouse/manufacturing uses accommodating a variety of prospective tenants. Complementary Project Objectives include the following:

- Implement the County General Plan (General Plan) through development that is consistent with the General Plan Land Use Element and applicable General Plan Goals, Objectives, Policies and Programs;
- Implement the Mead Valley Area Plan (Area Plan) through development that is consistent with the Area Plan land uses and development concepts, and in total supports the Area Plan Vision;
- Provide adequate roadway and wet and dry utility infrastructure to serve the Project;

---

<sup>1</sup> For the purposes of the EIR analysis, 80% of the total building area is assumed to comprise warehouse uses, the remaining 20% is assumed to comprise manufacturing uses.

- Implement warehouse/manufacturing uses that are compatible with adjacent land uses;
- Provide an attractive, efficient and safe environment for warehouse/manufacturing uses that is cognizant of natural and man-made conditions;
- Accommodate warehouse/manufacturing uses responsive to current and anticipated market demands;
- Make efficient use of the undeveloped subject property by maximizing its buildout potential for employment-generating warehouse/manufacturing uses, while protecting natural features;
- Implement warehouse/manufacturing uses providing additional construction employment opportunities;
- Implement warehouse/manufacturing uses supporting additional long-term employment opportunities;
- Provide warehouse/manufacturing uses near existing roadways and freeways and thereby reduce VMT, traffic congestion, and air emissions;
- Attract new businesses and jobs and thereby foster economic growth.

## **1.5.4 Discretionary Actions**

### **1.5.4.1 Lead Agency Discretionary Actions and Permits**

Discretionary actions, permits and related consultation(s) necessary to approve and implement the Project include, but are not limited to, the following:

- Certification of the Oleander Business Park Project EIR;

- Approval of a Lot Line Adjustment;
- Site Plan/Plot Plan Approval; and
- Approval of Infrastructure Improvement Plans, including but not limited to roads, sewer, water, storm water management system, and dry utilities plans.

#### **1.5.4.2 Other Agency Consultation and Permits**

Anticipated consultation(s) and permits from agencies other than the County that would be necessary to realize the proposal would likely include, but would not be limited to, the following:

- Tribal Resources consultation with requesting Tribes as provided for under AB 52 (Gatto, 2014) Native Americans: California Environmental Quality Act;
- Permitting pursuant to requirements of the Santa Ana Regional Water Quality Control Board and Riverside County Ordinance No. 754 *Establishing Stormwater/Urban Runoff Management and Discharge Controls*;
- Approval and permitting for construction of Project stormwater management system improvements by the Riverside County Flood Control and Water Conservation District (RCFC & WCD);
- Airport Land Use Compatibility Plan compatibility determination by the Riverside County Airport Land Use Commission;
- Approval and permitting for construction of Project water and sanitary sewer system improvements by EMWD;
- Permitting that may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented within the Project area;

- Various County of Riverside construction, grading, and encroachment permits allowing implementation of the Project facilities; and
- Permitting from various serving utilities purveyors.

## **2.0 REVISIONS AND ERRATA CORRECTIONS**

---

## **2.0 REVISIONS AND ERRATA CORRECTIONS**

### **2.1 INTRODUCTION**

Based on the comments received on the Draft EIR (which are provided in full in Section 3.0 of this Final EIR), this Section presents revisions to the text of the Draft EIR. For text corrections, additional text is identified by **bold underlined text**, while deletions are indicated by ~~strikeout~~ font. All text revisions affecting mitigation measures have been incorporated into the Mitigation Monitoring Plan presented in Section 4.0 of this Final EIR. Text changes are presented under the chapter or topical section of the Draft EIR where they are located. The revisions and corrections provided here expand and clarify analyses previously provided, and do not constitute substantive new information. Conclusions of the Draft EIR are not affected by these revisions.

### **2.2 REVISIONS**

#### **2.2.1 DEIR Section 4.5, *Hazardous Materials***

In response to comments provided by the City of Moreno Valley, the DEIR at page 4.5-11 is corrected as follows:

~~The primary CUPA for the City of Moreno Valley is the County of Riverside Health Department, Environmental Health Division.~~ **The primary CUPA for the County of Riverside is the Riverside County Department of Environmental Health, Hazardous Materials Branch.**

Findings and conclusions of the DEIR are not affected.

## **3.0 COMMENTS AND RESPONSES**

---

## 3.0 COMMENTS AND RESPONSES

---

### 3.1 INTRODUCTION

The following Section presents written comments received pursuant to public review of the DEIR and provides responses to those comments as required by California Code of Regulations, title 14 (hereinafter, “*CEQA Guidelines*”) Sections 15089, 15132, and 15088. Specifically, *CEQA Guidelines* Section 15088, subd. (a) requires that: “[t]he lead agency. . . evaluate comments on environmental issues received from persons who reviewed the draft EIR and . . . prepare a written response. The lead agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments.” The DEIR was circulated for a 45-day review period: September 15 through October 30, 2020.

In summary, the County’s written responses describe the disposition of significant environmental issues raised and any revisions to the Draft EIR made as a result of the comments. Additionally, the County’s written responses provide a good faith, reasoned analysis of all environmental issues raised and cite to specific factual and legal support for the Draft EIR’s conclusions.

#### 3.1.1 Comments Received

The following Section presents a list of the comment letters received during the Draft EIR public review period. Comment letters have been generally organized by state agencies; county, city, and local agencies; utilities; and local organizations and individuals. Each letter has been assigned an identifying designation (generally an acronym or name abbreviation), and topical items within each letter have been numbered. Table 3-1 lists all DEIR commentors and the designation assigned to each. Commentor correspondence

and correlating responses are presented subsequently. Comments have been reproduced verbatim and without grammatical or typographical correction.

**Table 3-1  
DEIR Commentors**

<b>Commentor</b>	<b>Acronym Assigned</b>	<b>Correspondence Date</b>
<b>State Agencies</b>		
State Clearinghouse	SCH	--
<b>Regional &amp; Local Agencies</b>		
City of Moreno Valley	MV	11/2/20
<b>Individuals/Private Organizations</b>		
Rincon Band of Luiseño Indians	RIN	9/30/20
Golden State Environmental Justice Alliance	EJA	10/16/20
Inland Empire Biking Alliance	BA	10/5/20

# Oleander Business Park Project

## Summary

<b>SCH Number</b>	2019060002
<b>Lead Agency</b>	Riverside County
<b>Document Title</b>	Oleander Business Park Project
<b>Document Type</b>	EIR - Draft EIR
<b>Received</b>	9/15/2020
<b>Project Applicant</b>	Sares Regis Group
<b>Present Land Use</b>	Zoning: Industrial Park (f-P)// General Plan: Business Park

**Document Description** The Oleander Business Park Project (Project) proposes construction and operation of approximately 710,736 square feet of warehouse/manufacturing uses within an approximately 93.85-acre site (gross), located within the Mead Valley area of Riverside County (County). As part of the Project, existing Parcel Map 5128 (Parcel Map Book [P.M.B.] 8/54) comprising 4 parcels, would be reconfigured via Riverside County Lot line Adjustment procedures. Parcel 1 (approximately 20.90 acres) would be developed with approximately 363,367 square feet of warehouse/manufacturing uses. Parcel 2 (approximately 19.59 acres) Would be developed with approximately 347,369 square feet of warehouse/manufacturing uses. Parcels 3 and 4, totaling approximately 53.36 acres would remain vacant.

**Contact Information** Tim Wheeler  
Riverside County Planning Department  
4080 Lemon Street, 12th Floor  
Riverside, CA 92501  
Phone : (951) 955-6060

SCH-1

## Location

<b>Cities</b>	Mead Valley
<b>Counties</b>	Riverside
<b>Cross Streets</b>	Nandina Avenue, Decker Road
<b>Total Acres</b>	93.85
<b>Parcel #</b>	295-310-012, 013, 014, 015
<b>State Highways</b>	I-215
<b>Airports</b>	March Air Reserve Base
<b>Schools</b>	Mutliple
<b>Township</b>	3S
<b>Range</b>	4W
<b>Section</b>	2
<b>Base</b>	SW

## Notice of Completion

**Review Period Start** 9/15/2020

**Review Period End** 10/30/2020

**Development Type** Industrial (710,736 Sq. Ft., 93.85 Acres)

**Local Action** Site Plan

**Project Issues** Air Quality Archaeologic-Historic Biological Resources Drainage/Absorption Flood Plain/Flooding  
 Geologic/Seismic Greenhouse Gas Emissions Noise Public Services Recreation/Parks Sewer Capacity  
 Soil Erosion/Compaction/Grading Solid Waste Toxic/Hazardous Traffic/Circulation Water Quality Water Supply  
 Growth Inducing Land Use Cumulative Effects

**Reviewing Agencies** California Air Resources Board California Department of Conservation  
 California Department of Fish and Wildlife, Inland Deserts Region 6  
 California Department of Forestry and Fire Protection California Department of Parks and Recreation  
 California Department of Resources Recycling and Recovery California Department of Transportation, District 8  
 California Department of Transportation, Division of Aeronautics California Department of Water Resources  
 California Governor's Office of Emergency Services California Highway Patrol  
 California Native American Heritage Commission California Natural Resources Agency  
 California Regional Water Quality Control Board, Santa Ana Region 8 California State Lands Commission  
 Department of Toxic Substances Control Office of Historic Preservation  
 State Water Resources Control Board, Division of Drinking Water  
 State Water Resources Control Board, Division of Water Quality

Attachments

Environmental Document

- AB52 Formal Notification PDF 270 K
- AB52 Formal Notification PDF 270 K
- AB52 Formal Notification\_Email PDF 204 K
- ALUC Conditional Approval PDF 5240 K
- ALUC Submittal Receipt PDF 461 K
- ALUC\_Application\_2019\_2\_28\_19\_1 PDF 528 K
- AQIA PDF 9092 K
- ARB PDF 1337 K
- Biological Report PDF 4332 K
- BUOW Survey PDF 5829 K
- Construction HRA PDF 1604 K
- Energy Consumption Estimates PDF 221 K
- Geotechnical Conditions of Approval PDF 794 K
- Geotechnical Investigation PDF 16032 K
- GHGA PDF 3767 K
- Jurisdictional Survey and Assessment PDF 2681 K
- Morongo AB 52 Response PDF 260 K
- MSHCP Consistency Analysis PDF 4537 K
- NAHC PDF 1708 K
- NOA PDF 1647 K
- Noise Impact Analysis PDF 6278 K
- Oleander Business Park\_IS\_May2019 PDF 1483 K
- Oleander\_DEIR\_091420 PDF 33535 K
- Operations HRA PDF 2070 K
- Pala AB 52 Response PDF 49 K
- Phase I ESA PDF 40501 K
- Prelim Hydrology Report PDF 74852 K
- Rincon AB 52 Response PDF 202 K
- SCH PDF 79 K
- Seismic Refraction Study PDF 8405 K
- Soboba Band AB 52 Response PDF 162 K
- Soboba Band AB 52 Response\_Email PDF 222 K
- SolarClare Analysis-Mead Valley SRG PDF 5920 K
- Stormwater Infiltration Study PDF 196 K
- Summary Form PDF 1120 K
- TIA PDF 10750 K
- TIA Appendices PDF 5158 K
- VMT Assessment PDF 674 K
- Water and Sewer Will-Serve Letter PDF 34 K
- WQMP PDF 17854 K
- WSA PDF 1895 K
- NOC** NOC PDF 3085 K

**Disclaimer:** The Governor's Office of Planning and Research (OPR) accepts no responsibility for the content or accessibility of these documents. To obtain an attachment in a different format, please contact the lead agency at the contact information listed above. You may also contact the OPR via email at [state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov) or via phone at (916) 445-0613. For more information, please visit OPR's Accessibility Site.

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH  
STATE CLEARINGHOUSE  
SCH No. 2019060002

**Response SCH-1**

State Clearinghouse receipt of the Oleander Business Park Project Draft EIR is acknowledged, as is the distribution of the Draft EIR to the listed State Agencies. The State-assigned Clearinghouse reference number (SCH No. 2019060002) and dates of the public review period for the Draft EIR (September 15 through October 30, 2020) are also acknowledged.

**From:** Claudia Manrique [mailto:claudiam@moval.org]  
**Sent:** Monday, November 2, 2020 8:21 AM  
**To:** Wheeler, Timothy <TWHEELER@RIVCO.ORG>  
**Cc:** Chris Ormsby <chriso@moval.org>  
**Subject:** RE: Draft EIR for the Oleander Business Park Project (CEQ190038).

**CAUTION:** This email originated externally from the **Riverside County** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Tim,

The City of Moreno Valley appreciates the opportunity to comment on the Draft EIR for the Oleander Business Park Project (CEQ190038). MV-1

On Page 4.5-11(Hazards/Hazardous Materials) under the Local - Riverside County Fire Department, Hazardous Materials Division Section, it states “the primary CUPA for the City of Moreno Valley is the County of Riverside Health Department, Environmental Health Division.” We believe it should state “the primary CUPA for the County of Riverside” and the correct CUPA is Riverside County Department of Environmental Health Hazardous Materials Branch, not the Environmental Health Division. MV-2

The City of Moreno Valley looks forward to working with the County of Riverside team as this project progresses through the environmental review process and prior to the public hearing. Please include the City on the mailing list regarding the EIR documents as well as for future notification of meetings and public hearings associated with the project. MV-3

Thank you again for the opportunity to provide comments on this project. Should you have any questions or concerns, please contact Chris Ormsby, Senior Planner at (951) 413-3229 or [chriso@moval.org](mailto:chriso@moval.org). MV-4

Sincerely,

**Claudia Manrique**  
**Associate Planner**  
**Community Development**  
**City of Moreno Valley**

p: 951.413.3225 | e: [claudiam@moval.org](mailto:claudiam@moval.org) W: [www.moval.org](http://www.moval.org)  
14177 Frederick St., Moreno Valley, CA 92553

City of Moreno Valley  
14177 Frederick Street  
Moreno Valley, CA 92553

Email Dated November 2, 2020

**Comment MV-1**

*The City of Moreno Valley appreciates the opportunity to comment on the Draft EIR for the Oleander Business Park Project (CEQ190038).*

**Response MV-1**

The County in turn appreciates the City of Moreno Valley's interest in and comments on the Draft EIR for the Oleander Business Park Project (CEQ190038). Findings and conclusions of the DEIR are not affected.

**Comment MV-2**

*On Page 4.5-11 (Hazards/Hazardous Materials) under the Local - Riverside County Fire Department, Hazardous Materials Division Section, it states "the primary CUPA for the City of Moreno Valley is the County of Riverside Health Department, Environmental Health Division." We believe it should state "the primary CUPA for the County of Riverside" and the correct CUPA is Riverside County Department of Environmental Health Hazardous Materials Branch, not the Environmental Health Division.*

**Response MV-2**

The DEIR at page 4.5-11 is corrected as follows:

~~The primary CUPA for the City of Moreno Valley is the County of Riverside Health Department, Environmental Health Division.~~ **The primary CUPA for the County of Riverside is the Riverside County Department of Environmental Health, Hazardous Materials Branch.**

Findings and conclusions of the DEIR are not affected.

**Comment MV-3**

*The City of Moreno Valley looks forward to working with the County of Riverside team as this project progresses through the environmental review process and prior to the public hearing. Please include the City on the mailing list regarding the EIR documents as well as for future notification of meetings and public hearings associated with the project.*

**Response MV-3**

The County will continue coordination with the City of Moreno Valley regarding review of the Project and the Project CEQA documentation. The City of Moreno Valley has been included on the County's mailing list and will be notified regarding the Project CEQA documentation and notification of meetings and public hearings associated with the Project. Findings and conclusions of the DEIR are not affected.

**Comment MV-4**

*Thank you again for the opportunity to provide comments on this project. Should you have any questions or concerns, please contact Chris Ormsby, Senior Planner at (951) 413-3229 or [chriso@moval.org](mailto:chriso@moval.org).*

**Response MV-4**

Again, the County appreciates the City of Moreno Valley's participation in review of the Project and the Project DEIR. Commentor contact information is noted. Findings and conclusions of the DEIR are not affected.

# Rincon Band of Luiseño Indians

## CULTURAL RESOURCES DEPARTMENT



One Government Center Lane | Valley Center | CA 92082  
(760) 749-1051 | Fax: (760) 749-8901 | rincon-nsn.gov

September 30, 2020

Sent via email: [twheeler@rivco.org](mailto:twheeler@rivco.org)  
Riverside County  
Planning Department  
Attn.: Tim Wheeler  
P.O. Box 1409  
Riverside, CA 92502-1409

Re: DEIR (CEQ190038) PPT190011- Oleander Business Park Project

Dear Mr. Wheeler,

This letter is written on behalf of the Rincon Band of Luiseño Indians (“Rincon Band” or “Band”), a federally recognized Indian Tribe and sovereign government. Thank you for providing us with the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the above referenced project. The identified location is within the Territory of the Luiseño people, and is also within Rincon’s specific area of Historic interest.

RIN-1

The Band has reviewed the provided documents and we have no further comments at this time. We do request that the Rincon Band be notified of any changes in project plans. In addition, we request a copy of the final monitoring report, when available. If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 297-2635.

RIN-2

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Cheryl Madrigal  
Tribal Historic Preservation Officer  
Cultural Resources Manager

Rincon Band of Luiseño Indians  
One Government Center Lane  
Valley Center, CA 92082

Letter Dated September 30, 2020

**Comment RIN-1**

*This letter is written on behalf of the Rincon Band of Luiseño Indians (“Rincon Band” or “Band”), a federally recognized Indian Tribe and sovereign government. Thank you for providing us with the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the above referenced project. The identified location is within the Territory of the Luiseño people, and is also within Rincon’s specific area of Historic interest.*

**Response RIN-1**

Federal recognition of the Rincon Band of Luiseño Indians (“Rincon Band” or “Band”) as an Indian Tribe and sovereign government is acknowledged. The Rincon Band receipt of the DEIR Notice of Availability (NOA) is acknowledged. Location of the Oleander Business Park Project (Project) within the Territory of the Luiseño people, and within Rincon’s specific area of Historic interest is acknowledged. Findings and conclusions of the DEIR are not affected.

**Comment RIN-2**

*The Band has reviewed the provided documents and we have no further comments at this time. We do request that the Rincon Band be notified of any changes in project plans. In addition, we request a copy of the final monitoring report, when available. If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 297-2635.*

*Thank you for the opportunity to protect and preserve our cultural assets.*

**Response RIN-2**

The Rincon Band will be notified of any substantive change in the Project plans. The Rincon Band will be provided a copy of the final monitoring report when available. Contact information for the Rincon Band is noted. Findings and conclusions of the DEIR are not affected. The County appreciates the Rincon Band's considered involvement in the Project CEQA review process.



October 16, 2020

VIA EMAIL

Tim Wheeler, Project Planner  
Riverside County Planning Department  
4080 Lemon St., 12th Floor  
Riverside, CA 92501  
[twheeler@rivco.org](mailto:twheeler@rivco.org)

**SUBJECT: COMMENTS ON OLEANDER BUSINESS PARK EIR (SCH NO. 2019060002)**

To whom it may concern:

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Oleander Business Park. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

EJA-1

### **1.0 Summary**

The project proposes the construction and operation of two buildings totaling 710,736 square feet on an approximately 93.85-acre site (gross), located within the Mead Valley area of Riverside County. Project Parcel 1 (approximately 20.90 acres), referred to as Building A, would be developed with approximately 363,367 square feet of warehouse/manufacturing uses. Project Parcel 2 (approximately 19.59 acres), referred to as Building B, would be developed with

EJA-2

approximately 347,369 square feet of warehouse/manufacturing uses. Project Parcels 3 and 4, totaling approximately 53.36 acres (gross) would remain vacant. For the purposes of the EIR analysis, 80% of the total building area is assumed to comprise warehouse uses (568,589 sf) and the remaining 20% is assumed to comprise manufacturing uses (142,147 sf). The Project is assumed to be operational 24 hours per day, 7 days per week. The Project preliminary grading concept and the analyses in this EIR assume a potential maximum 69,000 cubic yards of soil export. Blasting will be required during site preparation to remove bedrock and create suitable building pads.

EJA-2  
cont'd.

**1.7 Impacts Not Found to be Potentially Significant**

The EIR does not include a discussion of Population and Housing impacts but refers to the analysis in the Initial Study (IS). The IS concludes that the project would not result in significant population and housing impacts because “project-related employment demands would likely be filled by the existing Riverside County personnel pool.” The IS reaches this conclusion without providing an estimate of jobs created by the project, the number of available qualified workers in the project vicinity, the availability of housing within the project vicinity or any supporting quantified evidence. The IS utilizes uncertain and misleading language which does not provide any meaningful analysis of the project’s population and employment generation. In order to comply with CEQA’s requirements for meaningful disclosure, the EIR must be revised to provide an accurate estimate of employees generated by all uses of the proposed project. It must also provide demographic and geographic information on the location of qualified workers to fill these employment positions.

EJA-3

*Land Use and Planning*

The EIR does not include a discussion of Land Use and Planning impacts but refers to the analysis in the Initial Study (IS). The IS analysis is unreliable as it states that “properties located easterly and southerly of the site are zoned for light industrial (LI) uses. Properties located westerly adjacent to the site are zoned I-P,” while the County General Plan Map provided in the EIR as Figure 3.3-1 General Plan Land Use Designations depicts land to the south and west of the property designated as Rural Community - Very Low Density Residential.

EJA-4

The IS does not provide any consistency analysis of the proposed project with the policies of the General Plan or Mead Valley Area Plan. A revised EIR must be prepared which includes a complete analysis of all relevant, applicable policies in relation to the proposed project and the Riverside County General Plan and MVAP. This is vital as the General Plan includes policies to improve air quality and reduce vehicle trips.

The revised EIR must also provide consistency analysis of the project in relation to the SCAG RTP/SCS, which applies to the project site. This is especially vital as the project results in significant and unavoidable Air Quality and GHG emissions impacts. This results in the project inconsistency with RTP/SCS Goal 6 to protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).

EJA-4  
cont'd.

Additionally, the EIR analyzes 80% of the total building area is assumed to comprise warehouse uses (568,589 sf) and the remaining 20% is assumed to comprise manufacturing uses (142,147 sf). However, this is not included as any requirement of the project. The mix of uses analyzed in the EIR must be included as enforceable mitigation measure with oversight by the lead agency.

#### **4.1 Transportation**

The VMT assessment only analyzes VMT generated by project employees. It does not account for truck/trailer traffic accessing the site, which the Traffic Impact Analysis (TIA) concludes will be 49% of all daily trips (1,938 total passenger car equivalent trips (PCE), 948 of which are PCE truck trips). Additionally, the CalEEMod analysis utilizes the project trip generation to determine that the project will generate the following annual VMT:

##### Building A

Passenger cars 2,882,274 VMT

Trucks 2,740,541 VMT

##### Building B

Passenger cars 2,755,383 VMT

Trucks 2,619,886 VMT

##### Total Annual VMT

Passenger cars 5,637,657 VMT

Trucks 5,360,427 VMT

The EIR has not adequately analyzed the project's VMT impacts. The EIR has only accounted for half of the project's VMT while excluding the required truck trips associated with the nature of the business operation. The EIR must be revised to include the truck VMT for analysis and include a finding of significance. This is vital as the GHG analysis concludes that vehicular

EJA-5

traffic accounts for 75% of the project's GHG emissions, which does not further the broader goal of VMT reduction to decrease GHG emissions.

EJA-5  
cont'd.

#### 4.2 Air Quality

The CalEEMod output sheets do not accurately reflect the project as proposed in the EIR. The CalEEMod analysis only models 471 surface parking spaces while 601 parking spaces are provided onsite as depicted on the site plan; Section 1.2.7 describes a total of at least 580 parking spaces onsite. Surface parking lots are defined as individual land uses in the CalEEMod User Guide and must be entered accurately into the analysis.

EJA-6

Additionally, the Project Description states that the 710,736 sf warehouse buildings will not include cold storage. However, this is not included as an enforceable Mitigation Measure or project condition of approval. At least 50% of the proposed warehouse space must be modeled as refrigerated/cold storage to accurately and adequately analyze all significant environmental impacts. This is especially necessary because the I-P Zone permits food manufacturing requiring refrigeration (Ordinance No. 348 Section 10.1 (B)(1)(a)) and cold storage (Ordinance No. 348 Section 10.1 (B)(1)(g)) by right.

EJA-7

Section 9.52.020 of the Riverside County Code of Ordinances permits construction activity "within one-quarter of a mile from an inhabited dwelling between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May." Section 9.52.020 does not restrict construction on weekends or Federal Holidays. The EIR does not provide a "worst-case scenario" analysis of construction equipment emitting pollutants for the legal 12 hours per day, 7 days per week. The EIR provides a source for the CalEEMod default setting of 8 hours per day. It does not include substantive evidence or explanation for analysis of the proposed project utilizing the default settings when it is legally possible and probable for construction to occur for much longer hours (12 hours per day permitted while 8 hours per day analyzed) and an additional day (7 days per week permitted while 5 days per week analyzed) than modeled in the Air Quality Analysis. A revised EIR must be prepared with revised Air Quality modeling to account for these legally possible longer construction days and increased number of construction days. If shorter hours of construction are proposed, this must be included as an enforceable mitigation measure with field verification by an enforcement entity of the lead agency (CEQA § 21081.6 (b)).

EJA-8

The CalEEMod output sheets indicate that the vendor trip length is 6.90 miles for all phases of construction. The EIR does not provide information regarding where the construction materials are coming from or if they are all coming from the same location during all phases. The same is true for the worker trip length at 14.70 miles for all phases of construction. A revised EIR must be prepared which includes supporting evidence demonstrating the worker and vendor trip length to be utilized for analysis.

EJA-9

The EIR does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. This is especially significant as the surrounding community is highly burdened by pollution. According to CalEnviroScreen 3.0, CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed project's census tract (6065042010) ranks worse than 91% of the rest of the state overall. The surrounding community, including sensitive receptors such as residences to the south and west, bears the impact of multiple sources of pollution and is more polluted than average on every pollution indicator measured by CalEnviroScreen. For example, the project census tract has a higher burden of ozone than 98% of the state and more PM 2.5 than 93% of the state.

EJA-10

Further, the project's census tract is a diverse community including 75% Hispanic residents, which are especially vulnerable to the impacts of pollution. The community has a high rate of linguistic isolation, meaning 66% of households speak little to no English. The community has a high rate of low educational attainment, meaning 97% of the census tract over age 25 has not attained a high school diploma, which is an indication that they may lack health insurance or access to medical care. Additionally, the census tract contains 18% children under the age of 10 compared to 13% average children under the age of 10 in California. The negative impacts of environmental pollutants impacts the health of the census tract residents, including children, as demonstrated by the census tract ranking in the 57th percentile for asthma and the 87th percentile for cardiovascular issues. Long-term exposure to air pollution may also result in premature death for people with a previous heart attack<sup>1</sup>.

EJA-11

The Health Risk Assessment (Appendix C) does not model sensitive receptors in accordance with SCAQMD's Permit Application Package N<sup>2</sup> as the standard for residential, worker, and

EJA-12

<sup>1</sup> California Office of Environmental Health Hazard Assessment <https://oehha.ca.gov/calenviroscreen/indicator/cardiovascular-disease>

<sup>2</sup> SCAQMD Permit Application Package N <http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/attachmentn-v8-1.pdf?sfvrsn=4>

school child modeling analysis. For example, the detailed risk calculation during the construction phase for age 0-2 utilizes an exposure frequency of 250 days per year while Table 4.1E of Package N requires 350 days per year. Package N notes that fraction of time at home for ages 0 - 2 years shall be modeled as 1.0. The detailed risk calculations model this factor as 0.85, further reducing modeled exposure for this age bracket. The HRA is also misleading in that the detailed risk calculations only model a 70 year averaging time for exposure, which reduces the total incremental exposure instead of modeling a typical 30 year averaging scenario given in Package N. It must also be noted that there are no detailed risk calculations included for the construction modeling of the 0.25 - 0 age bracket, 2-16 age bracket, or 16-30/16-70 age brackets.

EJA-12  
cont'd.

Additionally, the HRA only models construction activity Monday through Friday, 8 hours per day, 7AM to 3PM. As noted above, construction is legally allowed to occur 12 hours per day, 7 days per week. The HRA must be revised to account for the legally allowed maximum hours of construction. The HRA also excludes from analysis the 10-acre off-site laydown and soils/import export area and improvement of associated roads, as illustrated by Figure 3 of the Biological Resources Appendix. These areas of construction are much closer to sensitive receptors to the east and south, and modeling distances must be revised accordingly.

EJA-13

The operational modeling does not provide a source for the data given in Table 2-4: Exposure Assumptions for Individual Cancer Risk (30 Year Residential). Table 2-4 lists the exposure factors that were utilized for calculation. However, these factors and the detailed risk calculation are not in accordance with the 2015 OEHHA Guidelines or SCAQMD Package N. For example, the operational modeling repeats similar methodological issues as the construction modeling. The -0.25-0 and 0-2 age brackets model fraction of time at home as 0.85 while 1.0 is required; the 2-16 age bracket models this factor as 0.72 while 1.0 is required. The detailed risk calculations were averaged over a 70 year period while the HRA presents information for 30 year modeling scenarios, which is misleading to the public and decision makers as a 70 year averaging time will result in lower incremental cancer risks. The risk calculations for operational mobile sources only analyzes the maximum incremental cancer risk attributable to diesel trucks even though the project proposes intensive passenger car use and related VMT.

EJA-14

The worker analysis does not include Package N's required weight adjustment factor (WAF) of 1.0 for project operations 24 hours a day, 7 days per week. Table 2-5: Exposure Assumptions for Individual Cancer Risk (25 Year Worker) is also misleading as the detailed risk calculations averaged exposure over a 70 year period instead of a 25 year period, which serves to skew exposure downward.

EJA-15

The EIR is not a reliable informational document and does not present meaningful evidence to support the conclusion that the project will result in less than significant health impacts to sensitive receptors. The EIR must be revised to include modeling for all residential age bins in Package N, including 0.25 - 0, 0-2, 2-16, and 16 - 70 for operations and construction analysis, and 25 year worker exposure with all scenarios reflecting Package N exposure factors in the detailed risk calculations for 30 year averaging time. Sensitive receptors must be modeled at their property lines and distance must be measured to the property line of the project site or the closest point of off-site construction instead of at the building envelope, which serves to skew exposure downward. The EIR must be revised to include all noted changes in modeling in order to be an adequate informational document and accurately analyze the incremental cancer risk attributable to the project.

EJA-15  
cont'd.

### 4.3 Greenhouse Gas Emissions

Appendix D concludes the project will generate 10,837.63 metric tons of CO<sub>2</sub>e annually, exceeding the County's threshold of 3,000 MTCO<sub>2</sub>e annually. Approximately 75% of the project GHG emissions would be generated by project vehicular sources. The EIR implements MM GHG-1 to "garner at least 100 points through application of the Screening Table Measures are determined to be consistent with the reduction quantities anticipated in the County's GHG Technical Report, and consequently would be consistent with the CAP Update." However, the Appendix also states that 100 points must be equivalent to a 49% reduction in GHG emissions. If 75% of the project's GHG emissions are attributed to vehicular sources, it is not possible to reduce GHG emissions by 49% through building design features (windows, low flow faucets, etc) and other items on the Screening Table Measures. The EIR must be revised to include a finding of significance because the project is inconsistent with the County of Riverside CAP.

EJA-16

### 4.4 Noise

Figure 4.4-3 Sensitive Receiver Locations indicates that sensitive receptors were modeled at the furthest existing building instead of at their property lines. This must be revised especially as the the residences on the east side of Day Street, west of the project site (R4), are approximately 650 feet from the project site and the closest sensitive receptors. R6 must also be modeled at the residence to the north, which is also only 650 feet from the project site. The EIR must be revised to include noise monitoring analysis for each sensitive receptor at their respective property lines closest to the project site in order to accurately and adequately analyze the potentially significant noise impacts on each sensitive receptor. This is vital as the EIR also uses these erroneous

EJA-17

distances to analyze operational, construction, and rock blasting noise impacts. The EIR also excludes from Noise analysis the 10-acre off-site laydown and soils/import export area and improvement of associated roads, as illustrated by Figure 3 of the Biological Resources Appendix. These areas of construction are much closer to sensitive receptors to the east and south, and modeling distances must be revised accordingly.

EJA-17  
cont'd.

#### **4.5 Hazards/Hazardous Materials**

The project site is located within March Air Reserve Base/Inland Port Airport (MARB) Compatibility Zone C2. The EIR references the Riverside County Airport Land Use Commission (RCALUC) review of the project and the project's required compliance with RCALUC conditions. However, the EIR does not address that the RCALUC reviewed the project as two buildings totaling 710,736 sf used entirely for manufacturing, except for 30,000 sf of office space<sup>3</sup>. The RCALUC has not analyzed the same project that is proposed in the EIR - two buildings totaling 710,736 sf, specifically 80% of the square footage to be used as warehouse and 20% to be used as manufacturing. The EIR must be revised to include a finding of significance as the specific project proposed in the EIR has not been reviewed by the RCALUC.

EJA-18

#### **Conclusion**

For the foregoing reasons, GSEJA believes the EIR is flawed and an amended EIR must be prepared for the proposed project and recirculated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

EJA-19

Sincerely,



Board of Directors  
Golden State Environmental Justice Alliance

<sup>3</sup> September 12, 2019 RCALUC Meeting Agenda - Item No. 3 [http://www.rcaluc.org/Portals/13/aluc\\_agenda\\_091219.pdf?ver=2019-08-27-112128-733](http://www.rcaluc.org/Portals/13/aluc_agenda_091219.pdf?ver=2019-08-27-112128-733)

Golden State Environmental Justice Alliance  
P. O. Box 79222  
Corona, CA 92877

Letter Dated October 16, 2020

**Comment EJA-1**

*Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Oleander Business Park. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.*

**Response EJA-1**

The Lead Agency acknowledges and appreciates the commentor's participation in the Project CEQA EIR review process. The Lead Agency has considered all submitted comments – responses to specific comments are provided subsequently.

Golden State Environmental Justice Alliance has been added to the Lead Agency's notification list for Project environmental documents, public notices, public hearings, and notices of determination. Communications regarding the Project and associated environmental documents, public notices, public hearings, and notices of determination will be sent to the address provided.

No revisions to the DEIR are required. Findings and conclusions of the DEIR are not affected.

## **Comment EJA-2**

### **1.0 Summary**

*The project proposes the construction and operation of two buildings totaling 710,736 square feet on an approximately 93.85-acre site (gross), located within the Mead Valley area of Riverside County. Project Parcel 1 (approximately 20.90 acres), referred to as Building A, would be developed with approximately 363,367 square feet of warehouse/manufacturing uses. Project Parcel 2 (approximately 19.59 acres), referred to as Building B, would be developed with approximately 347,369 square feet of warehouse/manufacturing uses. Project Parcels 3 and 4, totaling approximately 53.36 acres (gross) would remain vacant. For the purposes of the EIR analysis, 80% of the total building area is assumed to comprise warehouse uses (568,589 sf) and the remaining 20% is assumed to comprise manufacturing uses (142,147 sf). The Project is assumed to be operational 24 hours per day, 7 days per week. The Project preliminary grading concept and the analyses in this EIR assume a potential maximum 69,000 cubic yards of soil export. Blasting will be required during site preparation to remove bedrock and create suitable building pads.*

## **Response EJA-2**

Commentor description of the Project is materially correct. Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

## **Comment EJA-3**

### **1.7 Impacts Not Found to be Potentially Significant**

*The EIR does not include a discussion of Population and Housing impacts but refers to the analysis in the Initial Study (IS). The IS concludes that the project would not result in significant population and housing impacts because “project-related employment demands would likely be filled by the existing Riverside County personnel pool.” The IS reaches this conclusion without providing an estimate of jobs created by the project, the number of available qualified workers in the project vicinity, the availability of housing within the project vicinity or any supporting quantified evidence. The IS utilizes uncertain and misleading language which does not provide any meaningful analysis of the project’s population and employment generation. In order to comply with CEQA’s requirements for meaningful disclosure, the EIR must be revised to provide an accurate estimate of employees generated by all uses of the proposed project. It must also provide*

*demographic and geographic information on the location of qualified workers to fill these employment positions.*

### **Response EJA-3**

Commentor statements and conclusions are incorrect. Consistent with the *CEQA Guidelines* as adopted and implemented by the Lead Agency, the DEIR correctly evaluates whether the Project would result in potentially significant population and housing impacts. First the commentor assertion that the DEIR does not provide employment estimates is incorrect. Employment estimates are provided in conjunction with evaluation of the Project's potential transportation (Vehicle Miles Traveled, VMT) impacts. More specifically, the Project would generate an estimated 690 jobs (DEIR, p. 4.1-7).

In context, as of September 2020, the unemployment rate for Riverside County is estimated at 10.5 percent, or 114,200 unemployed persons.<sup>1</sup> The Project would generate 690 jobs, representing approximately 0.6 percent (0.006) of the total available labor pool. It is considered likely that there would be 690 qualified persons among the total available 114,200 unemployed persons. In terms of specific occupational opportunities, the County employment categories of "transportation and material moving," and "transportation storage and distribution managers," are expected to create an additional 40,870 and 710 jobs respectively (41,580 total jobs) over the period 2016 – 2026.<sup>2</sup> The projected 690 employment opportunities represent approximately 1.7 percent (0.017) of the total projected available employment opportunities in these employment sub categories. It is considered likely that there would be 690 qualified persons among the total projected 41,580 employment positions in the "transportation and material moving," and "transportation storage and distribution managers" job categories.

---

<sup>1</sup>See:

<https://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileOSResults.asp?selectedarea=Riverside+County&selectedindex=33&menuChoice=localareapro&state=true&geogArea=0604000065&countyName=&submit1=View+Local+Area+Profile>

<sup>2</sup> Op cit.

More importantly, the threshold question is not whether the Project would create additional jobs, but rather would employment created by the Project result in substantial additional growth, thereby resulting in significant environmental impacts. In this regard, the Project land uses are consistent with the Riverside County General Plan, and employment generated by the Project is consistent with and is anticipated under the County General Plan. This is noted in the Project DEIR: “Because the Project does not propose or require amendment of the General Plan Land Use Element, Project job creation would not exceed the General Plan employment forecasts for the subject site. Project employment and any associated growth are therefore reflected in the General Plan and impacts of such growth are considered and addressed in the General Plan EIR. Project job creation and associated growth would not result in impacts not already considered and addressed in the General Plan EIR” (DEIR, p. 5-73). The General Plan DEIR concludes that under near-term and long-term conditions development pursuant to the General Plan would not generate substantial growth (either directly or indirectly) that would result in potentially significant environmental impacts. Nor would development pursuant to the General Plan result in unmet housing demands (General Plan DEIR, pp. 4.3-16 - 4.3-18). Additionally, in a localized context, the encompassing Mead Valley Area Plan (MVAP) provides a variety of housing types that would be locally available to the Project employees (MVAP, pp. 32 – 44). A variety of housing types would be available to any employees that may relocate to the area. In this regard, as noted in the MVAP, “[housing] choices include entry level housing for first time buyers, apartments serving those not now in the buying market, seniors’ housing, and world class golf communities” (MVAP, p. 2).

As discussed in the DEIR, and further substantiated in the above Responses, the potential for the Project to result in adverse population/housing impacts is less-than-significant.

Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

**Comment EJA-4**

*Land Use and Planning*

*The EIR does not include a discussion of Land Use and Planning impacts but refers to the analysis in the Initial Study (IS). The IS analysis is unreliable as it states that “properties located easterly and southerly of the site are zoned for light industrial (LI) uses. Properties located westerly adjacent to the site are zoned I-P,” while the County General Plan Map provided in the EIR as Figure 3.3-1 General Plan Land Use Designations depicts land to the south and west of the property designated as Rural Community - Very Low Density Residential.*

*The IS does not provide any consistency analysis of the proposed project with the policies of the General Plan or Mead Valley Area Plan. A revised EIR must be prepared which includes a complete analysis of all relevant, applicable policies in relation to the proposed project and the Riverside County General Plan and MVAP. This is vital as the General Plan includes policies to improve air quality and reduce vehicle trips.*

*The revised EIR must also provide consistency analysis of the project in relation to the SCAG RTP/SCS, which applies to the project site. This is especially vital as the project results in significant and unavoidable Air Quality and GHG emissions impacts. This results in the project inconsistency with RTP/SCS Goal 6 to protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).*

*Additionally, the EIR analyzes 80% of the total building area is assumed to comprise warehouse uses (568,589 sf) and the remaining 20% is assumed to comprise manufacturing uses (142,147 sf). However, this is not included as any requirement of the project. The mix of uses analyzed in the EIR must be included as enforceable mitigation measure with oversight by the lead agency.*

**Response EJA-4**

The on-site land uses described in the Initial Study are accurate and reflect properties comprising the developed Project. Properties that are located directly adjacent to the Project areas that would be developed are also identified. The developed Project areas in context of the entire Project site is presented at DEIR Figure 3.1-1, following.

Land use designations for properties located adjacent to the Project site boundaries are presented at DEIR Table 3.3-1, excerpted below. General Plan Land Use and Zoning designations of area properties are presented at DEIR Figures 3.3-1 and 3.3-2, following. In all instances, the DEIR evaluates likely maximum impacts at adjacent land uses.

**Table 3.3-1  
Existing Land Use Designations**

	<b>General Plan Land Use Designation</b>	<b>MVAP Land Use Designation</b> (Overlay, Policy Area, Specific Plan Designation[s])	<b>Zoning Designation</b>
<b>Project Site</b>	<b>Business Park</b>	<b>Business Park</b> (Overlay: N/A; Policy Area(s): March Joint Air Reserve Influence Area; Mt. Palomar Nighttime Lighting Policy Area; Specific Plan: N/A)	<b>Industrial Park</b>
<b>North</b>	<b>Public Facilities</b>	<b>Public Facilities</b> (Overlay: N/A; Policy Area(s): March Joint Air Reserve Influence Area; Mt. Palomar Nighttime Lighting Policy Area; Specific Plan: N/A)	<b>Rural Residential</b>
<b>South</b>	<b>Light Industrial/ Rural Community- Very Low-Density Residential</b>	<b>Light Industrial/ Rural Community-Very Low-Density Residential</b> (Overlay: N/A; Policy Area(s): March Joint Air Reserve Influence Area; Mt. Palomar Nighttime Lighting Policy Area; Specific Plan: SP 341-Majestic Freeway Business Center Specific Plan)	<b>Industrial Park/ Light Agriculture</b>
<b>East</b>	<b>Light Industrial</b>	<b>Light Industrial</b> (Overlay: N/A; Policy Area(s): March Joint Air Reserve Influence Area; Mt. Palomar Nighttime Lighting Policy Area; Specific Plan: SP 341-Majestic Freeway Business Center Specific Plan)	<b>Industrial Park</b>
<b>West</b>	<b>Rural Community- Very Low-Density Residential</b>	<b>Rural Community-Very Low-Density Residential</b> (Overlay: N/A; Policy Area(s): March Joint Air Reserve Influence Area; Mt. Palomar Nighttime Lighting Policy Area; Specific Plan: N/A)	<b>Light Agriculture</b>

**Sources:** County of Riverside General Plan; Mead Valley Area Plan



NOT TO SCALE  
 Source: Google Earth; Applied Planning, Inc.

- Project Site Boundary
- Area of Development (Approximate)

Figure 3.1-1  
 Project Location/Vicinity Land Uses

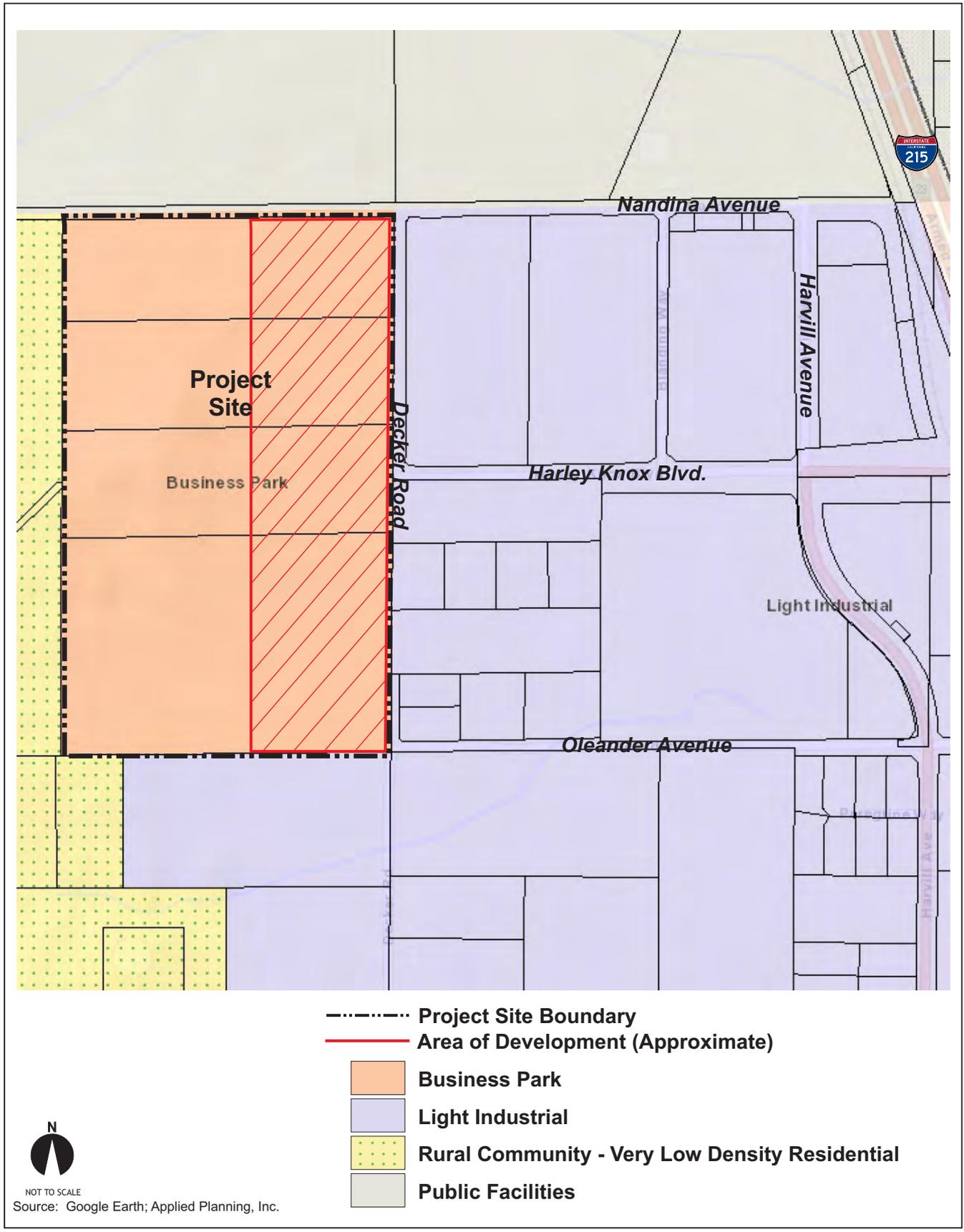


Figure 3.3-1  
 General Plan Land Use Designations

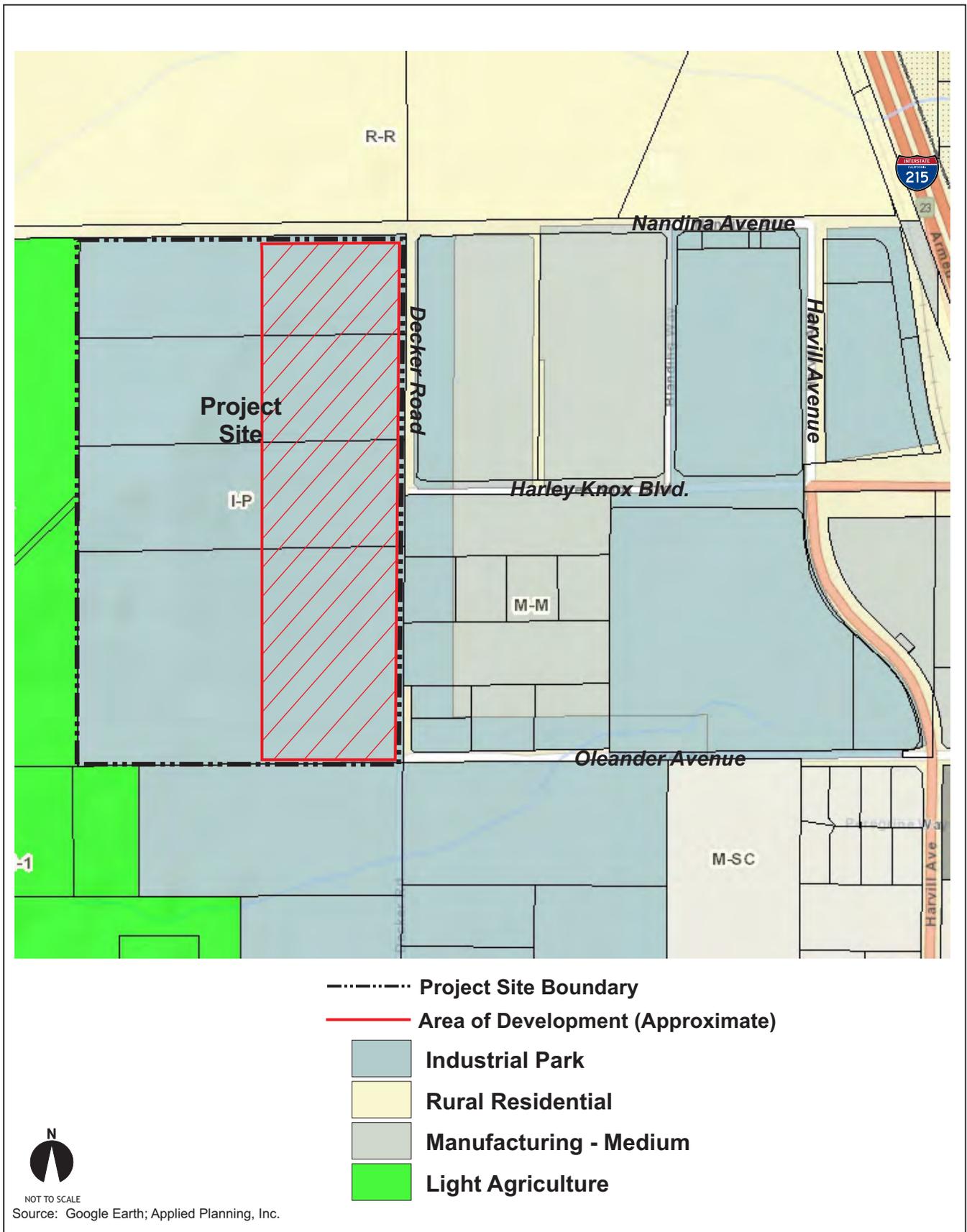


Figure 3.3-2  
Zoning Designations

Commentor remarks regarding the absence of policy discussions in the IS are noted. Policy consistency discussions appear throughout the DEIR, including discussions of applicable General Plan and MVAP policies. As initially discussed at DEIR Section 3.0 (excerpted below), the Project is consistent with land uses and development types allowed under the General Plan and the MVAP.

The existing General Plan Land Use designation and MVAP Land Use designation of the Project site is “Business Park” (BP). More specifically, per the General Plan and MVAP, the Business Park Land Use allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, clean industry and supporting retail uses. Allowed building intensity ranges from 0.25 to 0.6 FAR. The intent of the Business Park Land Use designation is to provide flexible opportunities for industrial uses and building types, ranging from a campus-like, multiple building setting to a single big box warehouse. Additionally, it is intended that the uses can include manufacturing, distribution, storage, and even support some commercial. The Project warehouse/manufacturing uses are encompassed within the range of uses provided for under the Business Park Land Use designation. The Project building intensity for Parcel 1 would be approximately 0.40 FAR. The Project building intensity for Parcel 2 would be approximately 0.41 FAR. The Project does not propose or require amendment of the County General Plan, amendment of the MVAP, or amendment of any MVAP Overlay, Policy Area, or Specific Plan. County General Plan documents including the General Plan Land Use Element and Mead Valley Area Plan can be accessed at: <https://planning.rctlma.org/Zoning-Information/General-Plan>. (DEIR, p. 3-4)

Additionally, within each Section, the DEIR summarizes applicable policies and standards and provides discussions of Project consistency with those standards and policies directed toward the reduction or minimization of environmental impacts. For

example, applicable transportation standards and policies and Project consistency is summarized at DEIR pp. 4.1-10, 4.1-11. Air quality standards and policies and Project consistency is summarized at DEIR pp. 4.2-27 – 4.2-72. GHG emissions standards and policies and Project consistency is summarized at DEIR pp. 4.3-14 – 4.3-47. Similarly, structured discussions appear throughout the DEIR.

Further, CEQA does not require or even suggest that every potential policy of every agency be evaluated when considering a given project. An inconsistency with a policy is not, in and of itself, a physical environmental impact. Such consistency discussions are only relevant in a DEIR to the extent that conflicts with such policies may result in potentially significant environmental impacts. The DEIR appropriately focuses on those policies and standards, conflicts with which would result in potentially significant environmental impacts. Analysis of the Project in the context of other unspecified General Plan and/or MVAP policies suggested by the commentor would not alter or affect the DEIR conclusions, and such an analysis is not a requirement pursuant to CEQA. Moreover, “CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the DEIR” (*CEQA Guidelines Section 15204. Focus of Review (a)*). The Lead Agency considers the Oleander Business Park Project DEIR to be adequate, complete, and represents a good faith effort at full disclosure.

The DEIR acknowledges and discloses that even with application of mitigation, the Project would result in significant and unavoidable air quality impacts, and significant and unavoidable GHG emissions impacts. For the benefit of the commentor, Project consistency with 2016 RTP/SCS Goal 6 is presented below.

<p><b>Goal 6:</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).</p>	<p><b>Consistent:</b> The Project implements mitigation measures that would reduce Air Quality and GHG emissions environmental impacts to the extent feasible. The Project would not result in any significant health impacts (air quality-related or</p>
---	---

	<p>other). The Project would accommodate and would not interfere with existing or planned bicycle facilities and improvements. The Project would provide pedestrian connection between the Project site and off-site pedestrian network.</p>
--	--

Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

Note further that RTPS/SCS Goals are regional aspirations established by SCAG. The Project air quality and GHG emissions impacts have been evaluated in the context of more stringent policies, standards, and thresholds established by and adopted by the Lead Agency.

The commentor correctly notes that the Project development concept evaluated in the DEIR comprises 80% warehouse uses (568,589 sf), and 20% manufacturing uses (142,147 sf). This is the Project development concept as proposed by the Applicant. The Project development concept is not a “mitigation measure” as is suggested by the commentor. As noted in the DEIR, “[s]hould future development proposals for the Project site differ substantively from the development concept analyzed herein, the Lead Agency, may require additional environmental analyses” (DEIR, p. 1-1). This would include any substantial difference in building configurations or building uses. The Lead Agency may impose Conditions of Approval further defining allowable development within the Project site.

Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

**Comment EJA-5**

**4.1 Transportation**

*The VMT assessment only analyzes VMT generated by project employees. It does not account for truck/trailer traffic accessing the site, which the Traffic Impact Analysis (TIA) concludes will be 49% of all daily trips (1,938 total passenger car equivalent trips (PCE), 948 of which are PCE*

truck trips). Additionally, the CalEEMod analysis utilizes the project trip generation to determine that the project will generate the following annual VMT:

Building A

Passenger cars 2,882,274 VMT Trucks 2,740,541 VMT

Building B

Passenger cars 2,755,383 VMT Trucks 2,619,886 VMT

Total Annual VMT

Passenger cars 5,637,657 VMT Trucks 5,360,427 VMT

*The EIR has not adequately analyzed the project's VMT impacts. The EIR has only accounted for half of the project's VMT while excluding the required truck trips associated with the nature of the business operation. The EIR must be revised to include the truck VMT for analysis and include a finding of significance. This is vital as the GHG analysis concludes that vehicular traffic accounts for 75% of the project's GHG emissions, which does not further the broader goal of VMT reduction to decrease GHG emissions.*

**Response EJA-5**

Commentor statements regarding the DEIR VMT analysis and analysis methodology are incorrect. Specifically, the DEIR VMT analysis complies with the County VMT analytic and modeling protocols, which in turn are based on and are consistent with the Governor's Office of Planning *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December of 2018) (Technical Advisory), and are consistent with applicable CEQA Guidelines VMT analysis standards and protocols. As presented at *CEQA Guidelines* Section 15064.3 (a) "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." "Here, the term 'automobile' refers to on-road passenger vehicles, specifically cars and light trucks" (Technical Advisory, p. 4). The DEIR appropriately models VMT impacts based on automobile traffic that would be generated by the Project.

The commentor conflates VMT analytic methodologies with air quality and GHG emissions impact analytic methodologies. As noted above, consistent with County and CEQA VMT analytic protocols, the DEIR VMT analysis correctly evaluates VMT impacts based on VMT generated by automobile trips. Consistent with SCAQMD requirements, all vehicle types and all VMT sources are evaluated in the DEIR air quality and GHG emissions impact analyses.

Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

#### **Comment EJA-6**

##### **4.2 Air Quality**

*The CalEEMod output sheets do not accurately reflect the project as proposed in the EIR. The CalEEMod analysis only models 471 surface parking spaces while 601 parking spaces are provided onsite as depicted on the site plan; Section 1.2.7 describes a total of at least 580 parking spaces onsite. Surface parking lots are defined as individual land uses in the CalEEMod User Guide and must be entered accurately into the analysis.*

#### **Response EJA-6**

The analysis presented in the Project AQIA reflects the then current iteration of the Project Development Concept. The 471 spaces noted in the AQIA are assumed to comprise an 11.41-acre asphalt surface parking lot. As finally developed, the 11.41-acre parking area may be configured in any variety parking space configurations, to include for example 471 spaces, 580 spaces, or 601 spaces. It is the area of parking/asphalt surface, not the number of parking spaces that drives the analysis. Typical ranges for surface parking lot configurations are 300 to 350 square feet per parking space, which includes the area required for the parking stalls and drive aisles. The 11.41 acres of parking area modeled in the Project AQIA could therefore accommodate approximately 1,420 – 1,889 parking spaces. It is not unusual for minor revisions to development concepts to occur as development proposals are refined. Air quality modeling of the Project with 471 parking spaces, 580 parking spaces, or 601 parking spaces yields distinction without difference and does not materially affect the AQIA findings or the DEIR significance conclusions.

As noted in the DEIR, “[s]hould future development proposals for the Project site differ substantively from the development concept analyzed herein, the Lead Agency, may require additional environmental analyses” (DEIR, p. 1-1). This would include any substantial difference in parking area assumptions. The Lead Agency may impose Conditions of Approval further defining allowable parking configuration within the Project site.

Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

**Comment EJA-7**

*Additionally, the Project Description states that the 710,736 sf warehouse buildings will not include cold storage. However, this is not included as an enforceable Mitigation Measure or project condition of approval. At least 50% of the proposed warehouse space must be modeled as refrigerated/cold storage to accurately and adequately analyze all significant environmental impacts. This is especially necessary because the I-P Zone permits food manufacturing requiring refrigeration (Ordinance No. 348 Section 10.1 (B)(1)(a)) and cold storage (Ordinance No. 348 Section 10.1 (B)(1)(g)) by right.*

**Response EJA-7**

The Project Description is accurate as presented in the DEIR. The exclusion of cold storage as presented in the Project Description is not a “mitigation measure.” Rather, it is one of many defining characteristics of the Project. There is no requirement to “model 50% of the proposed warehouse space as refrigerated/cold storage” as is erroneously offered by the commentor. Further, as noted in the DEIR, “[s]hould future development proposals for the Project site differ substantively from the development concept analyzed herein, the Lead Agency, may require additional environmental analyses” (DEIR, p. 1-1). The Lead Agency may impose Conditions of Approval further defining allowable uses and occupancies within the Project site. Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

**Comment EJA-8**

*Section 9.52.020 of the Riverside County Code of Ordinances permits construction activity “within one-quarter of a mile from an inhabited dwelling between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May.” Section 9.52.020 does not restrict construction on weekends or Federal Holidays. The EIR does not provide a “worst-case scenario” analysis of construction equipment emitting pollutants for the legal 12 hours per day, 7 days per week. The EIR provides a source for the CalEEMod default setting of 8 hours per day. It does not include substantive evidence or explanation for analysis of the proposed project utilizing the default settings when it is legally possible and probable for construction to occur for much longer hours (12 hours per day permitted while 8 hours per day analyzed) and an additional day (7 days per week permitted while 5 days per week analyzed) than modeled in the Air Quality Analysis. A revised EIR must be prepared with revised Air Quality modeling to account for these legally possible longer construction days and increased number of construction days. If shorter hours of construction are proposed, this must be included as an enforceable mitigation measure with field verification by an enforcement entity of the lead agency (CEQA § 21081.6 (b)).*

**Response EJA-8**

The commentor incorrectly asserts that the DEIR fails to provide a “worst-case” analysis of construction-source emissions because it does not assume that construction would occur for 12 hours per day, as allowed by the County’s Ordinance. Note that the difference between construction hours allowed pursuant to the County’s Ordinance, and the assumptions made regarding hours of construction for purposes of analysis is acknowledged and substantiated in the Project Air Quality Impact Analysis (AQIA) provided at DEIR Appendix C (see: AQIA, p. 43).

The commentor is correct that the County of Riverside Ordinance 9.52.020 permits construction between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. However, the commentor is incorrect that the Draft EIR must consider a 12-hour workday simply because the County allows construction to occur for 12 hours on a particular day. An 8-hour workday is a reasonable assumption for

construction activity on a daily basis; this represents approximately two-thirds of the period during which construction activities are allowed pursuant to the County's Ordinance and is a recognized typical workday by SCAQMD. Merely stating that the County's noise ordinance would allow more construction than 8 hours in a day is not definitive that construction would actually occur beyond a typical 8-hour work day. SCAQMD's Fact Sheet for Applying CalEEMod to localized significance thresholds (LSTs) is based on the maximum area a given piece of equipment can pass over in an 8-hour workday, as noted in the AQIA and summarized at DEIR Section 4.2. As shown in AQIA Table 3-3, Estimated Construction Equipment Fleet, it is assumed that each piece of anticipated construction equipment will operate for 8 hours per day which, in reality, overestimates construction emissions. For example, during grading operations, equipment would not continuously operate for an 8-hour period but there would instead be breaks for construction workers. In fact, most pieces of equipment would likely operate for fewer hours per day than indicated in the DEIR. For further substantiation that 8 hours of construction equipment use per day is a reasonable assumption, CalEEMod, which was developed by several air districts in California, including the SCAQMD which is the authority responsible for bringing the South Coast Air Basin's (SCAB) air quality into attainment with federal and State standards, includes a default assumption of 8 hours of construction activity. The 8 hours of construction equipment activity assumed in CalEEMod is based on a construction survey conducted by the SCAQMD and referenced at CalEEMod Appendix E, *Technical Source Documentation*<sup>3</sup>. As such, use of the 8-hour construction day for equipment use is reasonable, consistent with industry-standard practice, and supports uniform CEQA review for all development projects based on the CalEEMod default value. Therefore, the air quality analysis is considered appropriate and accurate. It is unnecessary and inaccurate to analyze a 12-hour construction workday. Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

---

<sup>3</sup> California Air Pollution Control Officers Association (CAPCOAO). 2017 (October). California Emissions Estimator Model, Appendix E, Technical Source Documentation. Prepared by BREEZE Software, A Division of Trinity Consultants, Dallas, Texas, in collaboration with South Coast Air Quality Management District and the California Air Districts.

**Comment EJA-9**

*The CalEEMod output sheets indicate that the vendor trip length is 6.90 miles for all phases of construction. The EIR does not provide information regarding where the construction materials are coming from or if they are all coming from the same location during all phases. The same is true for the worker trip length at 14.70 miles for all phases of construction. A revised EIR must be prepared which includes supporting evidence demonstrating the worker and vendor trip length to be utilized for analysis.*

**Response EJA-9**

The commentor states that the CalEEMod output sheets indicate that the average vendor trip length is 6.90 miles, and that average worker trip length is 14.70 miles and requests supporting evidence.

As shown in the CalEEMod output sheets, the vendor trip lengths and worker trip lengths are the default values provided by CalEEMod and have not been modified. As stated at CalEEMod Appendix A: *Calculation Details for CalEEMod*, page 14, “The default trip length for workers is based on the location [home-work] H-W trip length. The default trip length for vendors is the [commercial-nonwork] C-NW trip length. The hauling trip length is set at 20 miles.” The CalEEMod trip lengths are based on SCAQMD surveys. Therefore, based on the location of the Project, CalEEMod has determined that a vendor trip length of 6.90 miles and a worker trip length of 14.70 miles is most appropriate. Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

**Comment EJA-10**

*The EIR does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. This is especially significant as the surrounding community is highly burdened by pollution. According to CalEnviroScreen 3.0, CalEPA’s screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed project’s census tract (6065042010) ranks worse than 91% of the rest of the state overall. The surrounding community, including sensitive receptors such as residences to the south and west, bears the impact of multiple sources of pollution and is*

*more polluted than average on every pollution indicator measured by CalEnviroScreen. For example, the project census tract has a higher burden of ozone than 98% of the state and more PM 2.5 than 93% of the state.*

**Response EJA-10**

CEQA does not refer specifically to the topic of environmental justice nor does CEQA establish specific thresholds of significance for environmental justice. CEQA focuses primarily on identifying and disclosing potential significant impacts to the physical environment. The Project's significant impacts on the environment (regional air quality impacts, GHG emissions impacts) are regional/global in nature. The Project would not result in any significant localized air pollution impacts (DEIR, pp. 4.2-57 - 4.2-70). There are no environmental justice populations (limited English proficiency [LEP], low-income, minority, elderly, etc.) that would be disproportionately impacted by any of the Project significant impacts.

Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

**Comment EJA-11**

*Further, the project's census tract is a diverse community including 75% Hispanic residents, which are especially vulnerable to the impacts of pollution. The community has a high rate of linguistic isolation, meaning 66% of households speak little to no English. The community has a high rate of low educational attainment, meaning 97% of the census tract over age 25 has not attained a high school diploma, which is an indication that they may lack health insurance or access to medical care. Additionally, the census tract contains 18% children under the age of 10 compared to 13% average children under the age of 10 in California. The negative impacts of environmental pollutants impacts the health of the census tract residents, including children, as demonstrated by the census tract ranking in the 57th percentile for asthma and the 87th percentile for cardiovascular issues. Long-term exposure to air pollution may also result in premature death for people with a previous heart attack.*

### **Response EJA-11**

Commentor demographic statistics are assumed to be accurate. The commentor infers that the Project would result in potentially significant air quality health impacts. This is not the case. The DEIR substantiates that the Project would not result in any potentially significant air quality health impacts affecting any area populations, including but not limited to the demographic profiles noted by the commentor (DEIR, pp. 4.2-57 - 4.2-70). Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

### **Comment EJA-12**

*The Health Risk Assessment (Appendix C) does not model sensitive receptors in accordance with SCAQMD's Permit Application Package N as the standard for residential, worker, and school child modeling analysis. For example, the detailed risk calculation during the construction phase for age 0-2 utilizes an exposure frequency of 250 days per year while Table 4.1E of Package N requires 350 days per year. Package N notes that fraction of time at home for ages 0 – 2 years shall be modeled as 1.0. The detailed risk calculations model this factor as 0.85, further reducing modeled exposure for this age bracket. The HRA is also misleading in that the detailed risk calculations only model a 70 year averaging time for exposure, which reduces the total incremental exposure instead of modeling a typical 30 year averaging scenario given in Package N. It must also be noted that there are no detailed risk calculations included for the construction modeling of the 0.25 - 0 age bracket, 2 – 16 age bracket, or 16 – 30/16 – 70 age brackets.*

### **Response EJA-12**

The commentor incorrectly states that the risk calculations during the construction phase for age 0 – 2 understate the number of days per year that should have been used. The construction HRA utilizes a 250 days per year exposure scenario. This is appropriate and accurate due to the fact that construction activity is not expected to occur 350 days per year. In fact, construction activity is commensurate with typical worker-days per year. The 250 days per year is appropriate since this represents the typical number of days of construction activity that would occur per year (5 days per week x 50 weeks per year). The commentor is also incorrect that a 30-year averaging time should have been used – the commentor is conflating the exposure duration with the averaging time. The

averaging time for DPM-related risk estimates is 70 years, as recommended by the SCAQMD and OEHHA.<sup>4</sup> As such, use of 250-day exposure period is reasonable, consistent with industry-standard practice, and provides an accurate representation of the potential physical environmental impacts of the Project as required by CEQA. Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

**Comment EJA-13**

*Additionally, the HRA only models construction activity Monday through Friday, 8 hours per day, 7AM to 3PM. As noted above, construction is legally allowed to occur 12 hours per day, 7 days per week. The HRA must be revised to account for the legally allowed maximum hours of construction. The HRA also excludes from analysis the 10-acre off-site laydown and soils/ import export area and improvement of associated roads, as illustrated by Figure 3 of the Biological Resources Appendix. These areas of construction are much closer to sensitive receptors to the east and south, and modeling distances must be revised accordingly.*

**Response EJA-13**

Construction-source emissions have been accurately and appropriately modeled and estimated. Please refer to Response EJA-8 for greater detail related to the 8-hour assumed workday.

**Comment EJA-14**

*The operational modeling does not provide a source for the data given in Table 2-4: Exposure Assumptions for Individual Cancer Risk (30 Year Residential). Table 2-4 lists the exposure factors that were utilized for calculation. However, these factors and the detailed risk calculation are not in accordance with the 2015 OEHHA Guidelines or SCAQMD Package N. For example, the operational modeling repeats similar methodological issues as the construction modeling. The 0.25 - 0 and 0 - 2 age brackets model fraction of time at home as 0.85 while 1.0 is required; the 2 - 16 age bracket models this factor as 0.72 while 1.0 is required. The detailed risk calculations were averaged over a 70 year period while the HRA presents information for 30 year modeling scenarios,*

---

<sup>4</sup> See Air Toxics Hot Spots Program Guidance Manual (February 2015, see Pages 5-44, 5-48, 5-54, 5-57).

*which is misleading to the public and decision makers as a 70 year averaging time will result in lower incremental cancer risks. The risk calculations for operational mobile sources only analyzes the maximum incremental cancer risk attributable to diesel trucks even though the project proposes intensive passenger car use and related VMT.*

#### **Response EJA-14**

The commentor questions the operational exposure assumptions utilized in the Operational HRA. The commentor is correct that the Operational HRA utilizes fraction of time at home (FAH) of 0.85 for 0.25 - 0 and 0 - 2 age brackets, and a factor of 0.72 for the 2 - 16 age bracket. The commentor is incorrect that the SCAQMD's Package N guidelines are required to be followed. The Operational Health Risk Assessment (HRA) and DEIR utilize the appropriate fraction of time at home factors, as identified in the California Air Resources Board (CARB) Hotspots Analysis and Reporting Program (HARP) Risk Assessment User's Guide (see: Users Guide, p. 42). Lastly, contrary to the commentor's assertion, the same FAH's are recommended by Office of Environmental Health Hazard Assessment (OEHHA) in their February 2015 Air Toxics Hot Spots Program Guidance Manual (see: Guidance Manual, p. 8-5). Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

#### **Comment EJA-15**

*The worker analysis does not include Package N's required weight adjustment factor (WAF) of 1.0 for project operations 24 hours a day, 7 days per week. Table 2-5: Exposure Assumptions for Individual Cancer Risk (25 Year Worker) is also misleading as the detailed risk calculations averaged exposure over a 70 year period instead of a 25 year period, which serves to skew exposure downward.*

*The EIR is not a reliable informational document and does not present meaningful evidence to support the conclusion that the project will result in less than significant health impacts to sensitive receptors. The EIR must be revised to include modeling for all residential age bins in Package N, including 0.25 - 0, 0 - 2, 2 - 16, and 16 - 70 for operations and construction analysis, and 25 year worker exposure with all scenarios reflecting Package N exposure factors in the detailed risk calculations for 30 year averaging time. Sensitive receptors must be modeled at their*

*property lines and distance must be measured to the property line of the project site or the closest point of off-site construction instead of at the building envelope, which serves to skew exposure downward. The EIR must be revised to include all noted changes in modeling in order to be an adequate informational document and accurately analyze the incremental cancer risk attributable to the project.*

### **Response EJA-15**

The commentor is also incorrect that a 25-year averaging time should have been used – the commentor is conflating the exposure duration with the averaging time. The averaging time for Diesel Particulate Matter (DPM)-related risk estimates is 70 years, as recommended by the SCAQMD and OEHHA. Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

### **Comment EJA-16**

#### **4.3 Greenhouse Gas Emissions**

*Appendix D concludes the project will generate 10,837.63 metric tons of CO<sub>2</sub>e annually, exceeding the County's threshold of 3,000 MTCO<sub>2</sub>e annually. Approximately 75% of the project GHG emissions would be generated by project vehicular sources. The DEIR implements MM GHG-1 to "garner at least 100 points through application of the Screening Table Measures are determined to be consistent with the reduction quantities anticipated in the County's GHG Technical Report, and consequently would be consistent with the CAP Update." However, the Appendix also states that 100 points must be equivalent to a 49% reduction in GHG emissions. If 75% of the project's GHG emissions are attributed to vehicular sources, it is not possible to reduce GHG emissions by 49% through building design features (windows, low flow faucets, etc) and other items on the Screening Table Measures. The EIR must be revised to include a finding of significance because the project is inconsistent with the County of Riverside CAP.*

### **Response EJA-16**

The commentor asserts that since the Project exceeds 3,000 MTCO<sub>2</sub>e annually, that even though the Project garners at least 100 points, that the Project is not consistent with the CAP since the commentor claims that the 100 points must achieve a 49% reduction in GHG emissions. The commentor claims this is not possible since 75% of the Project's GHG

emissions are from mobile sources. The commentor is incorrect, achieving 100 points does not necessitate or require a project to reduce project-specific GHG emissions by 49%. The 49% reduction is an overall target for the County as a whole. The CAP Update specifically states that projects that achieve a minimum of 100 points are consistent with the CAP. In fact, the CAP Update specifically states: “Regardless of size, each project needs to garner 100 points to demonstrate consistency with the CAP Update” (CAP Update, p. D-1). The DEIR correctly concludes that the Project is consistent with the CAP. Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

### **Comment EJA-17**

#### **4.4 Noise**

*Figure 4.4-3 Sensitive Receiver Locations indicates that sensitive receptors were modeled at the furthest existing building instead of at their property lines. This must be revised especially as the residences on the east side of Day Street, west of the project site (R4), are approximately 650 feet from the project site and the closest sensitive receptors. R6 must also be modeled at the residence to the north, which is also only 650 feet from the project site. The EIR must be revised to include noise monitoring analysis for each sensitive receptor at their respective property lines closest to the project site in order to accurately and adequately analyze the potentially significant noise impacts on each sensitive receptor. This is vital as the EIR also uses these erroneous distances to analyze operational, construction, and rock blasting noise impacts. The EIR also excludes from Noise analysis the 10-acre off-site laydown and soils/import export area and improvement of associated roads, as illustrated by Figure 3 of the Biological Resources Appendix. These areas of construction are much closer to sensitive receptors to the east and south, and modeling distances must be revised accordingly.*

### **Response EJA-17**

Commentor statements and assertions regarding modeling of noise impacts at sensitive receptors, and noise impacts generally are incorrect. The noise sensitive receiver locations are correctly placed within the areas of frequent human use. Since noise-sensitive land use is generally limited to the private outdoor living areas, it is unlikely that humans will be frequently occupying the areas abutting their property lines. This approach is

consistent with the County of Riverside General Plan Noise Policy N 14.9 that limits exterior noise mitigation on residential parcels of 1 acre or greater to 600 feet of exterior space. Policy N 14.9 recognizes that the noise sensitive areas are limited to the private outdoor living area for large lot “ranch style” residential land uses. The commentor provides no support for why the approach taken within the DEIR is inaccurate or why modeling at the property boundaries is required under CEQA.

The DEIR correctly describes the distances for all receiver locations including R6. The comment suggests that R6 must also be modeled at the residence to the north. However, a review of the study area photos included in the Project Noise Impact Analysis (DEIR Appendix E) shows that this structure is abandoned and therefore is not a sensitive receiver location (Noise Impact Analysis, Appendix 5.1, Receptor L6 – South).

The DEIR includes a comprehensive analysis of typical construction noise level impacts for the various stages of the Project. The Noise Impact Analysis presents an analysis of the typical Project related construction noise levels impacts based on the expected construction noise source activity common with the land use. However, the off-site improvement activities are not expected to overlap and will likely be less intensive as the peak activity at the Project site (e.g., grading). Moreover, even at the potential limits of Project construction activities associated with off-site road improvements, and assuming maximum potential generated construction-source noise, the maximum received noise levels at the nearest sensitive receiver would be 61.5 dBA Leq at 400 feet, would not exceed the applicable 65 dBA threshold, and would therefore be less-than-significant. As such, impacts associated with off-site improvement activities would not exceed the thresholds identified for Project-related construction activities and would be less-than-significant.

Note further, Section 9.52.020 of the County’s Noise Ordinance indicates that noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May.

## **Comment EJA-18**

### **4.5 Hazards/Hazardous Materials**

*The project site is located within March Air Reserve Base/Inland Port Airport (MARB) Compatibility Zone C2. The EIR references the Riverside County Airport Land Use Commission (RCALUC) review of the project and the project's required compliance with RCALUC conditions. However, the EIR does not address that the RCALUC reviewed the project as two buildings totaling 710,736 sf used entirely for manufacturing, except for 30,000 sf of office space. The RCALUC has not analyzed the same project that is proposed in the EIR - two buildings totaling 710,736 sf, specifically 80% of the square footage to be used as warehouse and 20% to be used as manufacturing. The EIR must be revised to include a finding of significance as the specific project proposed in the EIR has not been reviewed by the RCALUC.*

## **Response EJA-18**

The commentor inaccurately represents ALUC review and determinations regarding the Project. As stated in the September 19, 2019 ALUC Airport Land Use Commission (ALUC) Development Review correspondence:

On September 12, 2019, the Riverside County Airport Land Use Commission (ALUC) found Riverside County Case No. PPT190011 (Plot Plan), a proposal to *construct two industrial manufacturing buildings with a combined total floor area (including mezzanines) of 710,736 square feet (with 30,000 square feet of rooftop solar panels on each building)* [emphasis added] on 35.76 acres located northerly of Oleander Avenue, westerly of Decker Road, southerly of Nandina Avenue, and easterly of Day Street in the unincorporated community of Mead Valley, **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions.

The ALUC correspondence does not refer to the reviewed Project as comprising “two buildings totaling 710,736 sf used entirely for manufacturing except for 30,000 sf of office space” as erroneously stated by the commentor. Final designs of the Project and Project occupancies would be subject to County and ALUC review. The Project would be

required to comply with all ALUC conditions outlined in the above-referenced September 12, 2019 ALUC correspondence. Project compliance with all County and ALUC requirements and conditions is a prerequisite to issuance of any Project development permits, thereby precluding any conflicts with the ALUCP or any significant airport/ALUCP-related hazards. Further, as noted in the DEIR, “[s]hould future development proposals for the Project site differ substantively from the development concept analyzed herein, the Lead Agency, may require additional environmental analyses” (DEIR, p. 1-1). The commentor provides no evidence that the Project would somehow result in or cause any significant airport/ALUCP-related hazards. Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

### **Comment EJA-19**

#### ***Conclusions***

*For the foregoing reasons, GSEJA believes the EIR is flawed and an amended EIR must be prepared for the proposed project and recirculated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.*

### **Response EJA-19**

As substantiated in the DEIR and further supported by the Responses presented here, the DEIR is not “flawed” and the County disagrees with that assertion and characterization from GSEJA. An amended DEIR is not required as the DEIR provides an accurate, reasoned, and exhaustive analysis of all of the potential physical environmental impacts that may occur due to the Project. Recirculation of the DEIR is not required. Golden State Environmental Justice Alliance has been added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. All communications will be sent to the address provided. Findings and conclusions of the DEIR are not affected. No revisions to the DEIR are required.



5 October 2020

Riverside County Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
PO Box 1409  
Riverside, CA 92502-1409  
Attn: Tim Wheeler, Project Planner

**Re: Oleander Business Project DEIR (SCH #2019060002)**

Dear Tim,

I am writing today on behalf of the Inland Empire Biking Alliance, a local nonprofit dedicated to advocating to improve the conditions in the Inland Empire region for people from all rolls of life who are looking to get about on two wheels. This letter is in response to the Draft Environmental Impact Report for the Oleander Business Project (“Project”) which has been proposed there in the county. After reviewing the included documents, the following comments are being offered.

BA-1

The primary concern is that what is planned will not be adequate for use by bicyclists. Both Caltrans<sup>1</sup> and the Federal Highway Administration<sup>2</sup> have provided guidance on the appropriate bicycle facility for a corridor based on the speed and volume of motor traffic. The County standards for the design for Nandina Avenue, Oleander Avenue, and Decker Road does not meet the recommendations which in turn, presents at a minimum, a missed opportunity to construct those features right the first time around. Additionally, although the VMT analysis determined that this project did not require any additional mitigation, providing low-stress bicycle facilities as the standards set forth would still be beneficial for this specific project by reducing VMT.

BA-2

The second concern is for the safety impacts of the intersections of Decker Road with Nandina Ave. and Oleander Ave. As described in the Traffic Impact Analysis, the intersections were evaluated for traffic signals and the analysis was presented in Appendix 7.2. However, nowhere is there any mention of analysis for construction of roundabouts. This is concerning because the safety benefits of roundabouts over most other intersection types has been established in several studies on the topic<sup>3,4,5</sup>.

BA-3

<sup>1</sup> Flournoy, M. (2020). *Contextual Guidance for the Selection of Bicycle Facilities*. Retrieved from <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/planning-contextual-guidance-memo-03-11-20-a11y.pdf>.

<sup>2</sup> Schultheiss, B., Goodman, D., Blackburn, L., Wood, A., Reed, D., & Elbech, M., (2019). *Bikeway Selection Guide* (FHWA-SA-18-077). Federal Highway Administration: Washington, DC. Retrieved from [https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf).

<sup>3</sup> Robinson, B., Rodegerdts, L., Scarborough, W., Kittelson, W., Troutbeck, R., Brilon, W., Bondzio, L., Courage, K., Kyte, M., Mason, J., Flannery, A., Myers, E., Bunker, J., & G. Jacquemart (2000). *Roundabouts: An informational Guide* (FHWA-RD-00-067). McLean, VA: Federal Highway Administration.

<sup>4</sup> Rodegerdts, L., Blogg, M., Wemple, E., Myers, E., Kyte, M., Dixon, M., List, G., Flannery, A., Troutbeck, R., Brilon, W., Wu, N., Persaud, B., Lyon, C., Harkey, D., & D. Carter (2007). *Roundabouts in the United States*. Washington, DC: Transportation Research Board.



Thus, though the signal warrants were not met at this time, it seems inevitable based on the County standards, that at some point in the future, the intersections would at the point where they in fact do meet those warrants and be subject to the installation of signals. As detailed in the reports referenced above, the safety deficit of signalized intersections as compared to roundabouts is substantial, so improvements which would lead to their eventual construction would in fact constitute the inclusion of known hazards of design and constitute a significant impact under CEQA.

BA-4

There is no need to wait until people become KSI before seeking to remedy the dangerous situation, particularly when it could just not be constructed in a dangerous fashion in the first place. While roundabout conversions of existing intersections can be significantly priced, the intersections in question here would require construction of most, if not all, of their area. That means that construction of roundabouts from the very beginning would be much more cost-effective by avoiding the need to convert the intersections at a later date.

BA-5

Finally, a relatively minor detail in comparison, but the County needs to ensure that the bike parking standards used by the Project are reasonable and provide safe facilities for people to use who might arrive at the Project location by bicycle. We would recommend that the Association of Pedestrian and Bicycle Professionals guide on the subject be used for this Project and adopted for all projects going forward. Doing so will mean that biking remains a realistic option for future employees and visitors.

BA-6

In summary, there are three major concerns with this Project that we have regarding the potential impact to those who travel by bicycle. The primary concern is that the County standards are not updated and that the road sections which would be constructed are not appropriate given the speed and volume which they are designed to accommodate and facilitate. Second, the lack of roundabouts at intersections which would be newly built is problematic because not using them represents a safety hazard that is easy to avoid by just building roundabouts. And finally, we would like to make sure that after people arrive to the location by bike, that they are able to return to their bike still safely secured due to adequate bike parking being provided.

BA-7

Thank you for your time and attention to the concerns with this project. If there are any additional questions, please do not hesitate to reach out to have them addressed.

Sincerely,

Marven E. Norman, Executive Director

<sup>5</sup> Rodegerdts, L., Bansen, J., Tiesler, C., Knudsen, J., Myers, E., Johnson, M., Moule, M., Persaud, B., Lyon, C., Hallmark, S., Isebrands, H., Crown, R. B., Guichet, B., & A. O'Brien (2010). *Roundabouts: An Informational Guide, Second Edition*. Washington, DC: Transportation Research Board.

Inland Empire Biking Alliance  
P.O. Box 9266  
Redlands, CA 92375

Letter Dated October 5, 2020

**Comment BA-1**

*I am writing today on behalf of the Inland Empire Biking Alliance, a local nonprofit dedicated to advocating to improve the conditions in the Inland Empire region for people from all rolls of life who are looking to get about on two wheels. This letter is in response to the Draft Environmental Impact Report for the Oleander Business Project (“Project”) which has been proposed there in the county. After reviewing the included documents, the following comments are being offered.*

**Response BA-1**

Commentor representation of the Inland Empire Biking Alliance is acknowledged. Responses to Inland Empire Biking Alliance comments are provided herein. Results and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

**Comment BA-2**

*The primary concern is that what is planned will not be adequate for use by bicyclists. Both Caltrans and the Federal Highway Administration have provided guidance on the appropriate bicycle facility for a corridor based on the speed and volume of motor traffic. The County standards for the design for Nandina Avenue, Oleander Avenue, and Decker Road does not meet the recommendations which in turn, presents at a minimum, a missed opportunity to construct those features right the first time around. Additionally, although the VMT analysis determined that this project did not require any additional mitigation, providing low-stress bicycle facilities as the standards set forth would still be beneficial for this specific project by reducing VMT.*

**Response BA-2**

Commentor concerns regarding County bicycle facility design standards are noted. The Applicant has no control over County design standards.

Note that the Caltrans *Contextual Guidance for Preferred Bicycle Facilities* (Caltrans Guidance) identifies that, for suburban main streets with daily volumes less than 2,500 vehicles per day (VPD) and posted vehicle speeds between 35 and 45 miles per hour, the preferred bicycle facility classification is Class II or IV. Under all scenarios evaluated in the Project Traffic Impact Analysis (TIA), traffic volumes along the Project site Oleander Avenue, Decker Avenue, and Nandina Avenue frontages would not exceed 2,500 VPD (TIA Exhibits 4-3, 5-1, 6-1, 7-1). Per the Caltrans Guidance, Class II or IV bicycle facilities are preferred. The Project would construct bikeway system facilities along its frontage consistent with applicable County of Riverside Standards and Project Conditions of Approval.

It is also noted that the Caltrans Guidance states that “the contextual guidance chart is intended to help identify the preferred bicycle facility for users of all ages and abilities based on project location and context. It does not replace engineering judgement or design standards.” The County has determined that in the context of the Project and its surroundings, the bike system improvements identified in the *County of Riverside Trails and Bikeway System* (February 2018) are appropriate.

As stated by the commentor, Project VMT impacts would be less-than-significant. CEQA does not require mitigation for impacts that are determined to be less-than-significant. The County would evaluate the potential for provisions of enhanced bicycle facilities in conjunction with review of the Project development plans.

Results and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

**Comment BA-3**

*The second concern is for the safety impacts of the intersections of Decker Road with Nandina Avenue and Oleander Avenue. As described in the Traffic Impact Analysis, the intersections were evaluated for traffic signals and the analysis was presented in Appendix 7.2. However, nowhere is there any mention of analysis for construction of roundabouts. This is concerning because the safety benefits of roundabouts over most other intersection types has been established in several studies on the topic.*

### **Response BA-3**

The commentor speculates without substantiation that the Project traffic improvements would somehow result in potentially significant traffic hazards. This is not the case. All Project circulation system improvements including, but not limited to, intersection designs would conform to County standards and applicable provisions of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) acting to preclude potential design safety concerns.

Commentor-suggested “roundabout” designs are not feasible in the context of the Project and would conflict with County designs and County circulation system plans for the area. In this regard, Nandina Avenue and Decker Road are classified as Secondary Highways, and Harley Knox Boulevard is classified as a Major. Secondary and Major Highways include 4 lanes. A multilane roundabout would be required for these roadway classifications. Since these roadways are partially constructed as required by the County, sufficient right-of-way does not exist to accommodate a multilane roundabout and such a configuration is not feasible and would conflict with County design standards and ultimate circulation system designs for the area. Appropriate traffic control would be constructed as required by the County to ensure safe and orderly movement of traffic in this area. Results and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

### **Comment BA-4**

*Thus, though the signal warrants were not met at this time, it seems inevitable based on the County standards, that at some point in the future, the intersections would at the point where they in fact do meet those warrants and be subject to the installation of signals. As detailed in the reports referenced above, the safety deficit of signalized intersections as compared to roundabouts is substantial, so improvements which would lead to their eventual construction would in fact constitute the inclusion of known hazards of design and constitute a significant impact under CEQA.*

**Response BA-4**

As discussed at Response BA-3, sufficient right-of-way does not exist to accommodate a multilane roundabout, is not feasible, and would conflict with County design standards and ultimate circulation system designs for the area. Appropriate traffic control would be constructed as required by the County to ensure safe and orderly movement of traffic in this area. Results and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

**Comment BA-5**

*There is no need to wait until people become KSI before seeking to remedy the dangerous situation, particularly when it could just not be constructed in a dangerous fashion in the first place. While roundabout conversions of existing intersections can be significantly priced, the intersections in question here would require construction of most, if not all, of their area. That means that construction of roundabouts from the very beginning would be much more cost-effective by avoiding the need to convert the intersections at a later date.*

**Response BA-5**

Please refer to Responses BA-3, BA-4. Results and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

**Comment BA-6**

*Finally, a relatively minor detail in comparison, but the County needs to ensure that the bike parking standards used by the Project are reasonable and provide safe facilities for people to use who might arrive at the Project location by bicycle. We would recommend that the Association of Pedestrian and Bicycle Professionals guide on the subject be used for this Project and adopted for all projects going forward. Doing so will mean that biking remains a realistic option for future employees and visitors.*

**Response BA-6**

Commentor recommendations regarding County bicycle amenities and bikeway system improvements standards are recognized. The Project would construct on-site bike amenities and frontage bikeway/trail system consistent with applicable County of

Riverside standards and as required by the Project Conditions of Approval. Results and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

**Comment BA-7**

*In summary, there are three major concerns with this Project that we have regarding the potential impact to those who travel by bicycle. The primary concern is that the County standards are not updated and that the road sections which would be constructed are not appropriate given the speed and volume which they are designed to accommodate and facilitate. Second, the lack of roundabouts at intersections which would be newly built is problematic because not using them represents a safety hazard that is easy to avoid by just building roundabouts. And finally, we would like to make sure that after people arrive to the location by bike, that they are able to return to their bike still safely secured due to adequate bike parking being provided.*

*Thank you for your time and attention to the concerns with this project. If there are any additional questions, please do not hesitate to reach out to have them addressed.*

**Response BA-7**

As discussed in the previous responses:

- The required improvements will be implemented in accordance with County design standards. The County standards as applied in the context of the Project and its surroundings are considered appropriate.
- The commentor offers no evidence that the Project circulation system/intersection improvements would somehow result in potentially significant traffic hazards. To the contrary, all Project circulation system improvements including, but not limited to, intersection designs would conform to County standards and applicable provisions of the MUTCD acting to preclude potential design safety concerns. Construction of roundabouts is not feasible and would conflict with County circulation system plans and design standards.

- The Project would implement on-site bicycle amenities and would construct site-adjacent bikeway/trail system improvements consistent with County standards and Project Conditions of Approval. The County would evaluate the potential for provision of enhanced bicycle amenities in conjunction with final plan review processes.

Commentor participation in the Project and CEQA review process is appreciated.

Results and conclusions of the DEIR are not affected. No revisions to the DEIR are required.

## **4.0 MITIGATION MONITORING PROGRAM**

## 4.0 MITIGATION MONITORING PROGRAM

---

### 4.1 INTRODUCTION

To ensure that the mitigation measures contained in this EIR are properly implemented, a mitigation monitoring program has been developed pursuant to state law. This Mitigation Monitoring Program (MMP) identifies measures incorporated in the Project which reduce its potential environmental effects; the entities responsible for implementation and monitoring of mitigation measures; and timing for implementation of mitigation measures. As described in *CEQA Guidelines* §15097, this MMP employs both reporting on, and monitoring of, Project mitigation measures.

The objectives of the MMP are to:

- Assign responsibility for, and further proper implementation of mitigation measures;
- Assign responsibility for, and provide for monitoring and reporting of compliance with mitigation measures;
- Provide the mechanism to identify areas of noncompliance and need for enforcement action before irreversible environmental damage occurs.

Mitigation monitoring and reporting procedures incorporated in the Project are presented in the following Section 4.2. Specific mitigation measures incorporated in the Project, mitigation timing, and implementation and reporting/monitoring responsibilities are presented within this Section in Table 4.2-1.

## 4.2 MITIGATION MONITORING AND REPORTING

### **Mitigation Monitoring and Responsibilities**

As the Lead Agency, the County of Riverside is responsible for ensuring full compliance with the mitigation measures adopted for the proposed Project. The County will monitor and report on all mitigation activities. Mitigation measures shall be implemented at different stages of development throughout the Project area. In this regard, the responsibilities for implementation have been assigned to the Lead and Responsible Agencies, Applicant, Contractors, On-Site Monitors, or combinations thereof.

If during the course of Project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the County shall be immediately informed, and the County shall then inform any affected responsible agencies. The County, in conjunction with any affected responsible agencies, shall then determine if modification to the Project is required and/or whether alternative mitigation is appropriate.

**Table 4.2-1: Mitigation Monitoring Reporting Program**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the County prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Section / MM No.	Mitigation Measure	Method of Verification	Timing of Verification	Implementation Entity	Monitoring Agency	Date of Completion/ Initials
<b>4.2 Air Quality</b>						
4.2.1	Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the County shall conduct a site inspection to ensure that the signs are in place.	Posting of signs and sign content verified prior to issuance of Certificate of Occupancy (CO).	Prior to issuance of Certificate of Occupancy (CO).	Applicant.	County Planning Department; County Building & Safety Department.	
4.2.2	Prior to tenant occupancy, the Project Applicant or successor in interest shall provide documentation to the County demonstrating that occupants/tenants have been provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.	Verification provided to County that information regarding incentives for using cleaner-than-required engines and equipment has been provided to tenant(s) prior to tenant(s) occupancy.	Documentation provided prior to tenant(s) occupancy.	Applicant or successor in interest.	County Planning Department; County Building & Safety Department.	

**Table 4.2-1: Mitigation Monitoring Reporting Program**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the County prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Section / MM No.	Mitigation Measure	Method of Verification	Timing of Verification	Implementation Entity	Monitoring Agency	Date of Completion/ Initials
4.2.3	As agreed to by the Project Applicant and Lead Agency, final designs of the Project buildings shall include electrical infrastructure sufficiently sized to accommodate potential installation of additional auto and truck EV charging stations.	County Planning Department and County Building & Safety Department review of plans.	Plans verified prior to issuance of Building Permits. Implemented electrical infrastructure verified prior to issuance of Certificate of Occupancy.	Applicant.	County Planning Department; County Building & Safety Department.	
4.2.4	As agreed to by the Applicant and Lead Agency, final Project designs shall provide for installation of conduits in tractor trailer parking areas, for the purpose of accommodating the installation of EV truck charging stations.	County Planning Department and Building & Safety Department review of plans.	Plans verified prior to issuance of Building Permits. Implemented conduits verified prior to issuance of Certificate of Occupancy.	Applicant.	County Planning Department; County Building & Safety Department.	
<b>4.3 Greenhouse Gases</b>						
4.3.1	The Project shall implement Screening Table Measures providing for a minimum 100 points per the County Screening Tables. The County shall verify incorporation of the identified Screening Table Measures within the Project building plans and site designs prior to the issuance of building permit(s) and/or site plans (as applicable). The County shall verify implementation of the identified Screening Table Measures prior to the issuance of Certificate(s) of Occupancy.	County Planning Department and Building & Safety Department review of plans.	Plans reviewed prior to issuance of building permits. Implemented CAP Update Screening Table Measures verified prior to issuance of Certificate of Occupancy.	Applicant.	County Planning Department; County Building & Safety Department.	

**Table 4.2-1: Mitigation Monitoring Reporting Program**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the County prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Section / MM No.	Mitigation Measure	Method of Verification	Timing of Verification	Implementation Entity	Monitoring Agency	Date of Completion/ Initials
4.3.2	The Project shall comply with CAP Update Measure R2-CE1. CAP Update Measure R2-CE1 requires that the Project provide onsite renewable energy production generation comprising at least 20% of the Project energy demand. The County shall verify implementation of CAP Update Measure R2-CE1 within the Project building plans and site designs prior to the issuance of building permit(s) and/or site plans (as applicable). The County shall verify implementation of CAP Update Measure R2-CE1 prior to the issuance of Certificate(s) of Occupancy.	County Planning Department and Building & Safety Department review of plans.	Plans reviewed prior to issuance of building permits. Implemented CAP Update Measure R2-CE1 verified prior to issuance of Certificate of Occupancy.	Applicant.	County Planning Department; County Building & Safety Department.	
<b>4.9 Biological Resources</b>						
4.9.1	Limits of the Project site shall be clearly marked by stakes or other means to ensure that off-site areas are not disturbed by Project construction activities.	On-site verification by Contractor(s), Project Biologist.	On-going during site disturbing activities.	Contractor(s), Project Biologist.	County Building & Safety Department, County EPD.	
4.9.2	A biological monitor shall be on-site during all ground disturbance activities, and shall halt any such activities if, in his or her professional opinion, such activities will result in the take of a protected species.	On-site verification by Contractor(s), Project Biologist.	On-going during site disturbing activities.	Contractor(s), Project Biologist.	County Building & Safety Department, County EPD.	

**Table 4.2-1: Mitigation Monitoring Reporting Program**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the County prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Section / MM No.	Mitigation Measure	Method of Verification	Timing of Verification	Implementation Entity	Monitoring Agency	Date of Completion/ Initials
4.9.3	General Avoidance/Protection of Burrowing Owls: No more than 72 hours prior to any site disturbances, a pre-construction survey for the burrowing owl shall be conducted. If absence of this species is confirmed, Project work can proceed.	Survey results submitted to County EPD no more than 72 hours prior to any site disturbing activities.	Survey results reviewed within 72 hours of site disturbing activities.	Contractor(s), Project Biologist.	County Building & Safety Department, County EPD.	
4.9.4	Protection of Observed Owl(s). One burrowing owl was observed during focused April 2020 springtime surveys. This owl was observed at the location indicated at EIR Figure 4.9-1. If this owl is still present at the time construction activities are initiated along Harley Knox Boulevard, a sound barrier/wall shall be installed along the edge of the work area along Harley Knox Boulevard. The sound barrier/wall shall be a minimum of 10 feet in height, and a minimum of 200 feet in length. The barrier/wall shall be located adjacent to the Harley Knox Boulevard right-of-way southerly edge and shall be roughly centered opposite the primary burrow (B1, as indicated at EIR Figure 4.9-1). The barrier/wall shall be composed of hay bales, plywood or similar materials or combinations of materials. The sound barrier/wall shall be installed prior to start of construction and remain in place until construction is completed in the vicinity of the owl. Should the owl relocate closer to Decker Road, or another project location, a sound barrier/wall shall be installed adjacent to the potentially affected	Field verification of burrowing owl protection measures (if any required).	Field verification of burrowing owl protection measures (if any required) prior to initiation of construction activities with the Harley Knox Blvd. right-of-way adjacent to any occupied burrows.	Contractor(s), Project Biologist.	County Building & Safety Department, County EPD.	

**Table 4.2-1: Mitigation Monitoring Reporting Program**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the County prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Section / MM No.	Mitigation Measure	Method of Verification	Timing of Verification	Implementation Entity	Monitoring Agency	Date of Completion/ Initials
	location. The owl shall be monitored during construction activity to ensure no impacts occur to the owl.					
4.9.5	Avoidance of Nesting Migratory Birds: If possible, all vegetation removal activities shall be scheduled from August 1 to February 1, which is outside the general avian nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. If vegetation is to be cleared during the nesting season, all suitable habitat will be thoroughly surveyed within 72 hours prior to clearing for the presence of nesting birds by a qualified biologist (Project Biologist). The Project Biologist shall be approved by the County and retained by the Applicant. The survey results shall be submitted by the Project Applicant to the County Planning Department. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 300-foot buffer, with the final buffer distance to be determined by the Project Biologist. The buffer area shall be avoided until, as determined by the Project Biologist, the nesting cycle is complete or it is concluded that the nest has failed. In addition, the Project Biologist shall be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.	Provision of any required clearance survey(s) to County Building & Safety Department, County EPD.	Prior to issuance of the first grading permit; on-going during ground disturbing activities.	Applicant, Project Biologist.	County Building & Safety Department, County EPD.	

**Table 4.2-1: Mitigation Monitoring Reporting Program**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the County prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Section / MM No.	Mitigation Measure	Method of Verification	Timing of Verification	Implementation Entity	Monitoring Agency	Date of Completion/ Initials
<b>4.10 Cultural Resources/Tribal Cultural Resources</b>						
4.10.1	<p>Prior To Grading Permit Issuance: CULTURAL SENSITIVITY TRAINING</p> <p>The Project Archaeologist and a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all Construction Personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the Project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.</p>	Evidence provided to the County Planning Department that Cultural Sensitivity Training has been completed.	Prior to issuance of first grading permit.	Contractor(s), Project Archaeologist	County Planning Department and County Archaeologist.	
4.10.2	<p>Prior To Grading Permit Issuance: FEATURE RELOCATION</p> <p>Site(s) 33-011076, 33-011075, 33-017077, 33-017075, 33-017076 and portions of 33-017098, 33-017078, 33-017080 cannot be avoided through Project redesign. Prior to grading permit</p>	Field verification and documentation of required feature(s) relocation.	Prior to issuance of first grading permit.	Contractor(s), Project Archaeologist.	County Planning Department and County Archaeologist.	

**Table 4.2-1: Mitigation Monitoring Reporting Program**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the County prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Section / MM No.	Mitigation Measure	Method of Verification	Timing of Verification	Implementation Entity	Monitoring Agency	Date of Completion/ Initials
	<p>issuance, the Project Supervisor and Project Archaeologist shall meet onsite to determine the strategy for relocating the milling features to a permanent open space area predetermined and designated on a confidential map. Before construction activities are allowed to start and using professional archaeological methods, any visible artifacts shall be recovered and recorded, photo documentation of each feature in situ shall occur. The current Department of Parks and Recreation forms for the sites shall be updated, detailing which features were relocated, the process through which this was done, and updated maps using sub meter GIS technology to document the new location of each feature. The relocation information shall be included in the Phase IV Monitoring Report.</p>					
4.10.3	<p>Prior To Grading Permit Issuance: NATIVE AMERICAN MONITOR</p> <p>Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the Project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to</p>	<p>Verify agreement between Applicant and consulting tribe(s) for engagement of Native American Monitor(s).</p>	<p>Prior to issuance of first grading permit.</p> <p>Native American Monitor(s) to be on-site during all initial ground-disturbing activities.</p>	<p>Contractor(s), Project Archaeologist.</p>	<p>County Planning Department and County Archaeologist.</p>	

**Table 4.2-1: Mitigation Monitoring Reporting Program**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the County prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Section / MM No.	Mitigation Measure	Method of Verification	Timing of Verification	Implementation Entity	Monitoring Agency	Date of Completion/ Initials
	temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.					
4.10.4	<p>Prior To Grading Permit Issuance: PROJECT ARCHAEOLOGIST</p> <p>Prior to issuance of grading permits, the applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A CRMP shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this Project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided</p>	Evidence provided County that a County-certified professional Project Archaeologist has been contracted to implement a Cultural Resource Monitoring Program (CRMP). CRMP submitted to County for review and approval.	Prior to issuance of first grading permit.	Contractor(s), Project Archaeologist.	County Planning Department and County Archaeologist.	

**Table 4.2-1: Mitigation Monitoring Reporting Program**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the County prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Section / MM No.	Mitigation Measure	Method of Verification	Timing of Verification	Implementation Entity	Monitoring Agency	Date of Completion/ Initials
	<p>to the County Archaeologist to ensure compliance with this condition of approval.</p> <p>Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.</p>					
4.10.5	<p>Prior to Ground Disturbing activities: TEMPORARY FENCING</p> <p>Prior to ground disturbance, temporary fencing shall be required for the protection of cultural sites 33-005368, 33-005367, 33-005373, 33-017081, 33-017179, 33-005380, 33-017099 and portions of 33-017098, 33-017078, 33-017080 and 33-028891. Prior to commencement of grading or brushing, the Project Archaeologist shall identify the site boundaries and determine an adequate buffer for protection of the site(s). Upon approval of buffers, the applicant shall direct the installation of fencing under the supervision of the project</p>	Field verification of required temporary fencing.	Prior to ground disturbing activities.	Contractor(s), Project Archaeologist.	County Planning Department and County Archaeologist.	

**Table 4.2-1: Mitigation Monitoring Reporting Program**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the County prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Section / MM No.	Mitigation Measure	Method of Verification	Timing of Verification	Implementation Entity	Monitoring Agency	Date of Completion/ Initials
	archaeologist. The fencing can be removed only after grading operations have been completed.					
4.10.6	<p>Prior To Grading Final Inspection: ARTIFACT DISPOSITION</p> <p>Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all tribal cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.</p> <ul style="list-style-type: none"> <li>• Historic Resources - all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines.</li> <li>• Prehistoric Resources - One of the following treatments shall be applied.</li> </ul> <p>a. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no</p>	Disposition of cultural resources per MM 4.10.6 to be completed by Contractor(s), Project Archaeologist and verified by County.	Prior To Grading Final Inspection	Contractor(s), Project Archaeologist.	County Planning Department and County Archaeologist.	

**Table 4.2-1: Mitigation Monitoring Reporting Program**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the County prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Section / MM No.	Mitigation Measure	Method of Verification	Timing of Verification	Implementation Entity	Monitoring Agency	Date of Completion/ Initials
	<p>development affecting the integrity of the resources.</p> <p>b. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.</p> <p>c. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological</p>					

**Table 4.2-1: Mitigation Monitoring Reporting Program**

**General Note:** To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the County prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Section / MM No.	Mitigation Measure	Method of Verification	Timing of Verification	Implementation Entity	Monitoring Agency	Date of Completion/ Initials
	materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.					
4.10.7	<p>Prior To Grading Final Inspection: PHASE IV MONITORING REPORT</p> <p>Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department’s requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.</p>	Phase IV Monitoring Report subject to review and approval by the County.	Prior To Grading Final Inspection	Project Archaeologist.	County Planning Department and County Archaeologist.	