

**HARVILL TRAILER YARD DEVELOPMENT  
AT HARVILL AVENUE AND ORANGE AVENUE  
CEQ210034**

***Prepared for:***



The County of Riverside  
4080 Lemon Street  
Riverside, CA 92501

Contact: Deborah Bradford, Planner

***Applicant:***

Lake Creek Industrial, LLC  
1302 Brittany Cross Road  
Santa Ana, CA 92705

***Prepared By:***



**SAGECREST**  
PLANNING + ENVIRONMENTAL

27128 Paseo Espada, Suite 1524  
San Juan Capistrano, CA 92675  
(714) 783-1863

Contact: Christine Saunders, Director, Environmental Services

August 8, 2022

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## APPENDICES

<b>Appendix</b>	<b>Document Title</b>
A	Air Quality, Global Climate Change, HRA, and Energy Impact Analysis, dated January 19, 2022 and prepared by Ganddini (Ganddini 2022a)
B1	MSHCP Consistency Analysis dated October 2021 and prepared by Noreas Inc. (Noreas 2021a)
B2	Burrowing Owl Survey dated October 2021 and prepared by Noreas Inc. (Noreas 2021b)
C1	Phase I Cultural Resources Assessment Report, dated July 2021 and prepared by Cogstone Resource Management (Cogstone 2021a)
C2	Paleontological Resources Assessment Report, dated July 2021 and prepared by Cogstone Resource Management (Cogstone 2021b)
C3	County of Riverside Memo Archaeological Report, dated July 8, 2021, and prepared by Riverside County Planning Division
D1	Geotechnical Investigation, dated January 12, 2021 and prepared by Southern California Geotechnical (Southern California Geotechnical 20201a)
D2	Infiltration Testing, dated January 12, 2021 and prepared by Southern California Geotechnical (Southern California Geotechnical 20201b)
E	Phase I Environmental Site Assessment Report, dated January 25, 2021 and prepared by Partner Engineering and Science (Partner Engineering and Science 2021a)
F	Preliminary Hydrology Study, dated November 1, 2021 and prepared by Land Development Design Company (Land Development Design Company 2021a)
G	Project Specific Water Quality Management Plan, dated November 1, 2021 and prepared by Land Development Design Company (Land Development Design Company 2021b)
H1	Noise Impact Analysis, dated January 19, 2022 and prepared by Ganddini (Ganddini 2022b)
H2	Airport Land Use Commission (ALUC) Development Review, June 10, 2021 and prepared by Riverside County Airport Land Use Commission
I1	Focused Traffic Analysis, dated January 13, 2022 and prepared by Ganddini (Ganddini 2022c)
I2	Vehicle Miles Traveled Screening Assessment, dated January 13, 2022 and prepared by Ganddini (Ganddini 2022d)
J	Eastern Municipal Water District (EMWD) Will Serve Letter, dated April 13, 2021
K	Mitigation Monitoring and Reporting Program

## ACRONYMS & ABBREVIATIONS

<b>Acronyms/Abbreviation</b>	<b>Definition</b>
ADT	average daily traffic
afy	acre feet per year
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ASTs	above ground storage tanks
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
cfs	cubic feet per second
CGS	California Geologic Survey
CHSC	California Health and Safety Code
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Value
CO	carbon monoxide
County	Riverside County
CRPR	California Rare Plant Rank
CWA	Clean Water Act
dB	Decibel
dBA	A-weighted decibels
DIF	Development Impact Fee
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
GPA	General Plan Amendment
gpd	gallons per day
HCM	Highway Capacity Manual
ICU	Intersection Capacity Utilization
IS	Initial Study
LDMF	Local Development Mitigation Fee
Ldn	Day-night average noise level
Leq	Equivalent sound level
LBP	lead-based paint
LOS	level of service
LSTs	Localized Significant Thresholds
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day

<b>Acronyms/Abbreviation</b>	<b>Definition</b>
MLD	most likely descendent
MND	Mitigated Negative Declaration
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
MSL	mean sea level
MTCO <sub>2e</sub>	million metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
NO <sub>2</sub>	nitrogen dioxide
NPDES	National Pollution Discharge Elimination System
OSHA	Occupational Safety and Health Administration
PM <sub>2.5</sub>	fine particulate matter
PM <sub>10</sub>	Respirable particulate matter
ppm	parts per million
PPV	peak particle velocity
RCFD	Riverside County Fire Department
RCSD	Riverside County Sheriff's Department
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RUSD	Riverside Unified School District
RWQCB	Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SF	square feet
SLF	Sacred Lands File
SO <sub>2</sub>	sulfur dioxide
SOI	Sphere of Influence
SR-91	State Route 91
SWCRB	State Water Resources Control Board
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
TMDLs	total maximum daily loads
TWC	Time Warner Cable
USTs	underground storage tanks
UWMP	Urban Water Management Plan
V/C	volume-to-capacity
VOC	volatile organic compound
WoUS	Waters of the United States

# COUNTY OF RIVERSIDE

## ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

**Environmental Assessment (CEQ / EA) Number:** CEQ210034  
**Project Case Type (s) and Number(s):** PPT210021  
**Lead Agency Name:** County of Riverside Planning Department  
**Address:** 4080 Lemon Street 12<sup>th</sup> Floor, Riverside, CA  
92501  
**Contact Person:** Deborah Bradford, Planner  
**Telephone Number:** 951-955-6646  
**Applicant's Name:** Lake Creek Industrial, LLC  
**Applicant's Address:** 1302 Brittany Cross Road  
Santa Ana, CA 92705

### I. PROJECT INFORMATION

**Project Description:** The Proposed Project is located at the northwest corner of Orange Avenue and Harvill Avenue. The Project Site consists of two parcels, assessor's parcel number (APNs) 305-090-049 (Parcel A) and 317-270-013 (Parcel B) in the unincorporated community of Mead Valley in the County of Riverside (County), California (Project Site). The Project Site is within the U.S. Geological Survey (USGS) "Riverside, California" 7.5-minute quadrangle and located in the central portion of Mead Valley, on the south of Water Street, west of Tobacco Road, directly north of Orange Avenue, and directly east of Harvill Avenue. Freeway access to the Project Site is provided via Interstate 215 (I-215) located approximately 1,100-feet to the east via the Harvill Avenue/Nuevo Road exit (**Figure 1 - Regional Vicinity Map**). The Project Site is a 7.36 gross acre (7.24 net acre) currently vacant and previously improved lot in the unincorporated community of Mead Valley (**Figure 2 - Project Vicinity Map**). The Proposed Project would involve development of a 167-space trailer storage yard with a 16,200 square foot maintenance building along with 38 accessory parking stalls, landscaping, as well as development of a community trail, on currently vacant and previously improved property within the County. The Project Site includes mostly vacant land with remains of a former building and foundations located in the northwest portion and southeast corner of the Project Site. A stormwater culvert is located on the northeast boundary of the Project Site. One unimproved driveway, located at the southeast corner on Orange Avenue, provides access to the Project Site.

#### General Plan and Zoning

The Project Site's General Plan designation is Business Park (BP) and the zoning designation is Manufacturing-Service Commercial (M-SC). The Project Site is located within the Mead Valley Area Plan.

#### Environmental Setting and Surrounding Land Uses

The Project Site was agriculturally developed land from 1938 to at least 1985. By 1989, the Project Site was agriculturally developed or vacant land, which continued through to 1997. Currently the Project Site is predominantly vacant with building remnants and building foundations located on various areas of the Project Site. One existing structure is located in the central portion of the Project Site, with concrete foundations and slabs located in the northwest and southeast portion of the Project Site. The Project Site consists predominantly of disturbed nonnative grassland and was previously developed. A dirt road extends north through the site. The Project Site is located within the Western Riverside County Multiple Species Conservation Plan (WRMSHCP) Criteria Cell No. 2529. Topography on the Project Site

generally slopes downward to the southeast and is approximately 1,522 feet above mean sea level. Drainage onsite currently flows to the easterly boundary of the Project Site.

Surrounding land uses include vacant land and/or agriculturally developed land to the north, northwest and west, Harvill Avenue and industrial manufacturing to the east and northeast, and Orange Avenue, agriculturally developed and/or vacant land to the south, southwest and southeast. Beyond the immediate surrounding land uses are agriculturally developed and/or vacant land and industrial manufacturing to the north and northeast, residential properties, and agriculturally developed and/or vacant land to the west and northwest, the I-215 and residential properties and agriculturally developed and/or vacant land to the east of the I-215, and residential properties and vacant land to the south, commercial warehousing to the southwest, and vacant land to the southeast.

### Proposed Project

The Proposed Project involves the construction of a 167-space trailer storage lot, 16,200 SF maintenance building containing 2,400 SF of office space, 38 accessory standard parking stalls, and landscaping. The Proposed Project includes ancillary administrative office space within the maintenance building, comprised of 1,200 SF of first level and 1,200 SF of second-level office area. A combination of a 6-foot tube steel fence and 6-foot CMU wall would surround the Project Site. The Proposed Project would also construct a trash enclosure, and offsite improvements including community trail on the east boundary of the Project Site and a sidewalk on the south boundary. The Proposed Project would provide exterior landscaping throughout the Project Site. Two curb cuts would provide access to the Project Site from Orange Avenue.

### *Project Characteristics*

Primary entry would consist of two curb cuts located along Orange Avenue. The southeast corner of the Project Site would include a one-way entrance and one-way exit for standard vehicles accessing the 38-stall parking lot proposed in the southeast corner of the Project Site. The southwestern corner of the Project Site would include a one-way entrance and one-way exit for trucks accessing the 167-stall trailer parking lot. The proposed access ways would include gates at the entrance/exit to the trailer storage yard, and gated entry to the standard parking lot area and maintenance building. At the southeastern driveway, vehicles would proceed directly into the standard parking lot and maintenance building entrance area. At the southwestern driveway, vehicles would access directly into the trailer storage yard. A 14-foot-wide community trail would bound the eastern border of the Project Site adjacent to Harvill Avenue, which would connect to a 5-foot-wide sidewalk at the southeastern corner of the Project Site and continue along the southern boundary along Orange Avenue. The western side of Harvill Avenue would retain the existing curb and gutter except at the intersection of Harvill and Orange Avenues, where it would be constructed pursuant to County standard. The northern side of the Orange Avenue would include construction of new curb and gutter. A combination of steel tube fencing and CMU wall would surround the Project Site. The front entry gates would include steel tube fencing, with double sliding entry gates at both Project Site access points. The Proposed Project would include landscaped right-of-way and setback areas on the Harvill and Orange Avenues' street frontages. An interior landscaped setback area ranging from approximately 5-feet to 8-feet would border the north and west interior property lines.

The majority of the Project Site would be utilized for trailer storage yard purposes. The proposed maintenance building would sit in the southeastern corner of the Project Site, with service access bays on the west-facing façade and the pedestrian accessible entrance on the south and east-facing façades. Standard parking stalls for employees of the Project Site would sit directly east of the maintenance building, accessed by the proposed southeastern driveway. A proposed trash enclosure would connect to the maintenance building's northeast corner and provide pedestrian access to the waste bins.

The proposed maintenance building would maintain a 13,600 SF building footprint, with 1,200 SF second-level office space, for a total internal floor area of 16,200 SF. The proposed building would be 27-feet 6-inches at its highest point. A maximum 3-foot 6-inch parapet would shield roof mounted equipment. The east elevation would provide a primary pedestrian entrance to the reception portion of the first-level office space. Two additional egress doors would be provided on the east and south

elevations. Access to the electrical room would be provided on the south elevation. Four roll-up doors for service access by trailers would be located on the western elevation. The Proposed Project would entail exterior metal panel walls. Building windows would be located on the south and east elevations. The proposed office space would be located in the southeast corner of the building, with a reception area upon entrance, one office, general office area, two single-use restrooms, and one multiuse restroom all located on the first level. General office area and a mechanical room would be located on the second level.

#### *Waste Management/Loading Delivery*

The Proposed Project would provide a 12-foot-tall covered solid waste receptacle at the southeastern edge of the Project Site, directly adjacent the northeast corner of the proposed maintenance building and include pedestrian access and connectivity from the maintenance building. The Proposed Project would include solid and organic waste disposal service, which would enter and exit the Project Site from Orange Avenue and circulate through the parking lot and around the maintenance building. No turnaround by a solid waste vehicle would occur on the Project Site. The proposed solid waste receptacle would provide access doors directly to the drive-aisle and a pedestrian access door on the south facing side of the enclosure.

#### *Security*

The Project Site would be inaccessible by the general public via secured fences/walls and gates. All proposed access driveways located at the southern property line of the Project Site would be secured via entrance and exit gates. No other access points are proposed. The proposed 6-foot combination tube steel fence and CMU wall would secure the Project Site at all times. A 6-foot steel tube fence would be erected at the northern and western property boundary, and a 6-foot CMU wall would be placed at the western and southern property boundary, with exception of the southeast corner portion of the Project Site, located at the Orange and Harvill Avenue intersection. This corner area would include steel tube fencing with landscape screening. All access gates would be open tube steel.

#### *Landscaping and Lighting*

Per Section 11.4(E) of Ordinance 348, a minimum 10-foot landscape buffer is required adjacent to street right-of-way lines and a minimum of 10% landscaping is required onsite. The Proposed Project would provide a minimum 15-foot landscaping strip along all street frontages. The total landscaped area onsite for the Proposed Project is 73,991 SF or 23%. The Proposed Project would result the planting of a total of 120 new trees onsite. The surrounding landscape buffers would consist of low-lying shrubs, except in the southeast corner of the Project Site, where mature landscape screening would be provided. Landscaped areas around the maintenance building would include planter areas at the southern and northeast corner elevations.

A pedestrian path would provide connectivity from the proposed southern sidewalk to the maintenance building along the eastern elevation. However, the entrance to the Project Site via the pedestrian accessway would be gated for security purposes.

#### *Parking and Circulation*

The proposed development requires 1 space per 250 square feet of gross office area and 1 space per 500 square feet for the remaining building area per Section 18.12(A) of Ordinance 348. The Proposed Project includes 38 standard parking spaces, measuring 9-feet by 19-feet, within the surface standard parking lot located east of the maintenance building. The Proposed Project would allocate two (2) parking stalls for accessible spaces and three (3) for electric vehicles (EV) and/or clean air vehicles. A bike parking area would be provided adjacent to the maintenance building's eastern elevation. All standard parking would sit east of the proposed building. All parking located west of the proposed building would be trailer storage parking stalls. A total of 167 trailer stalls, measuring 11-feet by 53-feet would comprise the remainder of the paved lot area.

Entry to the Project Site would occur from Orange Avenue, where two driveway access points would be located. Entering through the eastern most driveway, vehicles would maneuver either to the right or

straight upon entering the Project Site. Vehicles maneuvering right would circulate through the standard parking stall area, east of the maintenance building, and around to the trailer storage yard. Vehicles maneuvering straight would directly enter the trailer storage yard, west of the maintenance building. Entering through the western most driveway would lead directly to the trailer storage yard. All entry circulation areas would be gated, and gated entry to the trailer storage yard would be placed approximately 45-feet from the property line. All circulation onsite would allow for two-way vehicle traffic. The eastern driveway would maintain a 50-foot drive approach and the western a 40-foot drive approach. A 24-foot fire lane would allow emergency vehicle circulation around the entire interior of the Project Site. All entry gates would contain Knox boxes for emergency access purposes. Visibility triangles would be maintained on each side of the Orange Avenue access driveways.

#### *Lot Merger*

A lot merger would consolidate the existing two parcels into one parcel. An application for the parcel merger has been submitted and is currently being processed (Certificate of Parcel Merger No. 220011).

#### Operational Characteristics

There is no identified tenant for the proposed building. The Proposed Project is planned for a single tenant with ancillary office component. Intended occupants for the Proposed Project include distribution firms seeking an Inland Empire location from which to service their fleet. Since the tenant is unknown, hours of operation and employee count will vary, but is assumed for planning purposes to operate 24 hours per day, seven days per week (24/7). Office workers would likely have typical shifts of Monday through Friday, 8:00AM to 5:00PM, while yard staff would work in day, evening, and night shifts. Specific hours of operation would be identified during the tenant improvement process.

#### Proposed Construction

##### *Demolition*

The Project Site contains an existing 1,000 SF abandoned building and remains of concrete building foundations in the northwest and southeast portions of the Project Site. The Proposed Project would result in the demolition of the existing building and the existing paved foundation areas. During demolition, the Project Site would be stripped of surficial vegetation, including the existing trees to be removed as a part of the project.

##### *Grading and Utilities*

Earthwork quantities for grading include 7,820 cubic yards of cut and 7,480 cubic yards of fill, which provides a balanced Project Site. Expected onsite equipment utilized during the grading phase include one (1) excavator, one (1) grader, one (1) rubber-tired dozer, and three (3) of either tractors, loaders, or backhoes. The grading activities would also generate 15 automobile trips per day for the workers and two (2) daily water truck trips.

All utilities would be installed to serve the Project Site, including the water, sewer, and stormwater. The Proposed Project would connect to the existing 24-inch and 12-inch water mains in Harvill and Orange Avenues, respectively, which are serviced by the Eastern Municipal Water District. The Proposed Project would also connect to the existing 8-inch sewer in Harvill Avenue, and existing 3-inch gas main located in Orange Avenue that are serviced by the County and Southern California Gas Company. A stormwater runoff system would be included as a part of the Proposed Project. The proposed stormwater runoff system would include an underground storage system with modular wetland and 30-inch storm drain in the southeastern corner of the Project Site which would connect to a proposed 48-inch reinforced concrete pipe (RCP) within Orange Avenue. A proposed 18-inch RCP would be installed within the public right-of-way at the southeastern corner of the Harvill and Orange Avenue intersection, which would connect to an existing 18-inch RCP within the intersection. An additional 24-inch storm drain would bisect the Project Site west to east, connecting to the existing 39-inch RCP located within

Harvill Avenue Both the modular wetland and underground storage system and the 24-inch storm drain would connect to a proposed 48-inch line within Orange Avenue.

### *Construction*

Upon completion of rough grading and installation of subterranean utilities (i.e., Project Site connections, storm drains), the Property Owner/Developer would construct a 16,200 SF maintenance building with 2,400 SF of office space, 167 trailer parking stalls, 38 standards parking stalls, and ancillary landscaping, and fences and walls (**Figure 3 – Conceptual Site Plan**). The building construction phase would generate 133 worker trips and 52 vendor trips per day. Expected onsite equipment would consist of the simultaneous operation of one (1) crane, three (3) forklifts, one (1) generator, one (1) welder, and three (3) of either tractors, loaders, or backhoe. Proposed materials for the exterior of the project include, but are not limited to, metal paneling, solar gray glass windows, clear anodized mullions, and steel tube metal fencing (**Figure 4 – Conceptual Building Elevations**).

The Proposed Project would consist of one structure, comprised of 13,800 SF of area for servicing and 2,400 SF of office area (**Figure 5 – Conceptual Overall Building Floor Plan**). The office area would consist of 1,200 SF at the first level and 1,200 SF at the second level (**Figure 6 – Conceptual Office Floor Plan**). Mechanical equipment would be roof mounted and screened from view via a maximum 3-foot 6-inch parapet. A ground mounted air-conditioning unit would be located at the southern edge of the building. A trash enclosure would be located at the northern edge of the building and include pedestrian access from the maintenance building (**Figure 7 – Conceptual Trash Enclosure**). The Project Site would be fully enclosed by a combination of 6-foot-high steel tube fencing and CMU block wall (**Figure 8 – Conceptual Wall and Gate Elevations** and **Figure 3**). Two access points located on Orange Avenue would provide access to the Project Site, providing access to the standard parking lot and maintenance building's main entrance, and trailer parking and service bays (**Figure 3**). The setback on the east and south property lines would include landscaping, trees, and 6-foot CMU wall or steel tube fence, and a landscaped buffer would be planted on the northern and western interior property lines where no setback is required per Section 11.4(B) of Ordinance 348 (**Figure 9 - Conceptual Landscape Plan**). The Proposed Project would include a total of 45,120 SF of landscaping onsite and 26,491 SF of offsite landscaping in the public right-of-way (**Figure 3**). Planting for the Proposed Project would include a variety of drought tolerant plant species with irrigation system (**Figure 9**). Earthwork quantities for grading include 7,820 cubic yards of cut and 7,480 cubic yards of fill, which provides a balanced Project Site (**Figure 10 – Conceptual Grading Plan**). Onsite drainage would be collected and conveyed to a 24-inch storm drain proposed on the northern portion of the Project Site, as well as a proposed underground storage system connected to a modular wetland in the southeastern portion of the Project Site. A proposed 48-inch line in Orange Avenue would span the Project Site's southern property line boundary and connect to an existing 54-inch RCP located within the Harvill and Orange Avenue intersection. The 24-inch storm drain in the northern portion of the Project Site would connect to the existing 39-inch RCP in Harvill Avenue, and the proposed underground storage system would connect to the proposed 48-inch line in Orange Avenue.

The Proposed Project would connect to existing water mains that are serviced by the Eastern Municipal Water District (EMWD), the water service provider for the area. An existing 24-inch water main is located within Harvill Avenue and an existing 12-inch water main is located within Orange Avenue. The Project Site is served by an existing public sewer system. The Proposed Project would connect to the existing 8-inch sewer line located within Harvill Avenue. The Proposed Project's site drainage would remain similar to existing conditions except that on-site drainage would be collected and conveyed via the onsite storm drain and underground storage system. Best Management Practices (BMP) pertaining to stormwater would be adhered to as part of the Proposed Project. These BMPs would include non-structural source controls, including education for property owners, tenants, and occupants; activity restrictions, common area landscape management; BMP maintenance through scheduled inspections; common area catch basin inspections; and, weekly street sweeping of the parking lots. Structural BMPs for the Proposed Project would include the use of stenciling at all drain inlets, sign requirements for informational purposes at select locations, such as the trash enclosure, and efficient irrigation systems and landscape design. Treatment control BMPs would include the use of cartridge media filters within

the proposed modular wetland and underground storage system. All utilities would be installed to serve the Project Site, including the water, sewer, gas, and stormwater (**Figure 10**). The Proposed Project would also include fire access circulation within the Project Site via 24-foot emergency access drive aisles within the interior of the Project Site.

### Offsite Improvements

Improvements within the public right-of-way would occur at both street frontages, including removal and replacement of curb and gutter per County standard at the Harvill Avenue frontage. The Proposed Project would include improving the Harvill and Orange Avenue street frontages to their full half-width right-of-way per County Standard No. 93 and 111, respectively. A 15-foot and 19-foot dedication would occur on the Harvill and Orange Avenue frontages, respectively. A new 14-foot community trail would be improved on Harvill Avenue. A 5-foot sidewalk would be improved on the Orange Avenue frontage along with curb and gutter. A new inlet with 18-inch line installed on the north side of Orange Avenue, west of the Harvill/Orange intersection, would connect to an existing 18-inch line within Orange Avenue. Any associated stormwater quality BMPs would also be included in this work, or an impact fee to address this requirement could be paid, provided an existing improvement to accommodate this requirement is already in place and operational.

### **Construction Phasing and Schedule**

Construction activities for the Proposed Project are anticipated to begin June 2022 and buildout is expected to be completed by November 2022. Construction duration is estimated to be approximately five months and be completed in one phase.

**Demolition:** The Project Site contains an existing 1,000 SF abandoned building, and remains of concrete building foundations in the northwest and southeast portions of the Project Site. The Proposed Project would result in the demolition of the existing building and the existing concrete foundations.

**Site Preparation:** The site preparation phase would occur after completion of the demolition phase in June 2022 and is anticipated to take place over approximately 10 days.

**Grading:** The grading phase would occur after completion of the demolition and site preparation phases in June 2022 and is anticipated to take place over approximately three (3) weeks. Earthwork quantities for grading include 7,820 cubic yards of cut and 7,480 cubic yards of fill, which provides a balanced Project Site.

**Building Construction:** The building construction would occur after the completion of the grading phase in fall 2022 and is anticipated to take place over approximately three (3) months.

**Paving:** The paving of the interior drive aisles and parking lot areas would occur after the completion of the building construction phase in November 2022 and is anticipated to take place over approximately three (3) weeks.

**Application of Architectural Coatings:** The application of architectural coatings would occur after the completion of the building construction phase in November 2022 and is anticipated to take place over approximately three (3) weeks.

Although the paving and architectural coating phases are projected to occur consecutively after the completion of the building construction phase, it is possible that all three phases may occur concurrently.

### **Discretionary Actions**

The Proposed Project involves the following entitlements:

- Plot Plan (PPT210021) to construct a 167-space trailer storage lot, 16,200 SF maintenance building containing 2,400 SF of office space, 38 accessory standard parking stalls, and landscaping.

**Other Public Agencies Whose Approval is Required (Responsible or Trustee Agencies):**

The Initial Study/Mitigated Negative Declaration prepared for the Harvill Trailer Storage Yard Project would be used as the supporting CEQA environmental documentation for the following approvals and permits:

California Department of Fish and Wildlife

Regional Conservation Authority

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

**B. Total Project Area:** 7.36 acres

<b>Residential Acres:</b> N/A	<b>Lots:</b> N/A	<b>Units:</b> N/A	<b>Projected No. of Residents:</b> N/A
<b>Industrial Acres:</b> 7.36	<b>Lots:</b> 2	<b>Sq. Ft. of Bldg. Area:</b> 16,200	<b>Est. No. of Employees:</b> 8 to 10
<b>Commercial Acres:</b> N/A	<b>Lots:</b> N/A	<b>Sq. Ft. of Bldg. Area:</b> N/A	<b>Est. No. of Employees:</b> N/A
<b>Other:</b> N/A			

**C. Assessor's Parcel No(s):** 305-090-049 and 317-270-013

**Street References:** Northwest corner of Harvill Avenue and Orange Avenue

**D. Section, Township & Range Description or reference/attach a Legal Description:** Parcel A: Southwest Quarter of Section 18, Township 4 South, Range 3 West San Bernardino Base and Meridian, in the County of Riverside. Parcel B: Lot 16 in the Southeast Quarter of Section 13, Township 4 South, Range 4 West San Bernardino Base and Meridian, in the County of Riverside

**E. Brief description of the existing environmental setting of the project site and its surroundings:** The Proposed Project is located at the northwest corner of Orange Avenue and Harvill Avenue, in Mead Valley, an unincorporated area in the County of Riverside. Freeway access to the Project Site is provided via Interstate 215 (I-215) located approximately 1,100-feet to the east via the Harvill Avenue/Nuevo Road exit (**Figure 1 - Regional Vicinity Map**). Surrounding land uses include vacant land and/or agriculturally developed land to the north, northwest and west, Harvill Avenue and industrial manufacturing to the east and northeast, and Orange Avenue, agriculturally developed and/or vacant land to the south, southwest and southeast. Beyond the immediate surrounding land uses are agriculturally developed and/or vacant land and industrial manufacturing to the north and northeast, residential properties, and agriculturally developed and/or vacant land to the west and northwest, the I-215 and residential properties and agriculturally developed and/or vacant land to the east of the I-215, and residential properties and vacant land to the south, commercial warehousing to the southwest, and vacant land to the southeast.

The Project Site was agriculturally developed land from 1938 to at least 1985. By 1989, the Project Side was agriculturally developed or vacant land, which continued through to 1997. Currently the Project Site is predominantly vacant with building remnants and building foundations located on various areas of the Project Site. One existing structure is located in the central portion of the Project Site, with concrete foundations and slabs located in the northwest and southeast portion of the Project Site. The Project Site consists predominantly of disturbed nonnative grassland and was previously developed. A dirt road extends north through the site. The Project Site is located within the Western

Riverside County Multiple Species Conservation Plan (WRMSHCP) Criteria Cell No. 2529. Topography on the Project Site generally slopes downward to the southeast and is approximately 1,522 feet above mean sea level. Drainage onsite currently flows to the easterly boundary of the Project Site.

- F. Other Public Agency Involvement and Required Permits:** California Fish and Wildlife, Regional Conservation Authority

## II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

### A. General Plan Elements/Policies:

1. **Land Use:** The Project Site's existing General Plan land use designation is Business Park (BP), which allows for 0.25 to 0.60 floor area ratio (FAR). As described in the Mead Valley Area Plan, the BP land use designation provides for the development of employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.
2. **Circulation:** The Mead Valley Area Plan, Figure 8 – "Circulation," identifies Harvill Avenue as a Major (118' ROW) roadway. The Project is conditioned to provide sufficient road right-of-way and street improvements pursuant to the Circulation Element and Ordinance 461. Mead Valley Area Plan, Figure 9 – Trails and Bikeway System, identifies a Community Trail along Orange Avenue. Considering existing and proposed development within this area that have been conditioned for a Community Trail, the trail is better situated along the Project's eastern boundary. The Project will provide a trail within Harvill Avenue right-of-way.
3. **Multipurpose Open Space:** According to the Multipurpose Open Space Element, the Project Site contains land designated as farmland of local importance and is within a high sensitivity zone for paleontological resources. The Project is within Criteria Cell 2529 of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A MSHCP Consistency Analysis and Burrowing Owl Survey was submitted for review and the HANS review and Joint Project Review have been completed for the Project. The Project is not required to conserve areas for habitat within the Project site. Additionally, an Archaeological Report, Geotechnical Survey, Hydrology Study and Preliminary Water Quality Management Plan were also submitted for review and the Project has been conditioned in accordance.
4. **Safety:** According to the Mead Valley Area Plan, the Project Site is not within a flood hazard area; dam inundation area; steep slope area; and slope instability area. The Project Site is mapped within a very high fire hazard severity zone and low liquefaction susceptibility zone with low deep groundwater susceptible sediment. On June 10, 2021, the Riverside County Airport Land Use Commission (ALUC) reviewed the Project for air hazard safety and deemed the Project consistent with the March Air Reserve Base Airport Land Use Compatibility Plan subject to conditions of approval which the County will impose as conditions of approval on Plot Plan No. 210021.
5. **Noise:** The Noise Element requires projects to limit the volume of noise effecting residential or other noise-sensitive uses. A Noise Impact Analysis was submitted for review. The Project will not expose sensitive receptors to excessive noise levels.
6. **Housing:** The Proposed Project does not propose any residential construction or construction of new dwelling units. The Project site is not included in the Housing Element Site Inventory and does not conflict with objectives of the Housing Element.

**7. Air Quality:** The Project Site is within the South Coast Air Basin and is within the jurisdiction of the South Coast Air Quality Management District. Air Quality, Energy, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis was submitted for review. The Project is in compliance with all applicable policies of the Air Quality Element.

**8. Healthy Communities:** The Health Communities Element states that, where feasible, air pollutant sources and sensitive receptors should be sited apart from each other.

**a) Environmental Justice:** According to the Land Use Element, the Project Site is located within the boundaries of an Environmental Justice Community in unincorporated Riverside County. The project will provide a 15-foot landscape buffer and wall along the street frontages to buffer and screen the use from neighboring properties. The project will also construct new sidewalks and a community trail along the project street frontages. The project will meet all County codes and regulations and the requirements of the Model Water Efficient Landscape Ordinance. The project applicant already funded the Mead Valley Elementary School garden project (\$14,900) and has agreed to fund a bus shelter within the community.

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

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

**D. Land Use Designation(s):** Surrounding areas to the north are designated Business Park and Light Industrial. Areas to the west are designated Business Park. Areas to the east are designated Light Industrial. Areas to the south are designated Rural Community – Very Low Density Residential and Business Park.

**E. Overlay(s), if any:** N/A

**F. Policy Area(s), if any:** March Air Reserve Base Airport Influence Area

**G. Adjacent and Surrounding:**

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

**2. Foundation Component(s):** Community Development to the north, east, west, and south; Rural Community to the south

**3. Land Use Designation(s):** Areas to the north, west, and south are designated Business Park. Areas to the east are designated Light Industrial. Areas to the south are designated Rural Community – Very Low Density Residential.

**4. Overlay(s), if any:** N/A

**5. Policy Area(s), if any:** March Air Reserve Base Airport Influence Area

**H. Adopted Specific Plan Information**

**1. Name and Number of Specific Plan, if any:** “A” Street, No. 100

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

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

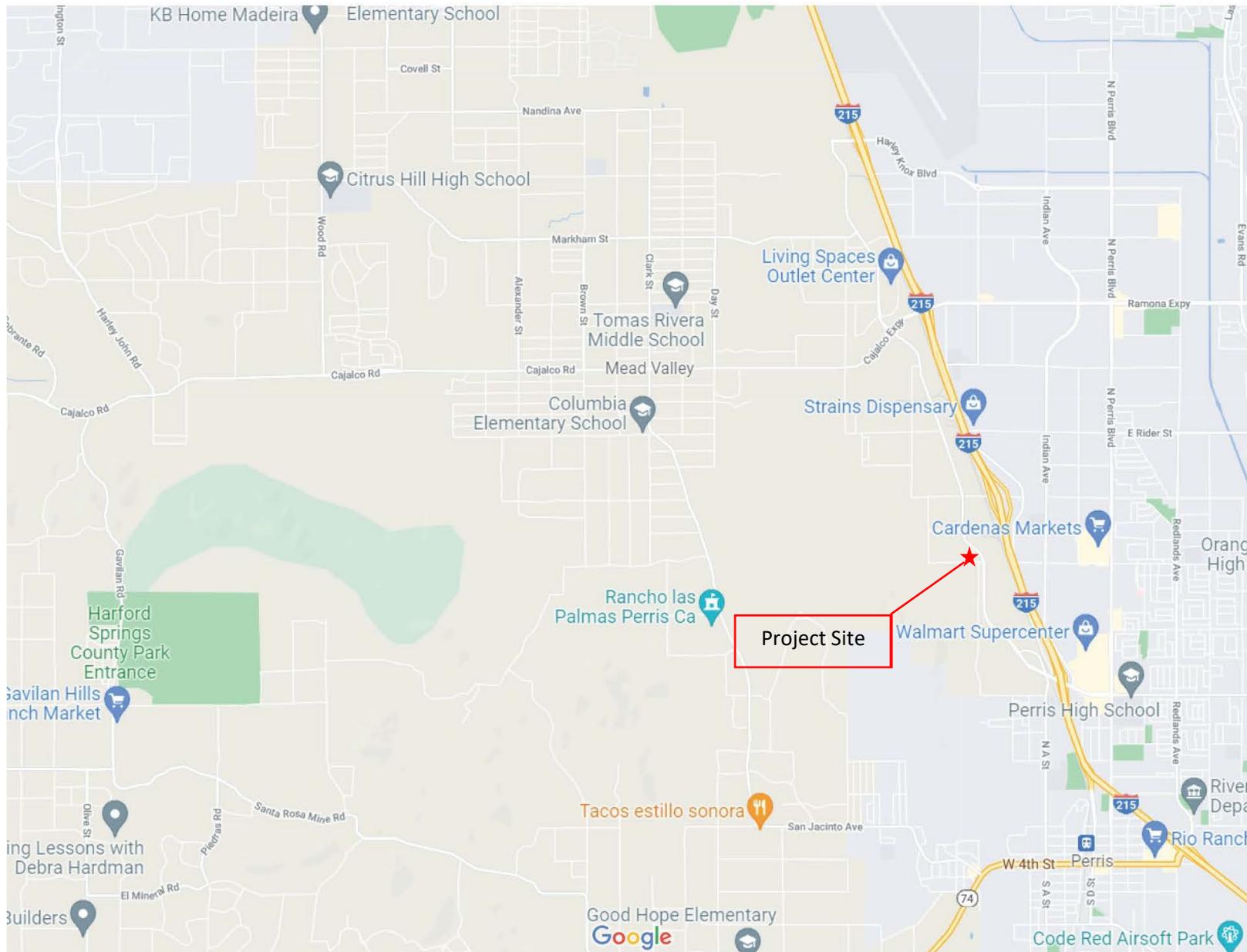
**J. Proposed Zoning, if any:** N/A

**K. Adjacent and Surrounding Zoning:** Areas to the north are zoned Manufacturing – Service Commercial (M-SC) and Manufacturing – Heavy (M-H). Areas to the west are zoned Manufacturing – Service Commercial (M-SC) and Industrial Park (I-P). Areas to the east are zoned Manufacturing – Heavy (M-H). Areas to the south are zoned Light Agriculture (A-1) and Industrial Park (I-P).



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PLANNING + ENVIRONMENTAL

# Harvill Trailer Yard Development



**Figure 1: Regional Location Map**

Source: Google Maps



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## Harvill Trailer Yard Development

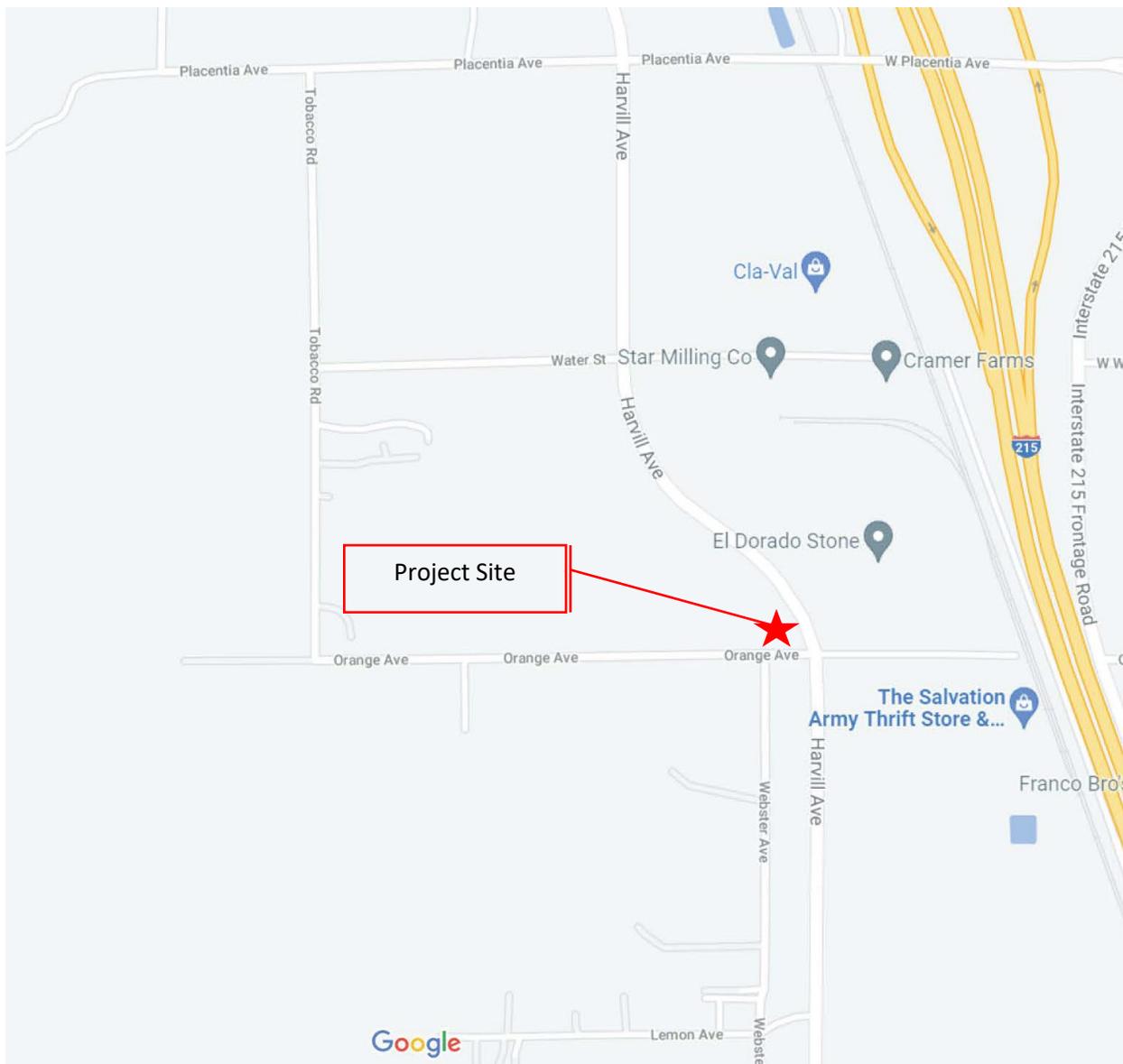


Figure 2: Project Vicinity Map

Source: Google Maps



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# Harvill Trailer Yard Development

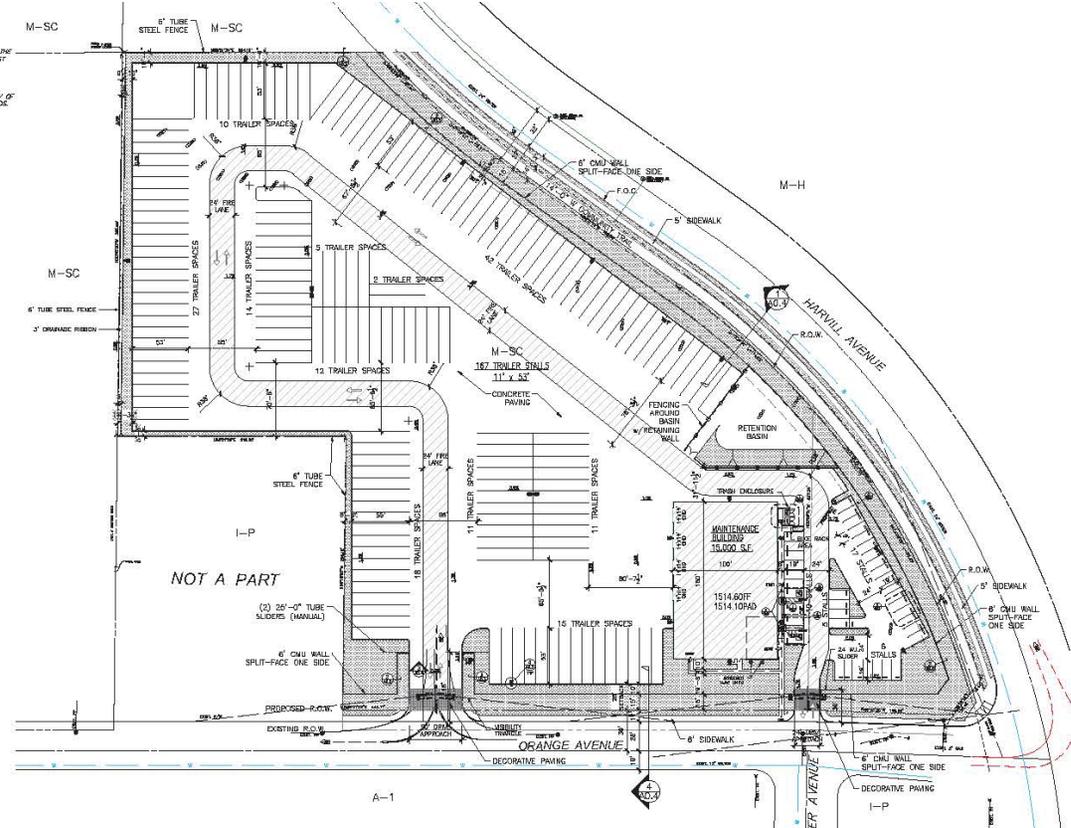
**EASEMENT NOTES:**

- (1) THE FOLLOWING EASEMENTS AND AGREEMENTS REFER TO THE ITEM NUMBERS SHOWN IN THE TITLE REPORT SA 102 12 27 2000, ORDER NUMBER MCS-109428-DW1, PREPARED BY FIRST AMERICAN TITLE ASSURANCE COMPANY.
  - 1-11 NOT A SURVEY MATTER.
  - (2) AN EASEMENT FOR A STORM DRAIN AND INCIDENTAL PURPOSES, IN FAVOR OF THE COUNTY OF RIVERSIDE, RECORDED FEBRUARY 24, 1989 AS INSTRUMENT NO. 87767 OF OFFICIAL RECORDS.
  - 1-18 NOT A SURVEY MATTER.
- ASSESSOR'S PARCEL NUMBER:**  
309-090-010 & 317-019-010

**OCCUPANT LOAD**

BUILDING OCCUPANCY: B, S-1

B	0.00	1/100	=	24.00	0.00
S-1	0.00	1/200	=	48.00	0.00
<b>TOTAL</b>				<b>(72.00)</b>	<b>0.00</b>



**SITE PLAN**  
SCALE: 1" = 50'

**LEGEND**

	PROPOSED FIRE HYDRANT
	EXISTING FIRE HYDRANT
	EXISTING POWER POLES
	EXISTING LIGHT POLES
	PROPERTY LINE
	CENTER LINE
	CHAIN LINK
	WROUGHT IRON
	HIGH POINT
	SEWER LINE
	WATER LINE
	PARCEL LINE
	GRAVEL
	LANDSCAPE
	CONCRETE PAVING
	RED CURB - FIRE LANE-NO PARKING

PREPARED BY: LORD CONSTRUCTORS, INC.  
1820 N. ELEVENTH STREET  
UPLAND, CA 91786  
PHONE: 909-848-6729  
FAX: 909-848-1808  
ATTN: KELLE LOPEZ

OWNER: LAKE CREEK INDUSTRIAL, LLC  
1302 BRITANN CIRCLE RD  
SOUTH AVE, CA 92570  
ATTN: BOB KURBCHYK

**SUMMARY LOT COVERAGE**

LAND AREA	(7.38 acres)	315,176 S.F. NET	
BUILDING FOOTPRINT F.A.S. (Based on Footprints)		330,365 S.F. GROSS	
AC PAVING		255,058 S.F.	61%
OFFSITE LANDSCAPE		59,500 S.F.	18%
MAX. BUILDING HEIGHT		28,491 S.F.	8%
ZONING		57'-8"	
GENERAL PLAN		M-SC	INDUSTRIAL PARK

**BUILDING AREA:**

1st FLOOR OFFICE	1,200 S.F.
2nd FLOOR OFFICE	1,200 S.F.
MAINTENANCE FACILITY	11,800 S.F.
<b>TOTAL</b>	<b>16,200 S.F.</b>

**PARKING REQUIRED:**

1st FLOOR OFFICE (1200/200)	5 SPACES
2nd FLOOR OFFICE (1200/200)	6 SPACES
MAINTENANCE FACILITY (13800/360)	38 SPACES
<b>TOTAL</b>	<b>49 SPACES</b>

**PARKING PROVIDED:**

HANDICAP	2 SPACES
EV/CLEAN AIR	3 SPACES
STANDARD	38 SPACES
<b>TOTAL</b>	<b>43 SPACES</b>

**WATER:** WESTERN MUNICIPAL WATER DISTRICT  
14205 MERRIDIAN PKWY.  
RIVERSIDE, CA 92518  
(951) 571-7000

**SEWER:** WESTERN MUNICIPAL WATER DISTRICT  
14205 MERRIDIAN PKWY.  
RIVERSIDE, CA 92518  
(951) 571-7000

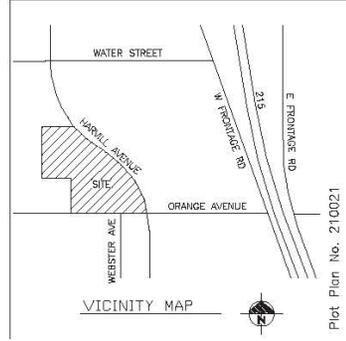
**ELECTRIC:** SOUTHERN CALIFORNIA Edison  
P.O. BOX 90376  
RIVERSIDE, CA 92518  
(909) 875-8429

**GAS:** SCL CAL GAS  
18211 VALLEY BLVD  
FONTANA, CA 92335  
MARCUS ABILA  
(909) 428-8407

**TELEPHONE:** SCL TELEPHONE COMPANY  
CROSS INTERSECTION CIRCLE WEST  
TERRACILLA, CA 92590  
(909) 940-6673

**CABLE TV:** NO SERVICE

- SITE NOTES**
- FINISH GRADE AROUND THE STRUCTURE SHALL SLOPE AWAY FROM THE FOUNDATION AT A MINIMUM OF 0% FOR A MINIMUM DISTANCE OF 10 FEET.
  - ON GRADED SITES, THE TOP OF ANY EXTERIOR FOUNDATION DETAIL SHALL EXTEND ABOVE THE ELEVATION OF THE STREET GUTTER AT POINT OF DISCHARGE AT THE INLET OF AN APPROVED DRAINAGE DEVICE A MINIMUM 12 INCHES PLUS 0% C/S 1:000.74 (SEE GRADING PLANS FOR ELEVATIONS)
  - LOCATED WITHIN CRITERIA CELL #2319 OF THE WMSHP
  - SUSCEPTIBLE TO SUBSIDENCE
  - HIGH SENSITIVITY (HIGH S) TO PALEONTOLOGICAL RESOURCES
  - LOCATED IN SPECIFIC PLAN NO. 100 STREET "A"
  - NO CURBSIDE STORAGE OR CURBSIDE SEPARATING OF TRUCKS OR ANY VEHICLES TO BE ALLOWED ON THE PROJECT SITE.
  - NO ROOF TOP EQUIPMENT PROPOSED



**Figure 3: Conceptual Site Plan**  
Source: Van Dam Engineering



East Elevation



South Elevation



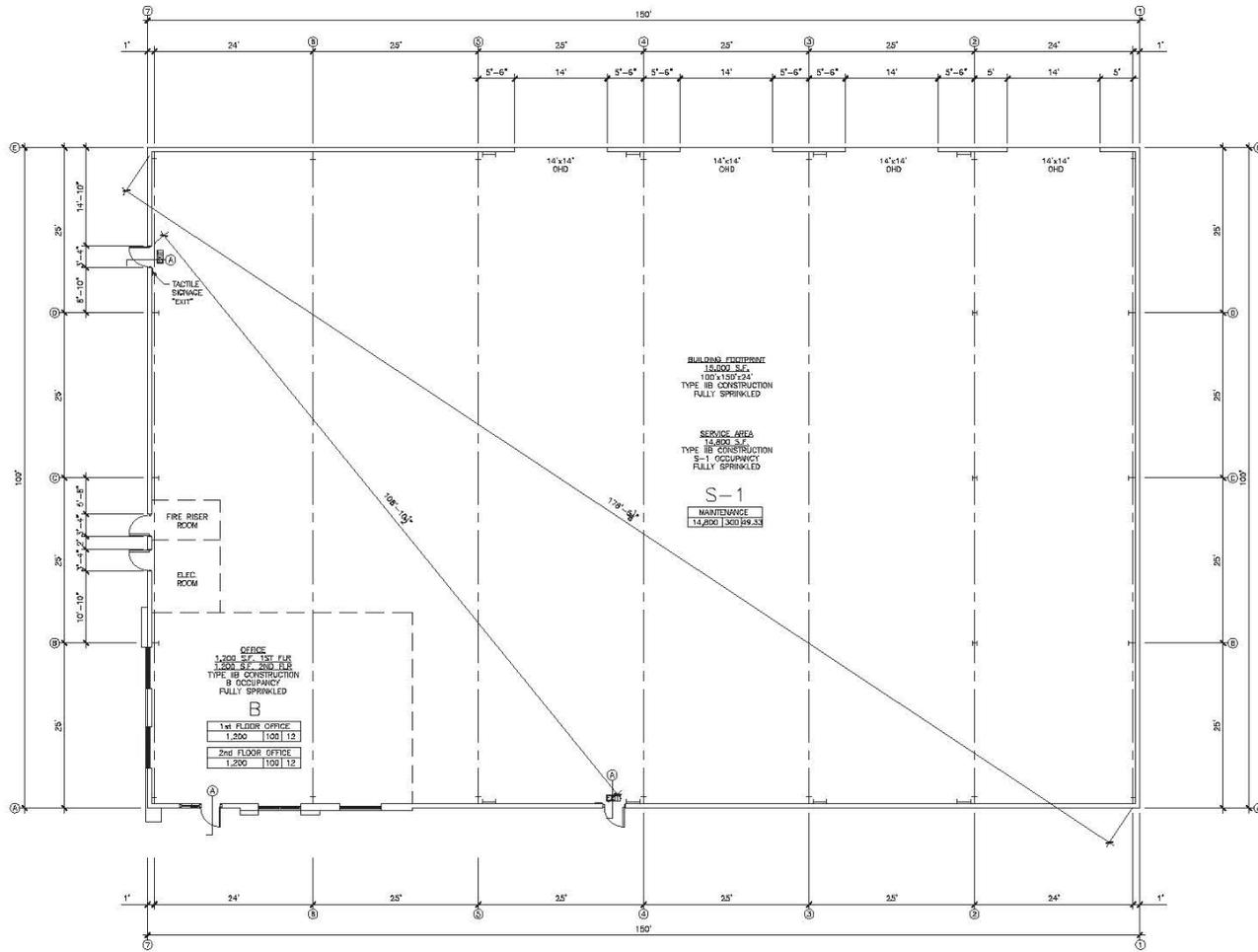
**Figure 4: Conceptual Building Elevations**

Source: Van Dam Engineering



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# Harvill Trailer Yard Development

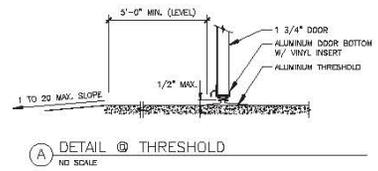


- GENERAL NOTES:**
1. ALL APPLIANCE AND RADIATION CERTIFICATES SHALL BE POSTED IN THE BUILDING.
  2. THE WAREHOUSE WILL BE NEITHER HEATED NOR COOLED.
  3. ALL PRIMARY ENTRANCES TO THE BUILDING SHALL BE MAKE ACCESSIBLE TO THE PHYSICALLY HANDICAPPED PER SECTION 11B-404.
  4. ALL WALKS AND SIDEWALKS MUST COMPLY WITH SECTION 11B-403.
  5. RAMPS MUST COMPLY WITH SECTION 1012.2 MAXIMUM SLOPE = 1/12
  6. HANDICAP ENTRANCE SHALL HAVE A LEVEL LANDING OF 5'-0" SQUARE AND BE NO MORE THAN A 1/2" OFFSET OR STEP.
  7. ALL EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT.
  8. NO HAZARDOUS MATERIALS WILL BE STORED AND/OR USED WITHIN THE BUILDING, WHICH WILL EXCEED THE QUANTITIES LISTED IN CBC TABLE 307.1(1)
  9. REQUIRED FIRE EXTINGUISHERS TO BE LOCATED AT APPROVED LOCATIONS THROUGHOUT THE BUILDING PRIOR TO INSTALLATION.
  10. ALL EXIT DOORS ALONG PATH OF TRAVEL TO THE EXTERIOR SHALL SWING IN DIRECTION OF TRAVEL AND SHALL NOT BE PROVIDED WITH A LATCH OR LOCK UNLESS IT IS PRONG HARDWARE.
  11. EVERY ASSEMBLY AREA SHALL HAVE THE OCCUPANT LOAD POSTED IN A CONSPICUOUS PLACE NEAR THE MAIN EXIT OF THE ROOM. CBC 1004.2

- EXIT SIGNS: (PER SECTION 1013 2018 C.B.C.)**
- (a) WHERE REQUIRED, EXITS AND EXIT ACCESS DOORS SHALL BE MARKED BY AN APPROVED EXIT SIGN READILY VISIBLE FROM ANY DIRECTION OF EGRESS TRAVEL. THE PATH OF EGRESS TRAVEL TO EXITS AND WITHIN EXITS SHALL BE MARKED BY READILY VISIBLE EXIT SIGNS TO CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL. IN CASES WHERE THE EXIT OR THE PATH OF EGRESS TRAVEL IS NOT IMMEDIATELY VISIBLE TO OCCUPANTS, INTERFERING MEANS OF EGRESS DOORS WITHIN EXITS SHALL BE MARKED BY EXIT SIGNS. EXIT SIGN PLACEMENT SHALL BE SUCH THAT ANY POINT IN AN EXIT ACCESS CORRIDOR OR EXIT PASSAGEWAY IS WITHIN 100 FEET (30 480MM) OR THE LISTED VIEWING DISTANCE OF THE SIGN, WHICHEVER IS LESS, FROM THE NEAREST VISIBLE EXIT SIGN.
  - (b) GRAPHICS: EVERY EXIT SIGN AND DIRECTIONAL EXIT SIGN SHALL HAVE PLAINLY LEGIBLE LETTERS NOT LESS THAN 8 INCHES (203 MM) HIGH WITH THE PRINCIPAL STROKES OF THE LETTERS NOT LESS THAN 3/4 INCH (19.1 MM) WIDE. THE WORD "EXIT" SHALL HAVE LETTERS HAVING A WIDTH OF NOT LESS THAN 2 INCHES (51 MM) WIDE. EXCEPT THE LETTER "I," AND THE MINIMUM SPACING BETWEEN LETTERS SHALL BE NOT LESS THAN 3/8 INCH (9.5 MM). SIGNS LARGER THAN THE MINIMUM ESTABLISHED IN THIS SECTION SHALL HAVE LETTER WIDTHS, STROKES AND SPACING IN PROPORTION TO THEIR HEIGHT. THE WORD "EXIT" SHALL BE IN HIGH CONTRAST WITH THE BACKGROUND AND SHALL BE CLEARLY DISCREIBABLE WHEN THE MEANS OF EXIT SIGN ILLUMINATION IS ON IS NOT ENERGIZED. IF A CHEVRON DIRECTIONAL INDICATOR IS PROVIDED AS PART OF THE EXIT SIGN, THE CONSTRUCTION SHALL BE SUCH THAT THE DIRECTION OF THE CHEVRON DIRECTIONAL INDICATOR CANNOT BE READILY CHANGED. CBC SECTION 1013.6.1
  - (c) INTERIOR ILLUMINATION, ELECTRODALLY POWERED, SELF LUMINOUS AND PHOTOLUMINESCENT EXIT SIGNS SHALL BE LISTED AND LABELED IN ACCORDANCE WITH UL 924 AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS AND CHAPTER 27. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. CBC SECTION 1013.6
  - (d) EXIT SIGN ILLUMINATION, THE FACE OF AN EXIT SIGN ILLUMINATED FROM AN EXTERNAL SOURCE SHALL HAVE AN INTENSITY OF NOT LESS THAN 5 FOOTCANDLES (54.15). CBC SECTION 1013.6.2

**LEGEND**  
⊙4 FE = FIRE EXTINGUISHER

**OVERALL FLOOR PLAN**  
SCALE: 1/8" = 1'-0"



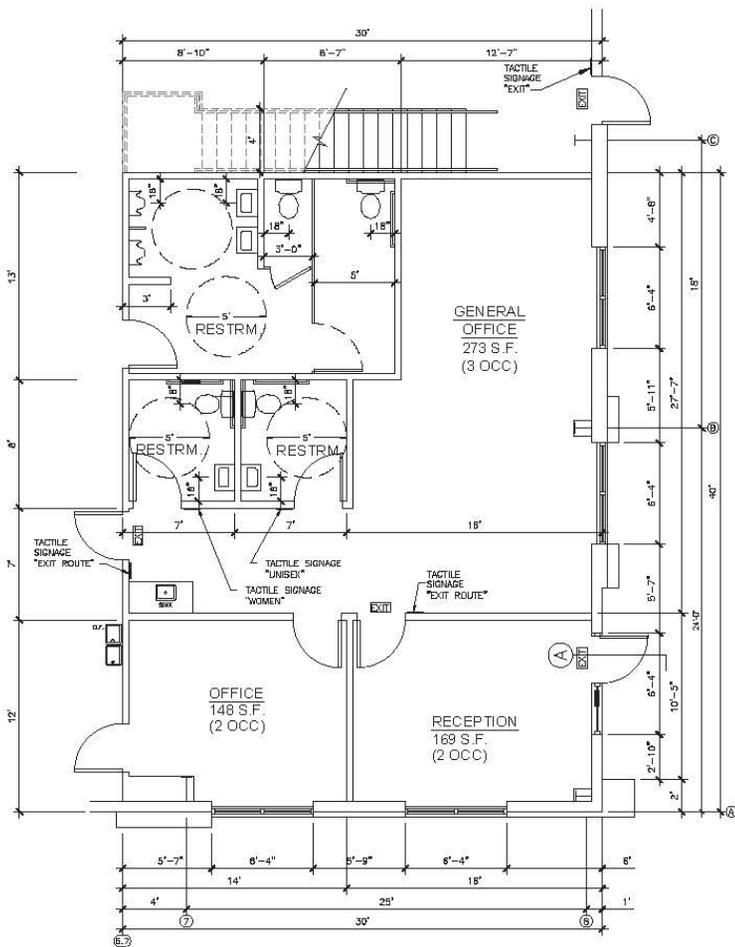
**Figure 5: Conceptual Overall Building Floor Plan**  
Source: Van Dam Engineering

Plot Plan No. 210021

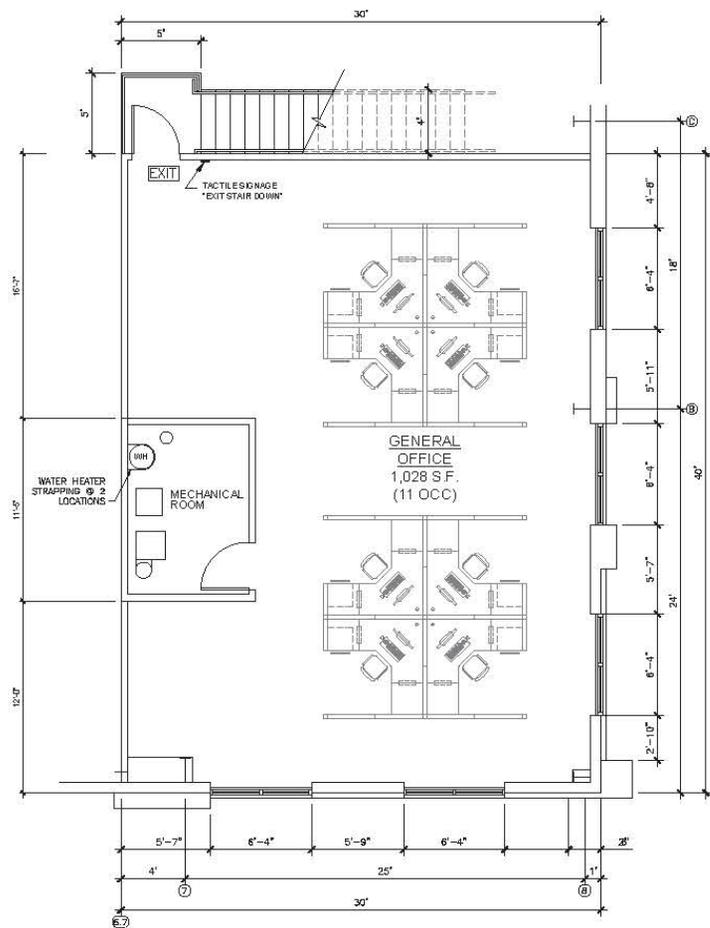


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# Harvill Trailer Yard Development



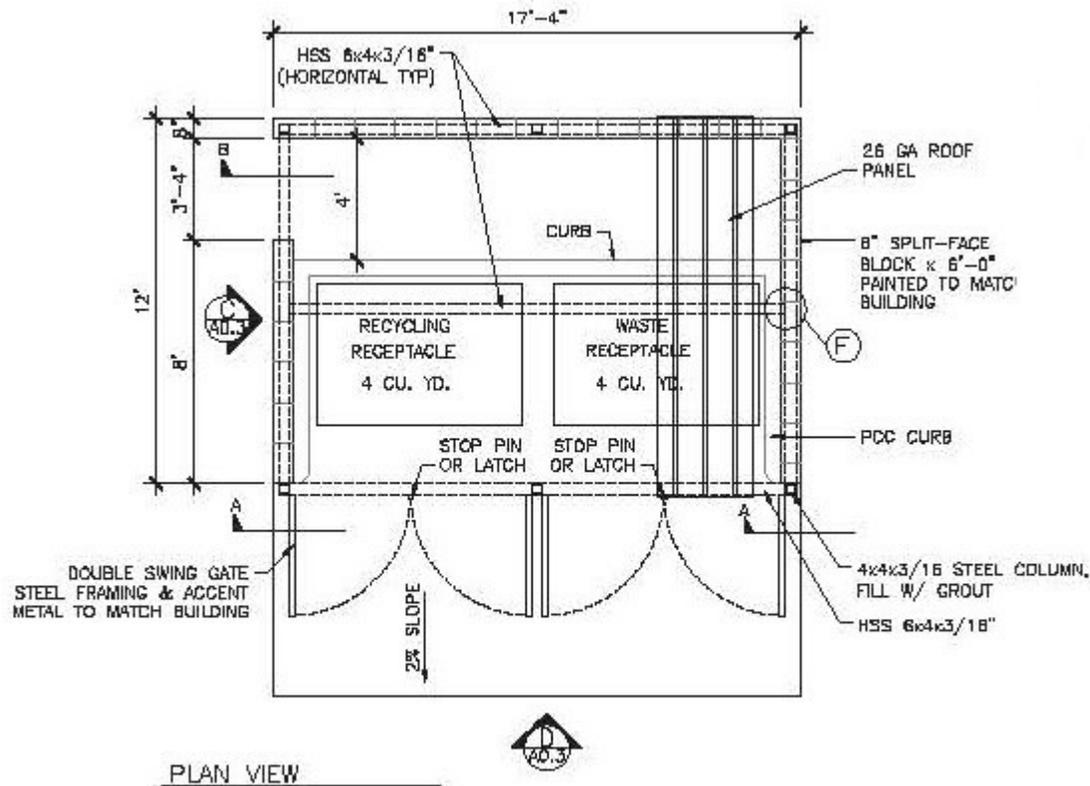
OFFICE PLAN - FIRST FLOOR  
SCALE: 1/4" = 1'-0"



OFFICE PLAN - SECOND FLOOR  
SCALE: 1/4" = 1'-0"

Figure 6: Conceptual Office Floor Plan

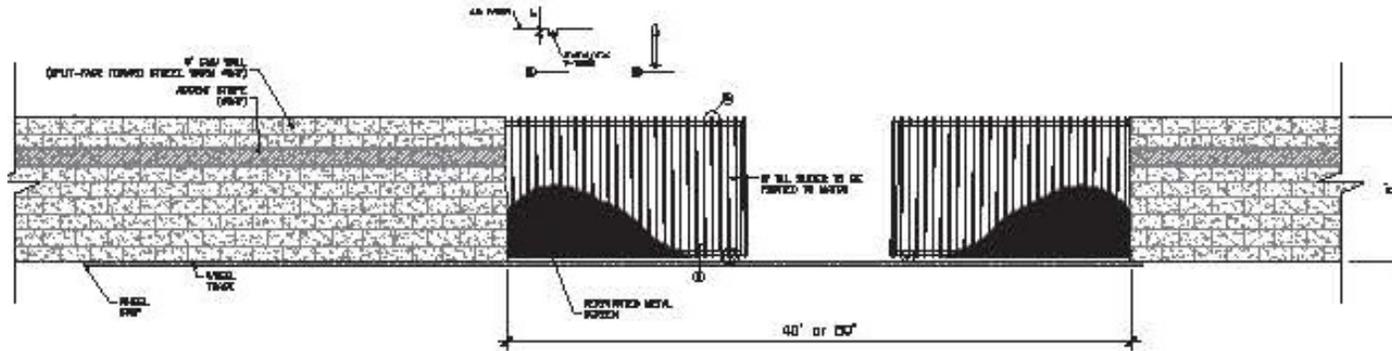
Source: Van Dam Engineering



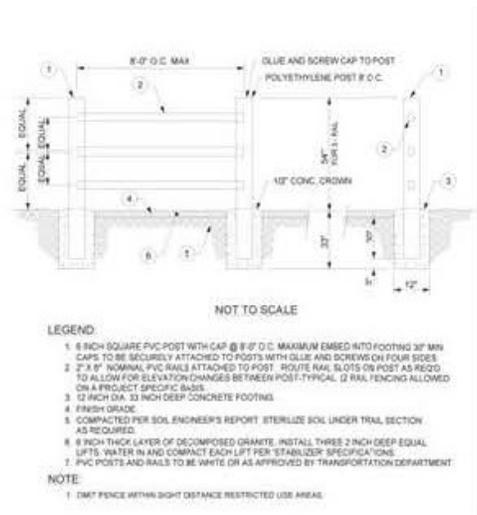
1 TRASH ENCLOSURE DETAILS  
SCALE: 1/4" = 1'-0"

Figure 7: Conceptual Trash Enclosure

Source: Van Dam Engineering



③ TYP. GATE/WALL DETAIL  
SCALE: 1/4" = 1'-0"



④ SPLIT RAIL PVC FENCE DETAILS  
SCALE: 1/4" = 1'-0"

Figure 8: Conceptual Wall and Gate Elevations

Source: Van Dam Engineering



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# Harvill Trailer Yard Development



Riverside County Ordinance 859 Landscape Water Use Calculations  
Project Type Commercial  
ORANGE AVE. & HARVILL AVE. PERRIS CA  
0.45 Eto allowance

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

1 Maximum Annual Water Allowance (MAWA)	(MAWA)
INPUT the total square footage of landscape =	73,961 S.F.
INPUT the Hyd. ETo for the area =	55.85
MAWA =	156,344 cu ft / yr

2 Estimated Annual Water Use (EAUW)	(EAUW)
Hydrozone # 1	Plant Factor = 0.2 Hydrozone Irrigation Efficiency = 0.85 EAUW = 16,303 cu ft / yr
Hydrozone # 2	Plant Factor = 0.5 Hydrozone Irrigation Efficiency = 0.85 EAUW = 19,277 cu ft / yr
Hydrozone # 3	Plant Factor = 0.5 Hydrozone Irrigation Efficiency = 1 EAUW = 25,261 cu ft / yr
Hydrozone # 4	Plant Factor = 0 Hydrozone Irrigation Efficiency = 1 EAUW = 0 cu ft / yr
Hydrozone # 5	Plant Factor = 0 Hydrozone Irrigation Efficiency = 1 EAUW = 0 cu ft / yr
Hydrozone # 6	Plant Factor = 0 Hydrozone Irrigation Efficiency = 1 EAUW = 0 cu ft / yr
SubTotal EAUW =	103,441 cu ft / yr
Input Irrigation System Operation Factor =	0.85
Total EAUW =	121,868
MAWA - EAUW =	34,648 cu ft / yr (this number must be positive)

PERCENTAGE OF WATER SAVED RELATIVE TO MAX ALLOWED = 22%

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

CALCULATION NOTE:  
- MAWA Calculations utilize a 0.45 Eto allowance.  
- There is currently no Recycled Water available to the site.  
- Mixed water use plants in the same planting areas are calculated at the highest use determination.

SYM.	BOTANICAL NAME	COMMON NAME	SPACING	SIZE	WUCOLS
(Symbol)	HETEROMELES ARBUSTIFOLIA	TOYON	@ 10' O.C.	5 GAL	L
(Symbol)	BONONIA VESICATA PROSTRATA	HORSED BUSH	@ 8' O.C.	5 GAL	L
(Symbol)	LIGUSTRUM JAPONICUM	PRIVET	@ 8' O.C.	5 GAL	M
(Symbol)	RHAPHIOLEPIS INDICA	INDIA Hawthorn	@ 8' O.C.	5 GAL	M
(Symbol)	NANDINA DOMESTICA	HEAVENLY BAMBOO	@ 8' O.C.	5 GAL	M
(Symbol)	GREVILLEA 'NOBELLI'	NOEL'S GREVILLEA	@ 4' O.C.	5 GAL	L
(Symbol)	ANDROSANTOS SPECIES	KANGAROO PAN	@ 4' O.C.	5 GAL	L
(Symbol)	HESPERALOE PARVIFLORA	RED YUCCA	@ 4' O.C.	5 GAL	L
(Symbol)	TELICRUM FRUTICOSUM	BUSH GERMANDER	@ 3' O.C.	5 GAL	L
(Symbol)	MULHBERGIA CAPILLARIS	PINK-RED MAHLY	@ 3' O.C.	5 GAL	L
(Symbol)	DOLICHANDRIA LINIGUS-CATI	CAT'S CLAW VINE	5 GAL	L	
(Symbol)	CORONARIA RETINA VERBE VISTA	CRISPING CORONARIA	@ 5' O.C.	5 GAL	L
(Symbol)	DOUGLAS IRIS	PURPLE DOUGLAS IRIS	5 GAL	M/L	
(Symbol)	EPILOBUM CALIFORNICA	CALIFORNIA FUCHSIA	5 GAL	M/L	
(Symbol)	JUNCUS PATENS 'TUX BLUE'	CALIFORNIA GRAY BUSH	5 GAL	M/L	
(Symbol)	SAVIA ARIANA	WHITE SAGE	5 GAL	L	

NOTE: 3" LAYER CRUSHED REDD  
NOTE: 3" LAYER SHREDDED WOOD MULCH FOR ALL PLANTING AREA

Landscape Description: In an effort to maximize sustainability, minimize disturbance to existing land forms. Soltis has provided a low water use yet functional landscape installation that will enhance not only the project property but elevate and provide a benchmark. Since this is one of the first projects in a previously underdeveloped area that can entice future development.

- Notes:
1. Prior to project construction, I agree to submit a complete Landscape Construction Document Package that complies with the requirements of applicable ordinances, including but not necessarily limited to Ordinance No. 859.3; Ordinance 348, Ordinance 461; project Conditions of Approval; and in substantial conformance with the approved Landscape Concept Plan. Should the ordinances be revised, plans may be subject to change.
  2. Both On-Site and Off-Site both maintenance by the property owner.
  3. Modular Wetlands have been eliminated.



NOTE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT-OF-WAY ONLY.

BEFORE YOU DIG  
TOLL FREE 1-800-327-3600  
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT



PREPARED BY: SOLTIS SOLTIS AND COMPANY, INC.  
ADDRESS: 869 W. 9th St.  
Upland, CA 91786  
PHONE: (909) 346-1111  
CERT NO. XXXX, EXP XX/20XX DATE:

COUNTY OF RIVERSIDE  
HARVILL COMMUNITY TRAIL CROSS  
ORANGE AVE. & HARVILL AVE. PERRIS, CA  
CONCEPT LANDSCAPE PLANS  
CONCEPT LANDSCAPE PLAN  
LAKE CREEK INDUSTRIAL, LLC  
L-1

Figure 9: Conceptual Landscape Plan  
Source: Soltis and Company





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# Harvill Trailer Yard Development

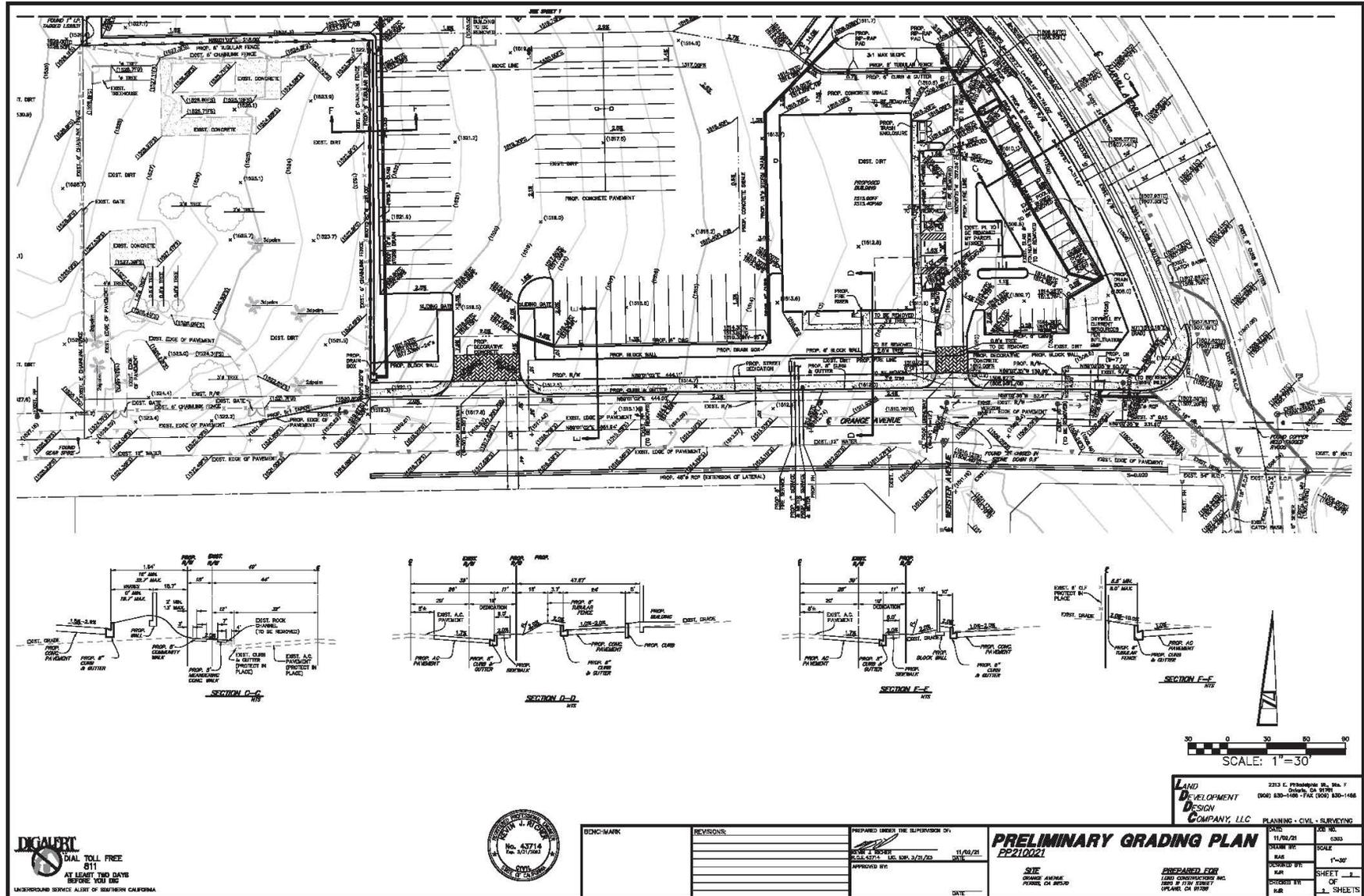


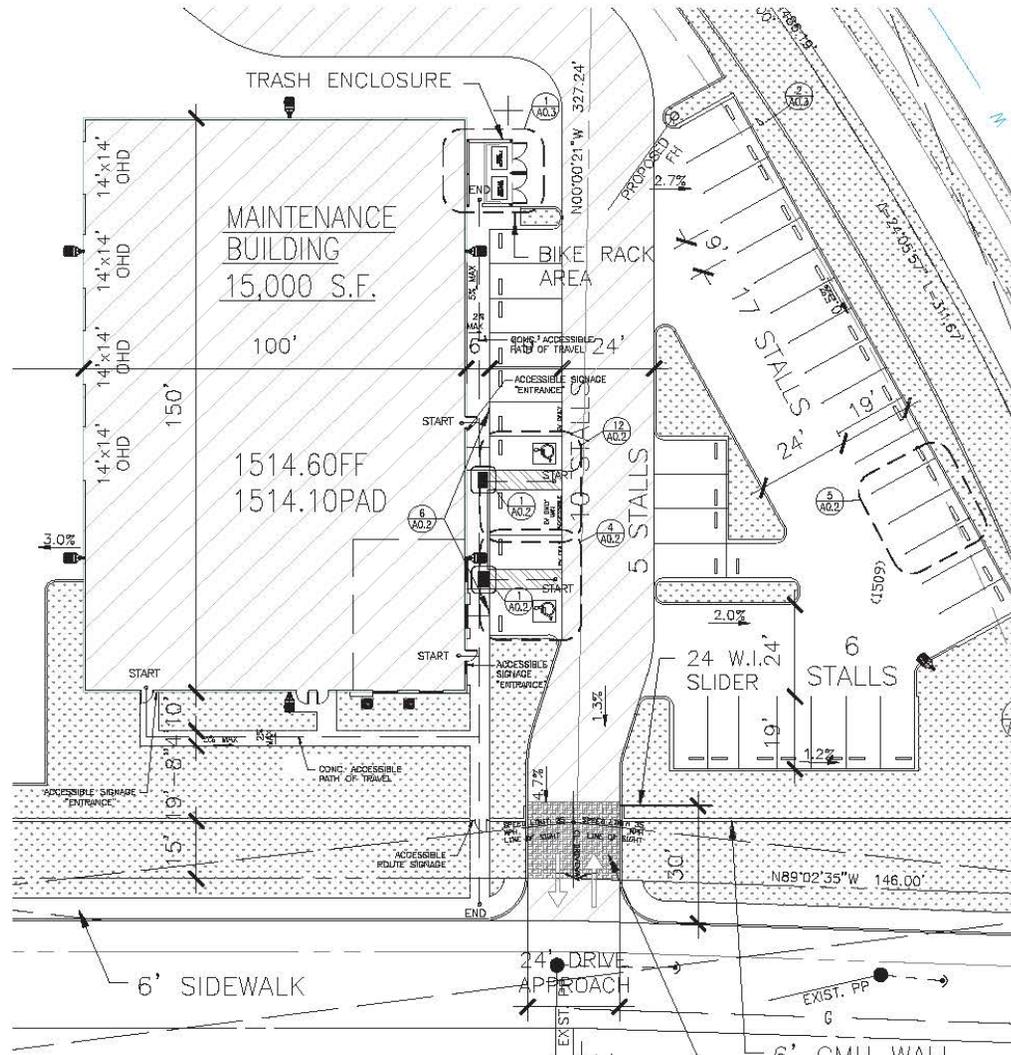
Figure 10: Conceptual Grading Plan

Source: Van Dam Engineering



**SAGECREST**  
PLANNING + ENVIRONMENTAL

# Harvill Trailer Yard Development



ACCESSIBLE SITE PLAN

SCALE: 1/16" = 1'-0"



Figure 11: Conceptual Fire Access Plan

Source: Van Dam Engineering

### III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

### IV. DETERMINATION

On the basis of this initial evaluation:

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

<b>A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED</b>
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, <b>NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED</b> because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
<input type="checkbox"/> I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An <b>ADDENDUM</b> to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
<input type="checkbox"/> I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a <b>SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT</b> is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.
<input type="checkbox"/> I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a <b>SUBSEQUENT ENVIRONMENTAL IMPACT REPORT</b> is required: (1)

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

For: John Hildebrand  
*Planning Director*

\_\_\_\_\_  
Printed Name

**V. ENVIRONMENTAL ISSUES ASSESSMENT**

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

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

**Source(s):** Riverside County General Plan Figure C-8 “Scenic Highways”, Mead Valley Area Plan, Figure 10 – “Mead Valley Area Plan Scenic Highways”

Findings of Fact:

**a. Impacts will be less than significant.** The Project Site is not located along a designated scenic highway corridor. According to the Mead Valley Area Plan, Figure 10 – “Mead Valley Area Plan Scenic Highways,” State Route 74, as it connects with I-215 in the southern portion of the planning area is eligible for state designation as a scenic highway. State Route 74 is of regional significance because it provides a link between Orange and Riverside Counties through the Santa Ana Mountains and eventually through the San Jacinto Mountains as the famous Palms to Pines Scenic Highway. The portion designated as state eligible is located approximately 2.3 miles south/southwest of the Project Site. According to the County of Riverside’s Circulation Element, Figure C-8 – “Scenic Highways,” the Ramona Expressway is eligible for County designation as a scenic corridor. The portion designated as County eligible is located approximately 2 miles north/northeast of the Project Site.

Given the Project Site’s location, the Proposed Project would not be visible from either State Route 74 or the Ramona Expressway due to intervening topography and existing built environment, such as buildings. Therefore, potential impacts associated with scenic highway corridor would be less than significant and no mitigation would be required.

**b. Impacts will be less than significant.** Mead Valley maintains sweeping views of distant mountains and nearby hills. Rock outcroppings accent the hillsides and provide a distinct texture to the landscape. Mead Valley is especially situated to capture mountain views in almost every direction; a quality that is evident in the functions, setting, and features are unique to Mead Valley. The Mead Valley Area Plan identifies three unique features within the plan area. These unique features are the Gavilan Hills located in the western portion of the planning area, and Steele Peak and Motte-Rimrock Reservation located in the southwestern portion of the planning area. The Project Site is located directly west of the I-215, in an area predominantly disturbed by prior improvements and/or development.

Currently the Project Site is predominantly vacant with building remnants and building foundations located on various areas of the Project Site. One existing structure is located in the central portion of the Project Site, with concrete foundations and slabs located in the northwest and southeast portion of the Project Site. The Project Site consists predominantly of disturbed nonnative grassland and was previously developed. A dirt road extends north through the site.

The Project Site does not contain any scenic resources, rock outcroppings, or unique or landmark features as designated within the Mead Valley Area Plan. While all three identifies unique features are west of the I-215 freeway, with the closest approximately 1.25 miles to the southwest, the Proposed Project would not obstruct views since the Proposed Project would be required to comply with the County's industrial development standards. These development standards include a maximum height, setback requirements, and minimum landscaping that would ensure the Proposed Project does not create an aesthetically unsightly view. The Proposed Project would entail the removal of seven trees from the Project Site (one Eucalyptus and six American Pepper); however, the site would be developed with 88 new trees for the purposes of screening. Therefore, potential impacts associated with scenic vistas or the creation of an aesthetically offensive site to the public view would be less than significant and no mitigation would be required.

**c. Impacts will be less than significant.** As discussed in Section V.I(1)(b), currently the Project Site is predominantly vacant with building remnants and building foundations located on various areas of the Project Site. One existing structure is located in the central portion of the Project Site, with concrete foundations and slabs located in the northwest and southeast portion of the Project Site. The surrounding uses include industrial to the east, vacant and agricultural land to the south, single family residential and vacant agricultural land to the west, and vacant land to the north. The Proposed Project would be surrounded by a 6-foot combination steel tube and concrete wall and landscape screening, ranging between a minimum of approximately 5-feet at the north and western property lines to 15-feet at both street frontages. The proposed building's architectural design includes a neutral color palette of beige, white, and blue, with metal paneling to lessen the visual impact of the structure. Views from the public right-of-way immediately adjacent the Project Site would be mostly that of landscape buffering, and concrete wall. All areas proposed for parking would be shielded by the combination wall and steel tube fence along with landscaping. Therefore, potential impacts associated with the visual character or quality of the site and its surroundings would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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**2. Mt. Palomar Observatory**

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

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**Source(s):** GIS database, Ordinance No. 655 (Regulating Light Pollution), Ordinance No. 915 (Regulating Outdoor Lighting), Mead Valley Area Plan, Figure 7 – “Mead Valley Area Plan Mt Palomar Night Time Lighting Policy Area”

Findings of Fact:

**a. Impacts will be less than significant.** Ordinance No.665 designates two zones, Zone A and Zone B, that are required to meet specific lighting design standards to minimize light that could have a detrimental effect on Mt. Palomar Observatory’s astronomical observation and research. Zone A includes areas within 15 miles from the observatory. Zone B includes areas between 15 and 45 miles from the observatory. The Project Site is approximately 38 miles northwest of the Mt. Palomar Observatory, and is within Zone B according to Figure 7 – “Mead Valley Area Plan Mt Palomar Night Time Lighting Policy Area.” Since the Project Site is located within Zone B, the Proposed Project would be subject to Ordinance No. 655, which requires outdoor light fixtures to be shielded. Parking lot, walkway, security, and decorative lighting would be restricted to 4050 lumens and below. Ordinance No. 655 would also require the Proposed Project limit total lumens per acre for the Project Site to 8,100. Any new street lights proposed as a part of street improvements would be restricted to low pressure sodium lights. Additionally, based on the lighting class as outlined in Ordinance No. 655, the Proposed Project would be subject to hours of operation for lighting onsite.

The Proposed Project must also comply with another County ordinance regarding lighting; Ordinance No. 915 provides minimum requirements for outdoor lighting in order to reduce light trespass, and to protect the health, property, and well-being of residents in the unincorporated areas of the County. All outdoor lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way. All outdoor luminaires shall be appropriately located and adequately shielded and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. Outdoor luminaires shall not blink, flash, or rotate. To ensure that lighting meets the required standards, the Proposed Project is required to submit lighting plans for approval as part of the permitting process to the Department of Building and Safety. Therefore, potential impacts associated with the interference with nighttime use of Mt. Palomar Observatory would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3. Other Lighting Issues</b>				
a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** On-site Inspection, Project Application Description, Ordinance No. 915 (Regulating Outdoor Lighting), Ordinance No. 655 (Regulating Light Pollution)

Findings of Fact:

**a. Impacts will be less than significant.** Since the Project Site is undeveloped predominantly vacant with building remnants, the Proposed Project would create new sources of lighting from construction and operation of the proposed industrial development. The Project Site is situated generally in the southwest corner of Orange Avenue and Harvill Avenue and the primary sources of light in the project vicinity are streetlights, lights from vehicles along the nearby roadways, and lighting from the nearby industrial and commercial uses (i.e., El Dorado Stone to the west, The Salvation Army to the southeast, and Star Milling Company to the northeast). The selection of building materials and colors would be subject to County plan check review to reduce potential architectural glare. As proposed, the building would consist of beige and warm white metal paneling, with blue metal panel accents, along with blue glass windows. Incorporation of the Project Site streetscape landscape and surrounding site wall would serve to further shield surrounding properties from light and /or glare generated on site. The Proposed Project must comply with County Ordinance No. 915, which requires outdoor lighting to reduce light trespass and County Ordinance 655, which regulates light pollution. Specifically, Ordinance No. 655 would require shielding and maximum lumen thresholds for the Project Site, as well as hours of operation for certain light fixture types. Therefore, potential impacts associated with substantial light/and glare would be less than significant and no mitigation would be required.

**b. Impacts will be less than significant.** As noted in Response V.I.(3)(a), the Proposed Project would comply with County Ordinance Nos. 655 and 915 which require all outdoor lighting to reduce light trespass by shielding and redirecting light downwards as to not shine directly upon adjoining property or public rights-of-way and limit hours of operation on certain light fixture types. All outdoor luminaires shall be appropriately located and adequately shielded and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. Compliance with County Ordinance Nos. 655 and 915 would reduce impacts related to lighting. Therefore, potential impacts associated with exposure of unacceptable light levels at residential properties would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** Riverside County General Plan, Multipurpose Open Space Element, Figure OS-2 - "Agricultural Resources," CA Farmland Conservancy Farmland Finder Map (2016) GIS database, Project Application Materials, Map My County, County Ordinance No. 625

**Findings of Fact:**

**a. Impacts will be less than significant.** According to Riverside County's General Plan and California Farmland Conservancy<sup>1</sup>, the Project Site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). However, the County's General Plan Multipurpose Open Space Element, Figure OS-2 "Agricultural Resources" shows the Project Site is designated as Farmland of Local Importance. The Multipurpose Open Space Element defines local important farmlands as farmlands not covered by Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, but land of locally significant economic importance. Farmland of Local Importance includes the following:

- Lands with soils that would be classified as Prime or Statewide Important Farmlands but lack available irrigation water.
- Lands planted in 1980 or 1981 in dry land grain crops such as barley, oats, and wheat.
- Lands producing major crops for Riverside County but that are not listed as Unique Farmland crops. Such crops are permanent pasture (irrigated), summer squash, okra, eggplant, radishes, and watermelon.
- Dairylands including corrals, pasture, milking facilities, hay and manure storage areas if accompanied with permanent pasture or hayland of 10 acres or more.
- Lands identified by Riverside County with Agriculture land use designations or contracts.
- Lands planted with jojoba that are under cultivation and are of producing age.

According to the Phase I Environmental Site Assessment (Appendix E) for the Proposed Project, between 1938 to 1985, the Project Site was agriculturally developed land. The project specific Phase I Cultural Resources Assessment (Appendix C1) discusses the Project Site's former use as a part of the Mayer Ranch. By 1978, former structures onsite had been removed and all that remained onsite was a

<sup>1</sup> California Department of Conservation Farmland Mapping and monitoring Program (2016). (<https://maps.conservation.ca.gov/DLRP/CIFF/> Accessed August 9, 2021.)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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single building and building foundations. By 1989, the Project Site was either vacant or agricultural land, continuing to present.

The Project Site would not be classified as Prime or Statewide Important Farmlands but lacks available irrigation. The Project Site is served by the Easter Municipal Water District, and existing water lines are located within Orange Avenue and Harvill Avenue. The Project Site was not planted in dry land grain crops such as barley, oats, and wheat. The Project Site is not currently operated as and has not recently been producing major crops for Riverside County, including, but not limited to summer squash, okra, eggplant, radishes, and watermelon. The Project Site does not contain dairylands, including corrals, pasture, milking facilities, or hay. The Project Site does contain a surficial layer of horse manure in a portion of the northwestern corner of the site; however, it is not for the purposes of manure storage on a commercial scale. The Project Site is not designated with an agriculture land use as the Project Site is currently designated Business Park. The Project Site is not subject to an agricultural contract by the County. The Project Site is predominantly vacant with building remnants and foundations located on various areas of the site. One existing structure is located in the central portion of the Project Site, with concrete foundations and slabs located in the northwest and southeast portion of the site. The existing structure is in disrepair, and not in a habitable condition. The Project Site consists predominantly of disturbed nonnative grassland and was previously developed. The Project Site does not contain jobo. The Project Site does not meet the any of the qualifying criteria the County considers to be local important farmlands pursuant to the General Plan. The Proposed Project would not result in the loss of potential farmland of local importance which meets the County's General Plan qualifying criteria on the Project Site. The Proposed Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agriculture use. Therefore, potential impacts associated with Prime Farmland, Unique farmland, or Farmland of Statewide Importance would be less than significant and no mitigation would be required.

**b. Impacts will be less than significant.** The Project Site is currently zoned M-SC, manufacturing - service commercial. Surrounding properties to the Project Site are zoned Manufacturing - Heavy to the east, Light Agriculture to the west and south, and Manufacturing - Service Commercial and Manufacturing - Heavy to the north. The adjacent properties to the west and south zoned Light Agriculture are not a part of a County designated agricultural preserve and are not subject to a Williamson Act Contract. Further, the Project Site does not consist of land subject to a Williamson Act contract or land within Riverside County Agricultural Preserve. Therefore, potential impacts associated with agricultural zoning, agricultural use, a Williamson Act contract, or a Riverside County Agricultural Preserve would be less than significant, and no mitigation would be required.

**c. Impacts will be less than significant.** Surrounding properties to the Project Site are zoned Manufacturing - Heavy to the east, Light Agriculture to the west and south, and Manufacturing - Service Commercial and Manufacturing - Heavy to the north. The Project Site is located within 300-feet of an agriculturally zoned property, as the properties immediately adjacent to the west and south are zoned Light Agriculture. The Proposed Project would entail the construction of a 167-space trailer storage lot, 16,200 SF maintenance building containing 2,400 SF of office space, 38 accessory standard parking stalls, and landscaping. However, the Proposed Project would not cause changes to County Ordinance No. 625, which conserves, protects, and encourages the development, improvement, and continued viability of its agricultural land and industries for the long-term production of food and other agricultural products. The Proposed Project is wholly contained on two parcels identified as Assessor's Parcel Numbers 305-090-049 (Parcel A) and 317-270-013 (Parcel B), which are zoned for the proposed industrial use. The Proposed Project would be subject to the County's adopted ordinances, including Ordinance No. 625, which establishes existing agricultural uses in operations prior to a non-agricultural adjacent use from being considered nuisances. Therefore, potential impacts associated with non-

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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agricultural development within 300 ft. of an agriculturally zoned property would be less than significant and no mitigation would be required.

**d. Impacts will be less than significant.** No agricultural operations are located on the Project Site. The Project Site is zoned for Manufacturing - Service Commercial, which includes industrial uses. Surrounding properties are zoned Manufacturing - Heavy to the east, Light Agriculture to the west and south, and Manufacturing - Service Commercial and Manufacturing - Heavy to the north. While there are adjacent parcels to the west and south which are zoned for agricultural uses, the Proposed Project would occur wholly on two parcels identified as Assessor's Parcel Numbers 305-090-049 (Parcel A) and 317-270-013 (Parcel B). The proposed industrial use would not result in conversion of farmland to non-farmland uses, as it does not propose a use which draws consumers or residential uses. Therefore, potential impacts associated with the conversion of Farmland to non-agricultural use would be less than significant, and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>5. Forest</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Riverside County General Plan, Multipurpose Open Space Element, Figure OS-3a "Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas," Figure OS-3b "Forestry Resources Eastern Riverside County Parks, Forests, and Recreation Areas," Project Application Materials

Findings of Fact:

**a.- c. There will be no impacts.** No lands within the Project Site are zoned for forest land, timberland, or Timberland Production. Therefore, no potential impacts associated with the loss of forest land or cause other changes in the existing environment which could result in the conversion of forest land to non-forest use would occur, and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** *Harvill Trailer Storage Yard Project Air Quality, Energy, Global Climate Change, HRA, and Energy Impact Analysis*, Ganddini Group Inc., January 19, 2020/21 (Appendix A), Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), SCAQMD CEQA Air Quality Handbook

Findings of Fact:

**General:** Criteria pollutant analyses presented as a part of Findings of Fact for the Air Quality Impact Analysis are based on and summarized from Appendix A - *Harvill Trailer Storage Yard Project Air Quality, Energy, Global Climate Change, HRA, and Energy Impact Analysis* (Ganddini Group Inc., 2021).

**Regional Air Quality**

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the Air Basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 1 – SCAQMD Regional Criteria Pollutant Emission Thresholds of Significance.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 1 – SCAQMD Regional Criteria Pollutant Emission Thresholds of Significance**

	Pollutant Emissions (pounds/day)						
	VOC	NOx	CO	Sox	PM10	PM2.5	Lead
<b>Construction</b>	75	100	550	150	150	55	3
<b>Operation</b>	55	55	550	150	150	55	3

Source: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>

**Local Air Quality**

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significance Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. SCAQMD has also provided Final Localized Significance Threshold Methodology (LST Methodology), July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO2, CO, PM10, and PM2.5.

The LST Methodology provides Look-Up Tables with different thresholds based on the location and size of the Project Site and distance to the nearest sensitive receptors. The Look-Up Tables provided in the LST Methodology include Project Site acreage sizes of 1-acre, 2-acres, and 5-acres. The 2-acre Project Site values in the Look-Up Tables have been utilized in the construction analysis since the maximum number of acres disturbed in a day would be 2.5 acres during the grading process. Per SCAQMD staff, the 5-acre Look-Up Table, which is the largest site available, can be used as a conservative screening analysis for on-site operational emissions to determine whether more-detailed dispersion modeling would be necessary. The 5-acre Project Site values in the Look-Up Tables have been utilized in the operation analysis to be conservative since the site is 7.24 acres. The nearest offsite sensitive receptors include single-family homes located approximately 235 feet to the southwest, 275 feet to the south, and 660 feet to the west of the Project Site. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. For the Proposed Project, SCAQMD Look-Up Tables for 50 meters were used. Table 2 – SCAQMD Local Air Quality Thresholds of Significance shows the LSTs for NO2, PM10 and PM2.5 for both construction and operational activities.

**Table 2 – SCAQMD Local Air Quality Thresholds of Significance**

Activity	Allowable Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
<b>Construction<sup>1, 2</sup></b>	200	1,262	20	6
<b>Operation<sup>1, 3</sup></b>	302	2,178	10	3

Notes:

<sup>1</sup> The nearest sensitive receptors are the existing single-family detached residential dwelling units located approximately 235 feet (~72 meters) southwest, 275 feet (~84 meters) south, and 660 feet (~201 meters) west of the project site; therefore, to be conservative, the 50 meter threshold was used.

<sup>2</sup> Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres at a distance of 50 m, to be conservative, in SRA 24 Perris Valley.

<sup>3</sup> Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 5 acres, to be conservative.

Note: The project will disturb up to a maximum of 2.5 acres a day during grading (see Appendix A, Table 7 of Appendix A).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Toxic Air Contaminants**

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

In order to determine if the Proposed Project may have a significant impact related to toxic air contaminants (TACs), the Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, (Diesel Analysis) prepared by SCAQMD, August 2003, recommends that if the Proposed Project would create TACs through stationary sources or regular operations of diesel trucks on the Project Site, then the proximity of the nearest receptors to the source of the TAC and the toxicity of the hazardous air pollutant (HAP) should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

**Odor Impacts**

The SCAQMD CEQA Handbook states that an odor impact would occur if the Proposed Project created an odor nuisance pursuant to SCAQMD Rule 402, which states:

“A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.”

If the Proposed Project results in a violation of Rule 402 with regards to odor impacts, then the Proposed Project would create a significant odor impact.

**a. Impacts will be less than significant.** The Proposed Project would not conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). The following section discusses the Proposed Project’s consistency with the SCAQMD AQMP.

**SCAQMD Air Quality Management Plan**

CEQA requires a discussion of any inconsistencies between a Proposed Project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the Proposed Project includes the SCAQMD AQMP and so this section discusses any potential inconsistencies of the Proposed Project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the Proposed Project would interfere with the region’s ability to comply with Federal and State air quality standards. If the decision-makers determine that the Proposed Project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A Proposed

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

- (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- (2) Whether the project will exceed the assumptions in the AQMP, or increments based on the year of project buildout and phase.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in Appendix A, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance or local thresholds of significance. The ongoing operation of the Proposed Project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards. Therefore, potential long-term impacts associated with an increase in severity or frequency of air quality violations would be less than significant and no mitigation would be required.

Based on the information provided above, the Proposed Project would be consistent with the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Proposed Project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP). The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the County of Riverside General Plan’s Land Use Plan defines the assumptions that are represented in AQMP.

The Project Site has an existing County of Riverside Land Use Designation of Business Park (BP) on the Mead Valley Area Plan Land Use Plan and a Zoning Designation of Manufacturing – Service Commercial (M-SC). The County’s General Plan states that the Business Park land use designation allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, clean industry and supporting retail uses. The project proposes to develop the site with a 16,200 square foot warehouse/office building for a surface trailer storage yard with 167 trailer stalls and 38 vehicle parking stalls. The Proposed Project would be consistent with the County’s existing land use and zoning designations, and as such is not anticipated to exceed the AQMP assumptions for the Project Site and is found to be consistent with the AQMP for the second criterion. Therefore, potential impacts associated with exceeding assumptions in the AQMP would be less than significant and no mitigation would be required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Proposed Project would not result in an inconsistency with the SCAQMD AQMP. Therefore, potential impacts associated with the conflict or obstruction of the implementation of the applicable air quality plan would be less than significant and no mitigation would be required.

**b. Impacts will be less than significant.** The Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard. The following section provides calculations of the potential air emissions associated with the construction and operations of the Proposed Project and compares the emissions to the SCAQMD standards. For detailed information related to the calculations, refer to Appendix A.

**Construction Emissions**

The construction activities for the Proposed Project would include site preparation of approximately 0.72 acres and grading of approximately 7.24 acres, building construction of a 16,200 SF general light industrial building, and application of architectural coatings to the proposed structures, and paving of the proposed parking lots, onsite roads, and driveways. The construction emissions have been analyzed for both regional and local air quality impacts.

**Construction-Related Regional Impacts**

The CalEEMod model and input parameters utilized to calculate the construction-related regional emissions from the Proposed Project are detailed in Appendix A. The worst-case summer or winter daily construction-related criteria pollutant emissions from the Proposed Project for each phase of construction activities are shown in Table 3 – Construction-Related Regional Criteria Pollutant Emissions and the CalEEMod daily printouts are shown in Appendix A.

Table 3 – Construction-Related Regional Criteria Pollutant Emissions shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds during either site preparation, grading, or the combined building construction, paving and architectural coatings phases. Therefore, potential regional air quality impacts associated with project construction would be less than significant and no mitigation would be required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 3 – Construction-Related Regional Criteria Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
<b>Site Preparation</b>						
Onsite <sup>1</sup>	1.00	10.47	5.82	0.001	3.06	1.78
Offsite <sup>2</sup>	0.02	0.17	0.24	0.00	0.08	0.02
<b>Subtotal</b>	<b>1.03</b>	<b>10.64</b>	<b>6.06</b>	<b>0.01</b>	<b>3.14</b>	<b>1.80</b>
<b>Grading</b>						
Onsite <sup>1</sup>	1.85	20.86	15.27	0.03	3.70	2.20
Offsite <sup>2</sup>	0.06	0.04	0.60	0.00	0.17	0.05
<b>Subtotal</b>	<b>2.01</b>	<b>15.62</b>	<b>16.36</b>	<b>0.03</b>	<b>0.81</b>	<b>0.76</b>
<b>Building Construction</b>						
Onsite <sup>1</sup>	1.71	15.62	16.36	0.03	0.81	0.53
Offsite <sup>2</sup>	0.61	2.67	6.07	0.02	1.86	0.53
<b>Subtotal</b>	<b>2.32</b>	<b>18.28</b>	<b>22.43</b>	<b>0.05</b>	<b>2.67</b>	<b>1.29</b>
<b>Paving</b>						
Onsite <sup>1</sup>	1.87	11.12	14.58	0.02	0.57	0.52
Offsite <sup>2</sup>	0.06	0.04	0.60	0.00	0.17	0.05
<b>Subtotal</b>	<b>1.93</b>	<b>11.16</b>	<b>15.18</b>	<b>0.02</b>	<b>0.74</b>	<b>0.57</b>
<b>Architectural Coating</b>						
Onsite <sup>1</sup>	11.89	1.41	1.81	0.00	0.08	0.08
Offsite <sup>2</sup>	0.11	0.07	1.08	0.00	0.30	0.08
<b>Subtotal</b>	<b>12.00</b>	<b>1.48</b>	<b>2.89</b>	<b>0.01</b>	<b>0.39</b>	<b>0.16</b>
<b>Total for Overlapping Phases<sup>3</sup></b>	<b>16.24</b>	<b>30.93</b>	<b>40.50</b>	<b>0.08</b>	<b>3.79</b>	<b>2.02</b>
<b>SCQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	No	No	No	No	No	No

Notes:

Source: CalEEMod Version 20120.4.0

<sup>1</sup> On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.

<sup>2</sup> Off-site emissions from equipment operated on public roads.

<sup>3</sup> Construction, painting and paving phases may overlap.

### Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The Proposed Project has been analyzed for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; from TACs; and from construction-related odor impacts.

The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology (LST Methodology)*, prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NOx, CO, PM10, and PM2.5. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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order to readily determine if the daily onsite emissions of CO, NOx, PM10, and PM2.5 from the Proposed Project could result in a significant impact to the local air quality.

The nearest sensitive receptors are the existing single-family detached residential dwelling units located approximately 235 feet (~72 meters) southwest, 275 feet (~84 meters) south, and 660 feet (~201 meters) west of the project site. Table 4 – Local Construction-Related Emissions at the Nearest Sensitive Receptors shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated localized emissions thresholds that are detailed in Table 2 – SCAQMD Local Air Quality Thresholds of Significance.

**Table 4 – Local Construction-Related Emissions at the Nearest Sensitive Receptors**

Phase	Onsite Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Site Preparation	10.47	5.82	3.06	1.78
Grading	20.86	15.27	3.70	2.20
Building Construction	15.62	16.36	0.81	0.76
Paving	11.12	14.58	0.57	0.52
Architectural Coating	1.41	1.81	0.08	0.08
Total of Overlapping Phases <sup>1</sup>	28.15	32.76	1.46	1.37
<b>SCAQMD Local Construction Thresholds<sup>2</sup></b>	<b>200</b>	<b>1,262</b>	<b>20</b>	<b>6</b>
Exceeds Threshold?	No	No	No	No

Notes:

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres at a distance of 50 m, to be conservative, in SRA 24 Perris Valley.

<sup>1</sup> Constriction, painting and paving phases may overlap.

<sup>2</sup> The nearest sensitive receptors are the existing single-family detached residential dwelling units located approximately 235 feet (~72 meters) southwest, 275 feet (~84 meters) south, and 660 feet (~201 meters) west of the project site; therefore, to be conservative, the 50 meter threshold was used.

Note: The project will disturb up to a maximum of 2.5 acres a day during grading (see Appendix A, Table 7 of Appendix A).

Table 4 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors.

**Construction-Related Human Health Impacts**

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during construction of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project construction would not occur.

**Construction-Related Toxic Air Contaminant Impacts**

The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to the Office of Environmental Health Hazard Assessment (OEHHA)<sup>5</sup> and the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003), health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 5.5 months), the project would not result in a long-term (i.e., lifetime or 30-

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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year) exposure as a result of project construction. Construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds and the nearest sensitive receptors to the project site are located approximately 235 feet (~72 meters) southwest, 275 feet (~84 meters) south, and 660 feet (~201 meters) west of the Project Site.

The project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the renovation and construction activities. Therefore, impacts from TACs during construction would be less than significant. Therefore, potential local air quality impacts associated with project construction would be less than significant and no mitigation would be required.

**Operational Emissions**

The on-going operation of the Proposed Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the Proposed Project. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the on-going operations of the Proposed Project.

**Operations-Related Regional Criteria Pollutant Analysis**

The operations-related regional criteria air quality impacts created by the Proposed Project were analyzed through use of the CalEEMod model and the input parameters utilized in this analysis are detailed in Appendix A. The worst-case summer or winter criteria pollutant emissions created from the Proposed Project’s long-term operations were calculated and are shown below in in Table 5 – Operational Regional Criteria Pollutant Emissions and the CalEEMod daily emissions printouts are shown in Appendix A.

Table 5 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds.

**Table 5 – Operational Regional Criteria Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
Area Sources <sup>1</sup>	0.49	0.00	0.02	0.00	0.00	0.00
Energy Usage <sup>2</sup>	0.02	0.14	0.12	0.00	0.01	0.01
Mobile Sources <sup>3</sup>	1.29	10.68	13.75	0.06	4.07	1.21
<b>Total Emissions</b>	<b>1.80</b>	<b>10.68</b>	<b>13.75</b>	<b>0.06</b>	<b>4.07</b>	<b>121</b>
<b>SCQAMD Operational Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	No	No	No	No	No	No

Notes:

<sup>1</sup> Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

<sup>2</sup> Energy usage consist of emissions from generation of electricity, and onsite natural gas usage.

<sup>3</sup> Mobile sources consist of emissions from vehicles and road dust.

Source: Calculated from CalEEMod Version 2016.3.2; the higher of either summer or winter emissions.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Operations-Related Local Air Quality Impacts

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations of the Proposed Project. The following analyzes the vehicular CO emissions and local impacts from on-site operations.

*Local CO Emission Impacts from Project-Generated Vehicular Trips*

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards. To determine if the proposed project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak CO concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region’s unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

Appendix A shows that the Proposed Project would generate a maximum of approximately 396 daily vehicle trips. The existing average daily trips (ADT) along the road segment of Orange Avenue from the western driveway to Harvill Avenue, south of the Project Site, is 5,052 vehicles per day; with the addition of all the project traffic along that road segment, the ADT would be 5,427. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Since the ADT with the project traffic volume falls far short of 100,000 vehicles per day, no CO “hot spot” modeling was performed and no significant long-term air quality impact to local air quality with the on-going use of the Proposed Project would occur. Therefore, potential impacts associated with long-term air quality of local air quality with the on-going use of the Proposed Project would be less than significant and no mitigation would be required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Local Criteria Pollutant Impacts from Onsite Operations**

Project-related air emissions from onsite sources consisting of architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptors that may be impacted by the proposed project are the existing single-family detached residential dwelling units located approximately 235 feet (~72 meters) southwest, 275 feet (~84 meters) south, and 660 feet (~201 meters) west of the Project Site.

The local air quality emissions from on-site operations were analyzed according to the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the Proposed Project could result in a significant impact to the local air quality. Per SCAQMD staff, the 5-acre Look-up Table, which is the largest site available, can be used as a conservative screening analysis for on-site operational emissions to determine whether more-detailed dispersion modeling would be necessary. The Proposed Project was analyzed based on the Perris Valley source receptor area (SRA) 24 and as the site is 7.24 acres, used the thresholds for a five-acre project site, to be conservative.

Table 6 – Operations-Related Emissions at the Nearest Sensitive Receptors shows the onsite emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating onsite and the calculated emissions thresholds. Per LST methodology, mobile emissions include only onsite sources which equate to approximately 10 percent of the project-related new mobile sources.

**Table 6 – Operations-Related Emissions at the Nearest Sensitive Receptors**

Onsite Emission Source	Pollutant Emissions (pounds/day) <sup>1</sup>			
	NOx	CO	PM10	PM2.5
Area Sources <sup>2</sup>	0.00	0.02	0.00	0.00
Energy Usage <sup>3</sup>	0.14	0.12	0.01	0.01
Onsite Vehicle Emissions <sup>4</sup>	1.05	1.36	0.41	0.12
<b>Total Emissions</b>	<b>1.19</b>	<b>1.50</b>	<b>0.42</b>	<b>0.13</b>
<b>SCAQMD Local Operational Thresholds<sup>5</sup></b>	<b>302</b>	<b>2,178</b>	<b>10</b>	<b>3</b>
Exceeds Threshold?	No	No	No	No

Notes:

<sup>1</sup> Source: Calculated from CalEEMod and SCAQMD’s Mass Rate Look-up Tables for 5 acres, to be conservative.

<sup>2</sup> Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

<sup>3</sup> Energy usage consists of emissions from on-site natural gas usage.

<sup>4</sup> On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.

<sup>5</sup> The nearest sensitive receptors are the existing single-family detached residential dwelling units located approximately 235 feet (~72 meters) southwest, 275 feet (~84 meters) south, and 660 feet (~201 meters) west of the project site; therefore, to be conservative, the 50 meter threshold was used.

Table 6 shows that the on-going operations of the Proposed Project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed in Table 1 – SCAQMD Regional Criteria Pollutant Emission Thresholds of Significance. Therefore, potential impacts associated with local air quality due to onsite emissions from the on-going operations of the Proposed Project would be less than significant and no mitigation would be required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Operations-Related Human Health Impacts

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during operation of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project operation would not occur.

Potential Cumulative Impacts

There are a number of cumulative projects in the project area that have not yet been built or are currently under construction. Since the timing or sequencing of the cumulative projects is unknown, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be speculative. Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. From an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. The SCAQMD recommends using two different methodologies: (1) that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality; and (2) that a project’s consistency with the current AQMP be used to determine its potential cumulative impacts. As described in Section V.III(6)(a), the Proposed Project would not result in an inconsistency with the SCAQMD AQMP.

*Project Specific Impacts*

The project area is out of attainment for ozone, PM10, and PM2.5. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant.

Proposed project operations would generate emissions of NOx, ROG, CO, PM10, and PM2.5, which would not exceed the SCAQMD regional or local thresholds and would not be expected to result in ground level concentrations that exceed the NAAQS or CAAQS. Since the Proposed Project would not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. As indicated earlier, no violations of the state and federal CO standards are projected to occur for the Proposed Project, based on the magnitude of traffic the project is anticipated to create. Operation of the Proposed Project would not result in a cumulatively considerable net increase for non-attainment of criteria pollutants or ozone precursors. Therefore, potential impacts associated with a cumulatively considerable net increase of any criteria pollutant would be less than significant, and no mitigation would be required.

**c. Impacts will be less than significant.** The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the Proposed Project, which may expose sensitive receptors to substantial concentrations, are calculated in Section V.III(b) for both construction and operations, which are

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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discussed separately. The analysis below provides a diesel emission health risk assessment on the ongoing operations of the Proposed Project. The nearest sensitive receptors to the Project Site are single-family homes located approximately 660 feet west of the Project Site’s western property line, 235-feet southeast of the Project Site’s southern property line, 285 feet south of the Project Site’s southern property line, and 2,225 feet southeast of the Project Site’s eastern property line, as well as a school use located approximately 2,500 feet northeast of the Project Site’s eastern property line.

The on-going operation of the Proposed Project would generate toxic air contaminant emissions from diesel truck emissions associated with the Proposed Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of revised Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology.

A health risk assessment requires the completion and interaction of four general steps:

- (1) Quantify project-generated TAC emissions.
- (2) Identify nearby ground-level receptor locations that may be affected by the emissions (including any special sensitive receptor locations such as residences, schools, hospitals, convalescent homes, and daycare centers).
- (3) Perform air dispersion modeling analyses to estimate ambient pollutant concentrations at each receptor location using project TAC emissions and representative meteorological data to define the transport and dispersion of those emissions in the atmosphere.
- (4) Characterize and compare the calculated health risks with the applicable health risk significance thresholds.

Emissions Inventory Development

Important issues that affect the dispersion modeling include the following: (1) Model Selection, (2) Source Treatment, (3) Meteorological Data, and (4) Receptor Grid. Each of these issues is addressed below.

*Emission Source Estimates – Diesel Particulate Matter (DPM) for Motor Vehicles*

DPM emissions from the various sources were calculated using information derived from the project description, and mobile source emission factors from the CARB EMFAC2021 emissions factor model. Truck mix information was obtained from the *Harvill Trailer Storage Yard Project Trip Generation and Vehicle Miles Traveled Screening Analysis* (Appendix I2) prepared by Ganddini Group, Inc. (January 2021).

Four pieces of information are required to generate the mobile source emissions from the Proposed Project:

- Number of vehicle trips for each component of the Proposed Project;
- Types of vehicles that access the Proposed Project (passenger car vs. heavy-duty truck and gasoline vs. diesel);
- The allocation of the vehicle trips to each building that comprises the Proposed Project; and
- Estimate of the vehicle emission factors for estimating exhaust and idling emissions.

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*Estimate of Vehicle Trips and Vehicle Types*

The Trip Generation and VMT Analysis showed the project is expected to generate approximately 375 396 (non-passenger car equivalents) vehicle trips per day. Of those vehicle trips, 241 are automobile round trips, 36 42 are 2-axle truck round trips, 39 45 are 3-axle truck round trips, and 59 68 are 4+-axle truck round trips per day (non-passenger car equivalents).

*Estimate of Emission Factors*

The DPM emission factors for the various vehicle types were derived from the CARB EMFAC2021 mobile source emission model. The emissions factors were derived for Riverside County. Third trimester exposure used opening year (2022) emissions factors, 2-year factors (for infant exposure) reflect years 2023 and 2024, 14-year average factors (for child exposure during years 2-16) reflect emissions during the first 14 years of operation (2025 to 2038), the second 14 years of exposure (years 2039-2052) were used for assessment of exposure during years 16 to 30.

Emissions factors were estimated to establish the emissions generated while the vehicles travel off-site, along travel links from the entrance to the trailer parking stalls, and while idling at the maintenance building and near parking areas. All vehicles were assumed to travel on-site at a speed of 10 miles per hour. Off-site, the speeds along the roads were anticipated to average 35 miles per hour. Delivery vehicles were assumed to idle for a maximum of 15 minutes per vehicle per day (5 minutes per location: at the maintenance building and throughout the trailer parking areas), in keeping with the CARB Air Toxic Control Measure (ATCM), which regulates truck idling time (CARB 2005). It should be noted that the DPM emissions on both the gram per mile and gram per idle hour bases decline beyond 2022 for all vehicle classes and in particular the heavy-heavy-duty truck class (the 4+ axle "big rig" trucks). This is due to the CARB emissions' requirements on heavy-duty trucks that call for either the replacement of older trucks with cleaner trucks or the installation of diesel particulate matter filters on the truck fleet.

*Emission Source Characterization*

Each of the emission source types described above also requires geometrical and emission release specifications for use in the air dispersion model, which is detailed within Appendix A. Appendix A, Table 13 provides a summary of the assumptions used to configure the various emission sources. An average truck height of 13.5 feet and average truck width of 8.5 feet were entered into the haul road calculator in AERMOD in order to calculate the plume height for the line sources. The following definitions are used to characterize the emission source geometrical configurations referred to in Table 13 (Appendix A):

- Point source: A single, identifiable, local source of emissions; it is approximated in the AERMOD air dispersion model as a mathematical point in the modeling region with a location and emission characteristics such as height of release, temperature, etc., for example, a truck idle location where emissions are sourced from the truck's exhaust stack while the vehicle is stationary.
- Line source: A series of volume sources along a path, for example, vehicular traffic volumes along a roadway.

Estimation of Health Risks

Health risks from diesel particulate matter are twofold. First, diesel particulate matter is a carcinogen according to the State of California. Second, long-term chronic exposure to diesel particulate matter can cause health effects to the respiratory system. Each of these health risks is discussed below.

*Cancer Risks*

According to the Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments, released by the Office of Environmental Health Hazard Assessment (OEHHA) in

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February 2015 and formally adopted in March 2015, the residential inhalation dose for cancer risk assessment should be calculated using the following formula:

$$[\text{Dose-air (mg/(Kg-day))}] * \text{Cancer Potency} * [1 \times 10^{-6}] = \text{Potential Cancer Risk}$$

Where:

Cancer Potency Factor = 1.1

$$\text{Dose-inh} = (\text{C-air} * \text{DBR} * \text{A} * \text{EF} * \text{ED} * \text{ASF} * \text{FAH} * 10^{-6}) / \text{AT}$$

Where:

Cair [Concentration in air (µg/m3)] = (Calculated by AERMOD Model)

DBR [Daily breathing rate (L/kg body weight – day)] = 261 for adults, 572 for children, and 1,090 for infants, and 361 for 3rd trimester per SCAQMD Permit Application Package "N" Table 4.1 D guidance.

A [Inhalation absorption factor] = 1

EF [Exposure frequency (days/year)] = 350

ED [Exposure duration (years)] = 30 for adults (for an individual who is an adult at opening year), 14 for children (from 2-16 years), 14 for adults (from 16-30 years), 2 for infants, and 1 for 3rd Trimester

ASF [Age sensitivity factor] = 10 for 3rd trimester to 2 years of age, 3 for 2 to 16 years of age, and 1 for 16 to 30 years of age

FAH [Fraction of time spent at home] = 1 for 3rd trimester to 2 years of age, 1 for 2 to 16 years of age, and 0.73 for 16 to 30 years of age

10<sup>6</sup> [Micrograms to milligrams conversion]

AT [Average time period over which exposure is averaged in days] = 25,550

The highest cancer risk corresponds to child cancer risk 2-16 years (Appendix A, Table 17), and is at the single-family residence sensitive receptor located approximately 285 feet south of the Project Site's southern property line, with a maximum risk of 1.26 in one million. The highest infant cancer risk 0-2 years is also at this southern sensitive receptor location; with a maximum risk of 1.32 in one million. Therefore, the Proposed Project would not result in exposure to cancer risks in children or infants in excess of 10 in a million.

The assessment of cancer-related health risk to sensitive receptors within the project vicinity is based on the following most-conservative scenario:

An unborn child in its 3rd trimester is potentially exposed to DPM emissions (via exposure of the mother) during the opening year. That child is born opening year and then remains at home for the entire first two years of life. From age 2 to 16, the child remains at home 100 percent of the time. From age 16 to 30, the child continues to live at home, growing into an adult that spends 73 percent of its time at home and lives there until age 30.

Based on the above, ultra-conservative assumptions, the 30.25-year, cumulative carcinogenic health risk (3rd trimester [-0.25 to 0 years] + infant [0-2 years] + child [2-16 years] + adult [16-30 years]) to an individual born during the opening year of the Proposed Project, and located in the project vicinity for the entire 30-year duration, is a maximum of 2.76 in a million at the single family residence sensitive receptor located approximately 285 feet south of the Project Site's southern property line.

Therefore, potential impacts associated with exposure to sensitive receptors located within one mile of the Project Site to substantial pollutant concentrations due to the cancer risk from DPM from on-going operations of the Proposed Project would be less than significant as the residential cancer risk does not exceed 10 in a million, and no mitigation would be required.

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**d. Impacts will be less than significant.** The Proposed Project would not create objectionable odors affecting a substantial number of people. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors including frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the Project Site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations.

**Construction-Related Odor Impacts**

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project. Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors. Through compliance with the applicable regulations that reduce odors, and due to the transitory nature of construction odors, potential impacts associated with construction related odor would be less than significant and no mitigation would be required.

**Operations-Related Odor Impacts**

The Proposed Project would entail the construction of a 167-space trailer storage lot, 16,200 SF maintenance building containing 2,400 SF of office space, 38 accessory standard parking stalls, and landscaping. Potential sources that may emit odors during the on-going operations of the Proposed Project would include odor emissions from the intermittent diesel delivery truck emissions and trash storage areas. Due to the distance of the nearest receptors from the Project Site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the Proposed Project. Therefore, potential impacts associated with odor would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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<b>BIOLOGICAL RESOURCES</b> Would the project:				
<b>7. Wildlife &amp; Vegetation</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** GIS database; Western Riverside Multiple Species Habitat Conservation Plan WRCMSHCP; *Western Riverside Multiple Species Habitat Conservation Plan Consistency Analysis*, NOREAS Inc., October 2021 (Appendix B1); *Burrowing Owl Survey*, NOREAS Inc., October 2021 (Appendix B2), County of Riverside Memo Archaeological Report, dated July 8, 2021, Riverside County Planning Division (Appendix B3)

**Findings of Fact:**

**General:** Biological resource analyses presented as a part of Findings of Fact for the Biological Resources Impact Analysis are based on and summarized from Appendix B1 - *Western Riverside Multiple Species Habitat Conservation Plan Consistency Analysis* (NOREAS Inc., July 2021).

**a. Impacts will be less than significant.** The Project Site is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Mead Valley Area Plan – Sub Unit 1 Motte-Rimrock, within Criteria Cell 2529. Joint Project Review (JPR 21-09-28-01) and HANS review (HAN210005) were completed for the project. The limits of work include 7.56-acres in the southeast corner of Criteria Cell 2529. Conservation within Criteria Cell 2529 is focused on assembly of coastal sage scrub habitat. Areas conserved within Criteria Cell 2529 are to be connected to coastal

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sage scrub habitat proposed for conservation in Cell Group B - to the west. Conservation within Criteria Cell 2529 will range from 5%-15% and focus in the western portion of the Cell.

The Mead Valley Area Plan is divided into four Subunits. The Project occurs in Subunit 1: Motte-Rimrock. Planning Species within the Subunit include: Bell's sage sparrow; cactus wren; coastal California gnatcatcher; Stephens' kangaroo rat; and long-spined spine flower. Biological Issues and Considerations within the Subunit include: conservation of clay soils supporting long-spined spine flower; conservation of existing populations and Habitat of the coastal California gnatcatcher; and conservation and manage of small key population of Stephens' kangaroo rat.

Criteria Cell 2529 has the land available to meet the targeted 15% Additional Reserve Lands (ARL) goal by acquiring property in the western portion of the cell. The Mead Valley Area Plan, the western portion of the Criteria Cell 2529 is to be targeted for Additional Reserve Lands (ARL). As the western portion of Criteria Cell 2529 is connected to coastal sage scrub habitat proposed for conservation in Cell Group B according to aerial photography. Several Habitat Evaluation and Acquisition Negotiation Strategy (HANS) and/or Joint Project Review (JPR) cases exist within Cell 2529. The following are approved HANS/JPR cases within Criteria Cell 2529, 06-04-18-01, 14-08-29-01, 17-09-14-01 and 06-03-24-01. Therefore, even with Project implementation, there is more than adequate ARL available for conservation within Criteria Cell 2529. Planning Species within Subunit 1 and their potential to occur within the Project's 7.56-acres permanent disturbance footprint are identified below in Table 7 – Occurrence Potential within Project's Physical Ground Disturbance Footprint for Planning Species Associated with Mead Valley Area Plan - Sub Unit 1 Motte-Rimrock.

The Project's 7.56-acre permanent disturbance footprint includes no coastal sage scrub habitat, nor is it connected and/or adjacent to any coastal sage scrub habitat proposed for conservation within the MSHCP. Furthermore, conservation within Criteria Cell 2529 is focused in the western portion of the Cell, while the Project's disturbance footprint is located within the southeast corner of it. The lands to be impacted within Criteria Cell 2529 by the Project are not located within Public/Quasi-Public Lands, Linkages/Cores, or MSHCP Conserved Lands. According to the Regional Conservation Authority (RCA) MSHCP Information Map, Project limits are within the burrowing owl (*Athene cunicularia*) survey area, but are not within a survey area for criteria area species, narrow endemic plant species, amphibians, or mammals.

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**Table 7 – Occurrence Potential within Project's Physical Ground Disturbance Footprint for Planning Species Associated with Mead Valley Area Plan - Sub Unit 1 Motte-Rimrock**

Planning Species	Primary Habitat Characteristics	Potential to Occur within Project's Physical Ground Disturbance Footprint	Potential to Occur
Bell's sage sparrow	Chaparral and sagebrush scrub	Habitat not present.	None
Cactus wren	Coastal sage scrub, desert scrubs, and Riversidean alluvial fan sage scrub habitats that include patches of cactus	Habitat not present.	None
Coastal California gnatcatcher	Coastal sage scrub, and Riversidean alluvial fan sage scrub	Habitat not present.	None
Stephens' Kangaroo rat	Grassland and coastal sage scrub	Habitat not present.	None
Long-spined spine flower	Coastal sage scrub, Chaparral, Valley grassland	Habitat not present.	None

Notes:

<sup>1</sup> Source: Appendix B1

The Project limits have very low species richness and diversity, and lack the high-quality native habitats required to support a population of Bell's sage sparrow, cactus wren, coastal California gnatcatcher, Stephens' kangaroo rat, or long-spined spine flower. This is likely a result of the significant anthropogenic undertakings that have occurred within the Project's disturbance footprint over nearly a quarter of a century (e.g., historical agricultural activities - routine disking, grazing operations, commercial development and local infrastructure upgrades). The Project's permanent disturbance footprint includes no suitable habitat for Bell's sage sparrow, cactus wren, coastal California gnatcatcher, Stephens' kangaroo rat, or long-spined spine flower. Additionally, the Project's 7.56-acre permanent disturbance footprint impacts no clay soils, coastal California gnatcatchers or Stephens' kangaroo rat populations.

**Public Quasi-Public Lands**

Public Quasi-Public Lands are a subset of MSHCP Conservation Area lands that known to be in public/private ownership and expected to be managed for open space value and/or in a manner that contributes to the Conservation of Covered Species (including lands contained in existing reserves). The Project's 7.56-acre permanent disturbance footprint is not within, nor is it immediately adjacent to - PQP lands.

Therefore, no potential impacts associated with the conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan would occur, and no mitigation is required.

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**b.-c. Impacts will be less than significant with the incorporated mitigation.** Land uses surrounding the Project Site include vacant land and/or agriculturally developed land to the north, northwest and west, Harvill Avenue and industrial manufacturing to the east and northeast, and Orange Avenue, agriculturally developed and/or vacant land to the south, southwest and southeast.

**Vegetation**

Pedestrian-based field surveys involved defining general and dominant land cover types, vegetation types, plant community sizes, habitat types, and species present within communities were performed by NOREAS Inc. (Appendix B1). Three vegetation communities/land cover types were observed within the survey area: Annual Grassland, Non-Native Grassland and Developed/Disturbed (Table 8 – Vegetation Community/Land Cover Types). Cover types are described in detail below.

- The Annual Grassland vegetation community is characterized by a dominance of native and nonnative grasses and forbs. This type doesn't occur within the Project's permanent disturbance footprint, but it is present within the survey area. Dominant plant species found in this community include fiddleneck (*Amsinckia Intermedia*), wild barley (*Hordeum ssp.*), London rocket (*Sisymbrium Irio*), red-stemmed filaree (*Erodium cicutarium*), rippgut (*Bromus diandrus*), and stinknet (*Oncosiphon piluliferum*).
- The Non-Native Grassland community includes lands that have been subject to ground disturbance in the past (i.e., disked), and areas dominated by non-native species. The dominant species include cheeseweed mallow (*Malva parviflora*), stinknet, red brome (*Bromus rubens*), Shortpod mustard (*Hirschfeldia incana*), London rocket and red-stem stork's bill. The only land cover type within the Project's permanent disturbance footprint, is the Non-Native Grassland.
- Developed/Disturbed cover types and plant communities in the survey area are characterized by significant road ways, structures and other areas of anthropogenic disturbance (i.e., residences, paved surface streets, dirt/gravel roads, fences, gates, out buildings, remnant ornamental trees, power poles and utility lines). This type doesn't occur within the Project's permanent disturbance footprint. It does include remnant buildings, foundations and location that have been cleared, or otherwise altered by human activities. This type also includes escaped exotic plants, and ruderal vegetation dominated by non-native weeds.

**Table 8 – Vegetation Community/Land Cover Types**

Vegetation Community/Land Cover Type	Survey Area Acres	Project Site Acres	Permanent Impact Acres	Permanent Impact Acres Inside Criteria Cell	Permanent Impact Areas Outside Criteria Cell
Annual Grassland	3.58	0.00	0.00	0.00	0.00
Non-Native Grassland	12.06	7.56	7.56	6.72	0.84
Developed/Disturbed	10.79	0.00	0.00	0.00	0.00
Total	26.43	7.56	7.56	6.72	0.84

Notes:

<sup>1</sup> Source: Appendix B1

The plants observed in the survey area included a range of native and non-native species common to disturbed habitats, ornamental areas, and fallow agricultural lands. Commonly-occurring species included: red brome (*Bromus rubens*), black mustard (*Brassica nigra*) and Eucalyptus (*Eucalyptus sp.*),

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among others. Please note that in 2012, the MSHCP mapped the vegetation within the Project's permanent disturbance footprint as Developed/Disturbed Lands (GISD 2021; Figure 8).

**Endemic Plant Species**

The MSHCP identifies the potential presence for several endemic plant species. The MSHCP states that in general, habitat suitability assessments may be undertaken year-round, with few exceptions. Species found in vernal pools and associated habitats include the following Narrow Endemic Plant Species: San Diego ambrosia (*Ambrosia pumila*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*). Species found in vernal pools and associated habitats include the following Criteria Area Survey plant species: San Jacinto Valley crownscale (*Atriplex coronator* var. *notator*), Parish's brittlescale (*Atriplex parishii*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), thread-leaved brodiaea (*Brodiaea filifolia*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), little mousetail (*Myosurus minimus*), and prostrate navarretia (*Navarretia prostrata*) (MSHCP, Section 6.1.3). The Project's permanent disturbance footprint does not fall within a Narrow Endemic Plant Species Survey Area (NEPSSA) and no impact would occur.

**Burrowing Owl**

The Project's permanent disturbance footprint is within a mapped survey area for burrowing owl, in accordance with MSHCP Figure 6-4, and a recent review of the RCA MSHCP Information GIS map. The burrowing owl is a grassland specialist distributed throughout western North America where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. Burrowing owls use a wide variety of arid and semi-arid environments with level to gently sloping areas characterized by open vegetation and bare ground. The western burrowing owl, which occurs throughout the western United States including California, rarely digs its own burrows and is instead dependent upon the presence of burrowing mammals (i.e., California ground squirrels [*Otospermophilus beecheyi*], coyotes, and badgers [*Taxidea taxus*]) whose burrows are often used for roosting and nesting. The survey for burrowing owl requires a systematic survey of all areas that provide suitable habitat plus an approximately 500 feet zone of influence on all sides of suitable habitat, where applicable.

A burrowing owl habitat suitability assessment was conducted in accordance with the March 29, 2006 Western Riverside County MSHCP burrowing owl survey instructions. Natural and non-natural substrates were examined for potential burrow sites. All potential burrows encountered were examined for shape, size, molted feathers, whitewash, cast pellets and/or prey remains. Disturbance characteristics and all other animal sign encountered within the survey area were recorded. A hand-held, global positioning system (GPS) unit with sub meter accuracy was used to survey transects that were prepared within a Geographic Information System prior to the start of field surveys, to identify survey area boundaries, and for other pertinent information. Representative photographs of the survey area were taken, and recent aerial photographs were evaluated of the Project's permanent disturbance footprint and surrounding area (Appendix B2).

Habitat in the vicinity of the Project consists of non-native grasses, developed, and disturbed land cover types. No burrowing owls were detected nesting, foraging, or dispersing during pedestrian-based field surveys in 2021. Numerous low quality potential burrows were observed within the survey area. The burrows detected lacked any evidence of owl tracks, molted feathers, cast pellets, prey remains, egg shell fragments, owl white wash, nest burrow decoration materials, or other items. No impacts were identified, in that no burrowing owl or burrowing owl sign was observed within Project's permanent disturbance footprint. However, to safeguard there will be no impact to burrowing owl, a pre-construction survey is required as stated in **MM-BIO-1**.

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**Other Species**

The Project’s permanent disturbance footprint does not fall within the Delhi soils mapped within the MSHCP baseline data. MSHCP Table 9-3 identifies 28 species where requirements must be met for those to be considered not adequately conserved. None of the species listed in the MSHCP Table 9-3 occur on or near the Project’s permanent disturbance footprint. Therefore, there is no further action required.

Therefore, potential impacts associated with species identified as endangered, threatened, candidate, sensitive, or special status species either directly or through habitat modifications, would be less than significant, with mitigation.

**d. Impacts will be less than significant with the incorporated mitigation.** Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The Project Site does not contain, or is it adjacent to, any wildlife corridors. The Project Site is surrounded by roadways, residential, industrial, and vacant land. Although the site is near a vacant and undeveloped land, each vacant parcel is bound by roadways and developed land uses. Appendix B1 notes that the built environment surrounding the Project Site on three sides precludes larger mammal movement, for example, bobcats and mountain lions. The only existing linkages to an open space or habitat area are the existing roadway corridors, which would not be modified by the Proposed Project.

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the Project Site supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st through August 31st). If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted. Therefore, with implementation of **MM-BIO-2**, potential impacts associated with native resident or migratory wildlife corridors or impediment of the use of native wildlife nursery sites would be less than significant.

**e.-f. There will be no impacts.** As defined in the MSHCP, riparian/riverine areas are lands that contain habitat dominated by trees, shrubs, persistent emergent or emergent mosses and lichens that occur close to or depend on a nearby freshwater source or areas that contain a freshwater flow during all or a portion of the year. Vernal pools are seasonal wetlands that occur in depressions, typically have wetland indicators that represent all three parameters (soils, vegetation, and hydrology), and are defined based on vernal pool indicator plant species during the wetter portion of the growing season but normally lack wetland indicators associated with vegetation and/or hydrology during the drier portion of the growing season. Vernal pool conditions do not exist on the Project Site. There are no depressions, basins, impoundment, or tire ruts on the Project Site suggestive of any water retention or of possessing hydric soil conditions. Soils on the Project Site appear to be sufficiently silty, sandy, and porous as to be incapable of holding water for vernal pools, even if the depressions did exist on the site. The biological functions and values of vernal pools do not exist for the development of any fairy shrimp species. Riverine/riparian and vernal pool habitats do not occur on the Property Site. No evidence of blue-line drainages, ponds, or lakes. Moreover, there are no drainage features on the Project Site. The Proposed Project would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community. The Project Site does not contain any natural drainage features and is

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absent of federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no potential impacts associated with riparian habitat sensitive natural community, or wetlands would occur, and no mitigation is required.

**g. There will be no impacts.** The Proposed Project would not conflict with any local policies or ordinances protecting biological resources. The County of Riverside Ordinance No. 559 regulates the removal of trees above 5,000 feet in elevation. The Project Site does not contain trees and the elevation of the Project Site ranges from 1,100 feet to 1,120 feet. Therefore, no potential impacts associated with the conflict of any local policies or ordinances protecting biological resources, including a tree preservation policy or ordinance would occur, and no mitigation is required.

Mitigation:

**MM-BIO-1:** Prior to issuance of a grading permit, the applicant shall perform a preconstruction survey that shall be conducted within 30 days prior to ground disturbance to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site, then the project may move forward with grading, upon Planning Department approval. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the Lead Agency and/or appropriate agencies (if any) that egg laying or chick rearing is not taking place. This determination must be made by a qualified biologist.

**MM-BIO-2:** Prior to issuance of a rough grading permit, the applicant shall remove vegetation or perform any other potential nesting bird habitat disturbances outside of the avian nesting season (February 1st through August 31st). If habitat must be cleared during the nesting season, the applicant shall perform a preconstruction nesting bird survey by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, the biologist would prepare a Monitoring and Avoidance Plan to identify appropriate avoidance measures to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted.

Monitoring: Monitoring is required. Prior to the issuance of any grading permits, the results of the pre-construction surveys shall be reviewed by the County Environmental Programs Department (EPD) and/or County Biologist. No grading permits shall be issued by the Riverside County Building & Safety Department until EPD and/or the County Biologist verifies that the pre-construction surveys were satisfactorily completed. If burrowing owls colonize the site prior to initiation of grading activities, the Project Biologist shall be responsible for preparing and implementing a Burrowing Owl Protection and Relocation Plan, which shall be reviewed and approved by EPD and the Wildlife Agencies prior to initiating ground disturbance.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>CULTURAL RESOURCES</b> Would the project:				
<b>8. Historic Resources</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Alter or destroy a historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Phase I Cultural Resources Assessment Report (Appendix C1), County Archaeological Report (Appendix C3), Riverside County General Plan Figure OS-7 "Historical Resources," On-site Inspection, Project Application Materials

Findings of Fact:

**General:** Cultural resources analyses presented as a part of Findings of Fact for the Cultural Resources Impact Analysis are based on and summarized from Appendix C3- *Phase I Cultural Resources Assessment Report for the Harvill Trailer Storage Yard Project* (Cogstone, July 2021).

This analysis below is based on implementation of the following conditions of approval required by the County as a part of the Proposed Project.

Conditions of Approval:

**COA CUL-1:** If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

**COA CUL-2:** The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

If during ground disturbance activities, unanticipated cultural resources\* are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist\*\*, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

\* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.

\*\* If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

**COA CUL-3:** Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for Native American Monitor(s).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, an adequate number of 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) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement(s) 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.

**COA CUL-4:** Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal 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 digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.

The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.

**COA CUL-5:** Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

Historic Resources- all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines

Prehistoric Resources- One of the following treatments shall be applied.

a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.

b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

**COA CUL-6:** 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.

Appendix C1 entails a Phase I cultural resources study to identify, evaluate, and assess the impacts of the proposed development on historical resources in compliance with CEQA. During this investigation, Cogstone completed a record search at the Eastern Information Center (EIC), historic records background research on the Project Site, pedestrian survey of the project area, and communicated with the NAHC and local Native American groups regarding sacred lands and other Native American resources.

Appendix C1 details a record search from the EIC, housed at the University of California, Riverside (UCR), which was requested on March 16, 2021. With permission from the Riverside County Archaeologist, the records search included the Proposed Project area and all land found within a one-half-mile radius. In addition to the EIC records search, a variety of other sources consulted include the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), California Built Environment Resources Directory (BERD), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI), as well as historic-era maps and aerial photographs.

An intensive pedestrian survey was completed on April 1, 2021, via two-to-three meter wide transects. A second visit occurred on May 19, 2021, to document measurements and take additional site photographs. The Project Site’s condition showed it had previously been cleared for agricultural use and is heavily disturbed. Within areas of bare ground, surficial sediments primarily consisted of yellowish-brown sandy silts, as shown in the photographs located within Appendix C1. There are no resources listed in the California Register of Historical Resources (CRHR) within the project area. The EIC indicated that no cultural resources have been recorded within the project area, but one resource listed in the BERD appears to have incorrect locational information and is likely within the project area. The historic-aged built environment resource consisting of features related to the Louis B. Mayer Horse Ranch (Mayer Ranch) and to the later use of the project area as a produce farm for needy, operated by

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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member of the Church of Latter-Day Saints (LDS Farm) is located within the project area. A grouping of small rectangular slabs at the southeast corner of the project area appears to be associated with (and predate) the Mayer Farm. Features associated with the LDS Farm include a now largely-bare wood frame shed with corrugated metal roofing and remnant corrugated metal siding, a large flat concrete foundation with linear elements. A Department of Parks and Recreation (DPR) site record was completed for this resource and is included in Appendix C1. No archaeological resources were observed. Appendix C1 documents the Mayer Ranch built environment resource.

**a. Impacts will be less than significant.** Currently the Project Site is predominantly vacant with building remnants and building foundations located on various areas of the Project Site. One existing structure is located in the central portion of the Project Site, with concrete foundations and slabs located in the northwest and southeast portion of the Project Site. The Project Site consists predominantly of disturbed nonnative grassland and was previously developed. A dirt road extends north through the site.

Appendix C1 details the building remnants and building foundations on the Project Site. Three (3) associated slab foundations are located approximately 70 feet north of Orange Avenue and approximately 55 feet west of Harvill Avenue (Appendix C1, Figure E-23). The slab in the best condition (Appendix C1, Figure 13 - Slab A) is approximately 50 feet north-south by approximately 30 feet east-west by five inches thick. This slab is smooth and broken into large chunks. The second slab (Appendix C1, Figure 14 - Slab B) is approximately 35 feet north-south by about 50 feet east-west by approximately 5 inches thick and has a rough finish. The third slab (Appendix C1, Figure 15 - Slab C) is approximately 15 feet north-south by up to 50 feet east-west and is located adjacent to and north of the second slab. This slab has linear ridges that run north-south. A mostly buried partial linear concrete feature is located north of and extending from the first slab (Appendix C1, Figure 16). A March 9, 2011 aerial photograph accessed through Google Earth shows this feature as an incomplete basin approximately 38 feet long north-south by 25 feet long east-west with approximately 5 feet wide walls, with an enclosed area of approximately 35 feet north-south by 15 feet east-west (Appendix C1, Figure E-24).

A large ranch house or other building is shown in this area in USDA aerial photographs from 1966, 1967, and 1978 but is no longer present in the 1997 USDA aerial photograph, as described in Appendix C1. This area was associated with the Mayer Horse Ranch, a historic resource. However, as the project area for the Proposed Project is only 7.24 acres (1.3%) of the original 504-acre of the Mayer Ranch, the resource cannot be completely evaluated. Appendix C1 evaluated individual features for their potential to contribute to the resource as a whole.

**Features Associated With Mayer Ranch**

*Rectangular slab house foundation and possible concrete basin (Anderson House)*

The house that sat on this slab foundation appears to be the Anderson House, built in 1900. When evaluated, the house was assigned National Register of Historic Places (NRHP) Status Code 3S (appears eligible for National Register as an individual property through survey evaluation). Only the slab foundation for this house and a possible basin feature were found during the Appendix C1 survey in April 2021. According to Appendix C1, the house was removed between 1979 and 1997. As the building is no longer present, it lacks integrity by all measures and cannot satisfy California Register of Historic Place (CRHR) Criteria 1, 2, or 3. Modern demolition standards mandate the removal of all debris and no historic-age material was identified on the surface. The basin feature is unlikely to contain intact cultural deposits and is not likely to yield important information to history or prehistory, and does not satisfy CRHR Criterion 4. This feature is not significant and does not contribute to the eligibility of the resource as a whole.

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

The shed is a 40-foot-long north-south by 25-foot wide east-west by 12-foot tall wood frame building that sits on an approximately 5 inch poured concrete slab (Appendix C1, Figures 17-19, Figure E-23). Approximately 80 percent of the siding is missing from the north, east, and west sides, making it unclear if the shed originally had windows other than on the west side where two frames are extant. Doorway openings are present in the center of the north wall and west of center in the south wall. There are chimney/vent pipes on the roof along piping along the west wall, but no stove or other appliance is present. Much of what siding remains on the shed is now covered by modern graffiti.

The earliest USDA aerial photograph that includes the shed dates to 1978 and is not visible in an USDA aerial photograph from 1967 (Appendix C1). Appendix C1 concludes the construction date is at least 16 years after sale of the Mayer Ranch by its original owner, Louis B. Mayer. As the shed dates to after Mayer sold his horse ranch, it is not associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States and does not satisfy CRHR Criterion 1. It is also not associated with the lives of persons important to local, California, or national history and does not satisfy CRHR Criterion 2. The shed is well built but of utilitarian design and does not embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values thereby not satisfying CRHR criterion C. The shed is built on a concrete slab foundation and there is not potential for associated intact buried cultural deposits or other sources of important information. The feature has not, nor does it have the potential to yield information important to the prehistory or history of the local area, California, or the nation, and does not satisfy CRHR Criterion 4. The shed is also in a dilapidated state and lacks integrity of material and has reduced integrity of design and workmanship. Shifts in land use from primarily agriculture to mixed land use and the creation of Harvill Avenue has greatly reduced integrity of setting and feeling. Only integrity of location remains intact. The feature is not significant and does not contribute to the CRHR eligibility of the resources as a whole, under any criteria.

Greenhouse Foundation

The greenhouse foundations are made of approximately 5-inch-thick concrete. The main slab of the greenhouse foundation starts approximately 25 feet north of the northern doorway of the shed and extends for approximately 130 feet (Appendix C1, Figure 20, Figures E-23, E-24). The southern 50 feet of this slab is approximately 12 feet wide, and the remainder is approximately 24 feet wide. Four narrow slabs extend approximately 240 feet west from the main slab (Appendix C1, Figure 21). These extensions are in poorer shape but the one in best condition is approximately 12 feet wide. As noted in Appendix C1, originally the northernmost extension slab ran approximately 240 feet east of the main slab as well. Remnants of a fifth extension slab are located at the southwest corner of the object. Highly fragmented end slabs are located between the extension slabs along the west edge of the foundations. The example in best condition is approximately 8 feet long north-south by 5 feet wide east-west by 5 inches thick (Appendix C1, Figure 22). The foundations accommodated four greenhouses, as shown in Appendix C1, Figure 2 and Figure E-23. No temporally diagnostic artifacts were found in association with the resource.

The greenhouse concrete slab foundations also post-date the Mayer Ranch. Later use of the features is neither associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States and does not satisfy CRHR Criterion 1. The features are also not associated with the lives of persons important to local, California, or national history and does not satisfy CRHR Criterion 2. The greenhouses that once sat on these concrete foundation slabs are no longer present and therefore cannot embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values, and do not satisfy CRHR criterion 3. There is not potential for

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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associated intact buried cultural deposits or other sources of important information associated with these slab foundations. The features have not, does nor do they have the potential to yield information important to the prehistory or history of the local area, California, or the nation, and does not satisfy CRHR Criterion 4. As the greenhouses associated with these foundations are no longer present, the features lack all seven measures of integrity. These foundation slabs are not significant and do and not contribute to the CRHR eligibility of the resource as a whole.

The portion of the Mayer Ranch resource within the current project area has been reported on DPR 523 series forms and is included within Appendix C1. The shed’s method of construction is not unique, and the building has been fully photographed. Only a small portion of the possible basin feature associated with the former house at 24016 Orange Avenue was found during survey. As the house appears on the 1979 Perris USGS topographic but not in the 1997 USDA aerial photograph it appears to have been removed after 1979. Modern demolition standards would require removal of all construction debris, so it is unlikely that any historic-age materials remain within the basin area. The remaining features are concrete foundations of various sizes that have been mapped and have no further potential to provide additional data. This portion of the Mayer Ranch resource within the current project area is not significant under CRHR Criteria 1, 2, 3, or 4.

Appendix C3, with concurrence from the County, concluded that an impact related to the alteration or destruction of a historic site would occur based on the Proposed Project. Specifically, the portion of the Mayer Ranch resource within the Project Site. However, recommendations within Appendix C3 to reduce potential impacts to the Mayer Ranch resource to less than significant include documentation and recordation of all pertinent data associated with the resource, consistent with Section 15126.4(b)(3)(D) of the CEQA Guidelines, and have been carried out through the Phase I Cultural Resources Assessment (Appendix C1). The County concurred with the documentation and recordation of all important data collected within Appendix C3 specific to the resource. All-important data has been collected and reported through Appendix C1, reducing potential impacts to a historic resource to less than significant. The County requires **COA CUL-1** through **COA CUL-6** for the Proposed Project, which would require the project proponent enter into a contract with a qualified archaeologist for ground disturbing and in the event of a discovery, halt ground disturbing activities within 100-feet of any potential find as designated by the project archaeologist. In the event a historic resource is uncovered as a part of the Proposed Project’s development, curation would be required through the Western Science Center. The project proponent would be required to provide a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Planning Department’s requirements for such reports for all ground disturbing activities for documentation purposes.

Therefore, with implementation of COA CUL-1 through COA CUL-4, potential impacts associated with the alteration or destruction of a historic site would be less than significant and no mitigation would be required.

**b. Impacts will be less than significant.** As discussed in Section V.V(8)(a), the Project Site was associated with the Mayer Horse Ranch, a historic resource. However, as the project area for the Proposed Project is only 7.24 acres (1.3%) of the original 504-acre of the Mayer Ranch, the resource cannot be completely evaluated. Appendix C1 evaluated individual features for their potential to contribute to the resource as a whole.

Appendix C1 evaluated three (3) distinct features within the Project Site for their historic significance to the Mayer Ranch, the remnants of the Anderson House, the shed, and the greenhouse foundations. Appendix C1 concluded that all three features are not significant and do not contribute to the eligibility of the Mayer Ranch resource as a whole. The portion of the Mayer Ranch resource within the current project area has been reported on DPR 523 series forms and is included within Appendix C1. The shed’s method of construction is not unique, and the building has been fully photographed. Only a small

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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portion of the possible basin feature associated with the former house at 24016 Orange Avenue was found during survey. As the house appears on the 1979 Perris USGS topographic but not in the 1997 USDA aerial photograph, it appears to have been removed after 1979. Modern demolition standards would require removal of all construction debris, so it is unlikely that any historic-age materials remain within the basin area. The remaining features are concrete foundations of various sizes that have been mapped and have no further potential to provide additional data. This portion of the Mayer Ranch resource within the current project area is not significant under California Register of Historic Resources (CRHR) Criteria 1, 2, 3, or 4. The County Archaeologist issued a concurrence memo with Appendix C1, concluding all information has been obtained for the portion of the Mayer Ranch within the project area and that the recordation provided within Appendix C1 is sufficient (Appendix C1).

According to the County’s General Plan, Figure OS-7 – “Historical Resources,” the nearest historical resources to the Project Site are the Southern Hotel located in the City of Perris to the southeast and the March Field Historic District located generally northwest of the site. Due to intervening topography and built infrastructure (e.g., freeways, buildings) the Proposed Project would not significantly impact any of the County’s designated resources. As outlined in Appendix C1, the Proposed Project would not cause a substantial adverse change in the significance of a historical resource. Therefore, potential impacts associated with a substantial adverse change to a historical resource would be less than significant, and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: Monitoring for Conditions of Approval **COA CUL-1** through **COA CUL-6** shall be subject to the timing detailed in the project-specific Mitigation Monitoring and Reporting Plan (Appendix K).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>9. Archaeological Resources</b>				
a) Alter or destroy an archaeological site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Phase I Cultural Resources Assessment Report (Appendix C1), County Archaeological Report (Appendix C3), On-site Inspection, Project Application Materials

Findings of Fact:

**General:** Cultural resources analyses presented as a part of Findings of Fact for the Cultural Resources Impact Analysis are based on and summarized from Appendix C1 - *Phase I Cultural Resources Assessment Report for the Harvill Trailer Storage Yard Project* (Cogstone, July 2021).

This analysis below is based on implementation of the following conditions of approval as a part of the Proposed Project.

Conditions of Approval:

**COA CUL-1:** Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

Historic Resources: All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines.

**COA CUL-2:** The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

If during ground disturbance activities, unanticipated cultural resources\* are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist\*\*, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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\* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.

\*\* If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

**COA CUL-3:** Prior to issuance of grading permits, the applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal 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 digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.

**COA CUL-4:** 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.

**COA CUL-5:** Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

Prehistoric Resources: One of the following treatments shall be applied:

- a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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shall be filed with the County under a confidential cover and not subject to a Public Records Request.

- b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

**COA CUL-6:** In the event human remains are found on the Project Site during any phase of development, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5 ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made.

Appendix C1 entails a Phase I cultural resources study to identify, evaluate, and assess the impacts of the proposed development on historical resources in compliance with CEQA. During this investigation, Cogstone completed a record search at the Eastern Information Center (EIC), historic records background research on the Project Site, pedestrian survey of the project area, and communicated with the NAHC and local Native American groups regarding sacred lands and other Native American resources.

Appendix C1 details a record search from the EIC, housed at the University of California, Riverside (UCR), which was requested on March 16, 2021. With permission from the Riverside County Archaeologist, the records search included the Proposed Project area and all land found within a one-half-mile radius. In addition to the EIC records search, a variety of other sources consulted include the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), California Built Environment Resources Directory (BERD), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI), as well as historic-era maps and aerial photographs.

An intensive pedestrian survey was completed on April 1, 2021 via two-to-three meter wide transects. A second visit occurred on May 19, 2021 to document measurements and take additional site photographs. The Project Site's condition showed it had previously been cleared for agricultural use and is heavily disturbed. Within areas of bare ground, surficial sediments primarily consisted of yellowish-brown sandy silts, as shown in the photographs located within Appendix C1. No archaeological resources were observed.

**a. – b. Impacts will be less than significant.** During the pedestrian survey, digital photographs and notes were taken to characterize conditions in the project area. The primary purpose of the pedestrian survey is to locate and document previously recorded or new archaeological resource sites or isolates that are more than 45 years old within the project boundaries, and to determine whether such resources would be or could be impacted by project implementation. An intensive survey can be impacted by various factors, all of which affect the accuracy of the survey, which may include dense vegetation, previous construction/grading activities, animals, and agricultural activities.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Archaeological Research within the Boundaries of the Project Area**

The results of the records search indicated that there are no previously recorded cultural resources or isolates found within the Project Site. One (1) previous cultural resource study conducted covered a portion of the Project area (RI-03344):

- An Archaeological Assessment was prepared for the proposed Tentative Parcel Map 26836 by Keller, J.A. (1991).

**Archaeological Research within the One-Half-Mile Radius of the Project Area**

The EIC indicated that no cultural resources have been recorded within the project area; however, the BERD appears to have incorrect locational information about the Anderson House, which appears to be located within the project area. The Anderson House is discussed in Section V.V(8)(a) as a potential historic resource. Outside of the project area a total of 17 cultural resources have been previously documented within the one-half mile search radius (Appendix C1, Table 3). These consist of four (4) cultural resources within a one-quarter mile radius of the project area, 12 cultural resources with a one-quarter to one-half mile radius of the project area, and one resource located 0-0.5 miles from the project area. These resources are one multi-component site/historic district, eight prehistoric archaeological sites, two historic archaeological sites, six historic built environment resources, and one historic isolate.

Based on the results of the pedestrian survey, the cultural records search, and the Sacred Lands File Search, the project area has low sensitivity for prehistoric cultural resources. Analysis of these data sources, historical USDA aerial photographs and USGS topographic quadrangle maps, and additional background research indicate that the project area also has low sensitivity for buried historical archaeological features such as foundations or trash pits. However, to ensure that potential impacts to archaeological resources are less than significant, conditions of approval **COA CUL-1** through **COA CUL-5** would occur, which require the project proponent enter into a contract with a qualified archaeologist for ground disturbing and in the event of a discover, halt ground disturbing activities within 100-feet of any potential find as designated by the project archaeologist. In the event a cultural resource is uncovered as a part of the Proposed Project’s development, curation would be required through the Western Science Center. The project proponent would be required to provide a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Planning Department’s requirements for such reports for all ground disturbing activities for documentation purposes.

Therefore, with implementation of **COA CUL-1** through **COA CUL-5**, potential impacts associated with the alteration or destruction an archaeological site and with a substantial adverse change to an archaeological resource would be less than significant and no mitigation would be required.

**c. Impacts will be less than significant.** Where construction is proposed in undeveloped areas, disturbance on vacant lands could have the potential to disturb or destroy buried Native American human remains as well as other human remains, including those interred outside of formal cemeteries. In the unexpected event human remains are found, those remains would require proper treatment, in accordance with applicable laws. California State Health and Safety Code 7050.5 dictates that no further disturbance shall occur until the County Coroner has made necessary findings as to origin and disposition pursuant to CEQA regulations and PRC Section 5097.98.

If human remains are discovered during any phase of construction, including disarticulated or cremated remains and grave goods, **COA CUL-2** would require all ground-disturbing activities to cease within 100 feet of the remains, and **COA CUL-6** would require the County Coroner and the Lead Agency (County of Riverside) be immediately notified, consistent with State Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in treatment and disposition of the remains. The Lead Agency shall also retain a professional archaeologist with Native American

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burial experience to conduct a field investigation of the find and consult with the Most Likely Descendant, if any, identified by the NAHC.

As necessary and appropriate, the archaeologist may provide professional assistance to the Most Likely Descendant, including excavation and removal of the human remains. The Lead Agency shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines Section 15064.5(e) and PRC Section 5097.98. The project contractor shall implement approved mitigation measure(s), to be verified by the Lead Agency, prior to resuming ground-disturbing activities within 100 feet of where the remains were discovered.

Therefore, with implementation of **COA CUL-2** and **COA CUL-6** and compliance with existing regulations and procedures outlined in the CHSC and the CCR, potential impacts associated with disturbance of human remains would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: Monitoring for Conditions of Approval **COA CUL-1** through **COA CUL-6** shall be subject to the timing detailed in the project-specific Mitigation Monitoring and Reporting Plan (Appendix K).

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**ENERGY** Would the project:

**10. Energy Impacts**

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

**Source(s):** *Harvill Trailer Storage Yard Project Air Quality, Energy, Global Climate Change, HRA, and Energy Impact Analysis*, Ganddini Group Inc., January 19, 2022 (Appendix A), Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), Project Application Materials

Findings of Fact:

**General:** Criteria pollutant analyses presented as a part of Findings of Fact for the Air Quality Impact Analysis are based on and summarized from Appendix A - *Harvill Trailer Storage Yard Project Air Quality, Energy, Global Climate Change, HRA, and Energy Impact Analysis* (Ganddini Group Inc, 2021).

The 2018 amendments and additions to the CEQA Checklist includes an Energy Section that analyzes the Proposed Project’s energy consumption in order to avoid or reduce inefficient, wasteful, or unnecessary consumption of energy. No state or local agencies have adopted specific criteria or thresholds to be utilized in an energy impact analysis. However, the 2018 Guidelines for the Implementation of the California Environmental Quality Act, provide the following direction on how to analyze a project’s energy consumption:

“If analysis of the project’s energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources, the EIR shall mitigate that energy use. This analysis should include the project’s energy use for all project phases and components, including transportation-related energy, during construction and operation. In addition to building code compliance, other relevant considerations may include, among others, the project’s size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project. (Guidance on information that may be included in such an analysis is presented in Appendix F.) This analysis is subject to the rule of reason and shall focus on energy use that is caused by the project. This analysis may be included in related analyses of air quality, greenhouse gas emissions, transportation or utilities in the discretion of the lead agency.”

If the Proposed Project creates inefficient, wasteful, or unnecessary consumption of energy during construction or operation activities or conflicts with a state or local plan for renewable energy or energy efficiency, then the Proposed Project would create a significant energy impact.

**a. Impacts will be less than significant.** The Proposed Project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the Proposed Project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources are provided below.

- Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2018, Southern California Edison, which provides electricity to the project vicinity provided 85,276 Gigawatt-hours per year of electricity ((<http://www.ecdms.energy.ca.gov/elecbyutil.aspx>).

- Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State’s total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet.
- Petroleum-based fuels currently account for a majority of the California’s transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined.

California’s estimated annual energy use as of 2020 included:

- Approximately 272,576 gigawatt hours of electricity;<sup>2</sup>
- Approximately 2,074,302 million cubic feet of natural gas per year<sup>3</sup> and
- Approximately 23.2 billion gallons of transportation fuel (for the year 2015).<sup>4</sup>

As of 2019, the year of most recent data currently available by the United States Energy Information Administration (EIA), energy use in California by demand sector was:

- Approximately 39.3 percent transportation;
- Approximately 23.2 percent industrial;
- Approximately 18.7 percent residential; and
- Approximately 18.9 percent commercial.<sup>5</sup>

California's electricity in-state generation system generates approximately 190,913 gigawatt-hours each year. In 2020, California produced approximately 70 percent of the electricity it uses; the rest was imported from the Pacific Northwest (approximately 15 percent) and the U.S. Southwest (approximately

<sup>2</sup> California Energy Commission. Energy Almanac. Total Electric Generation. [Online] 2021. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation>.  
<sup>3</sup> Natural Gas Consumption by End Use. U.S. Energy Information Administration. [Online] 2021. [https://www.eia.gov/dnav/ng/ng\\_cons\\_sum\\_dcu\\_SCA\\_a.htm](https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm).  
<sup>4</sup> California Energy Commission. Revised Transportation Energy Demand Forecast 2018-2030. [Online] 2021. <https://www.energy.ca.gov/data-reports/planning-and-forecasting>  
<sup>5</sup> U.S. Energy Information Administration. California Energy Consumption by End-Use Sector. California State Profile and Energy Estimates.[Online] January 16, 2020 <https://www.eia.gov/state/?sid=CA#tabs-2>

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15 percent). Natural gas is the main source for electricity generation at approximately 48.4 percent of the total in-state electric generation system power.

The following section calculates the potential energy consumption associated with the construction and operations of the Proposed Project and provides a determination if any energy utilized by the Proposed Project is wasteful, inefficient, or unnecessary consumption of energy resources.

**Construction Energy**

The construction schedule would occur no sooner than June 2022, last until mid-November 2022, and take place over one phase. The construction activities for the Proposed Project would include site preparation and grading of the Project Site, building construction and application of architectural coatings to the proposed structures, and paving of the proposed parking lots, onsite roads, and driveways. Staging of construction vehicles and equipment would occur onsite. The Proposed Project would consume energy resources during construction in three (3) general forms:

1. Electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power;
2. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, as well as delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities); and,
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

**Construction-Related Electricity**

During construction, the Proposed Project would consume electricity to construct the new structures and infrastructure. Electricity would be supplied to the Project Site by Southern California Edison (SCE) and would be obtained from the existing electrical lines in the vicinity of the site. The use of electricity from existing power lines, rather than temporary diesel or gasoline powered generators, would minimize impacts on energy use. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the Proposed Project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. The use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Since there are power poles running along the south side of the Project Site, only nominal improvements would be required to SCE distribution lines and equipment with development of the Proposed Project. Where feasible, the new service installations and connections would be scheduled and implemented in a manner that would not result in electrical service interruptions to other properties. Compliance with County’s guidelines and requirements would ensure that the Proposed Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the project. Construction of the project’s electrical infrastructure would not adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The energy implications of the construction process for the Proposed Project, specifically the power cost from onsite electricity consumption during construction would be approximately \$206.71. Based on the 2017 National Construction Estimator, (Appendix A), the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32. The Proposed Project would include the construction of a 16,200 square foot maintenance building for a surface trailer storage yard with 167 trailer stalls and 38 vehicle parking stalls. Therefore, potential impacts to the electricity supply and infrastructure associated with project construction would be less than significant and no mitigation is required.

Construction-Related Natural Gas

Construction of the Proposed Project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since the Project Site is an infill development where natural gas service is currently provided to the area via a 3-inch line in Orange Avenue, construction of the Proposed Project would be limited to installation of new natural gas connections within the Project Site. Development of the Proposed Project would likely not require extensive infrastructure improvements to serve the site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. Prior to ground disturbance, the Proposed Project would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, potential impacts to natural gas supply and infrastructure associated with the project construction would be less than significant and no mitigation is required.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the Project Site and on-road automobiles transporting workers to and from the site and on-road trucks transporting equipment and supplies to the Project Site.

*Off-Road Construction Equipment*

Fuel consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of 5.5 months
- All construction equipment was assumed to run on diesel fuel
- Typical daily use of 8 hours, with some equipment operating from ~6-7 hours
- Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/gallon (from CARB’s 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines: ([https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017\\_gl\\_appendix\\_d.pdf](https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)).
- Diesel fuel would be the responsibility of the equipment operators/contractors and would be sources within the region.
- Project construction represents a “single-event” for diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources during long term operation.

The Proposed Project’s construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB’s 2017 Emissions Factors Tables show that on average aggregate fuel consumption (gasoline and diesel fuel) would be

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approximately 18.5 hp-hr-gal. Table 9 – Off-road Equipment Fuel Consumption from Construction of the Proposed Project shows the results of the analysis of construction equipment.

As presented in Table 9, project construction activities would consume an estimated 16,711 gallons of diesel fuel. As stated previously, project construction would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

**Table 9 – Off-road Equipment Fuel Consumption from Construction of the Proposed Project**

Phase	Number of Days	Equipment Type	Usage Amount	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) <sup>1</sup>	
Site Preparation	10	Rubber Tired Dozers	1	8	247	0.4	790	427
	10	Tractors/Loaders/Backhoes	1	8	97	0.37	287	155
Grading	20	Excavator	1	8	158	0.38	480	519
	20	Grader	1	8	187	0.41	613	663
	20	Rubber Tired Dozer	1	8	247	0.4	790	854
	20	Tractors/Loaders/Backhoes	3	8	97	0.37	861	931
Building Construction	85	Crane		7	231	0.29	469	2,155
	85	Forklifts	3	8	89	0.2	427	1,963
	85	Generator Set	1	8	84	0.74	497	2,285
	85	Tractors/Loaders/Backhoes	3	7	97	0.37	754	3,463
	85	Welder	1	8	46	0.45	166	761
Paving		Pavers	2	8	130	0.42	874	944
	20	Paving Equipment	2	8	132	0.36	760	822
	20	Rollers	2	8	80	0.38	486	526
Architectural Coating	20	Air Compressor	1	6	78	0.48	225	243
<b>Construction Fuel Demand (gallons of diesel fuel)</b>							<b>16,711</b>	

Notes:

<sup>1</sup> Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp. (Source: [https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017\\_gl\\_appendix\\_d.pdf](https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf))

**On-Road Construction-Related Vehicle Trips**

The on-road construction-related vehicle trips fuel usage was calculated through use of the construction vehicle trip assumptions from the CalEEMod model run as detailed in Appendix A. Appendix A evaluated construction-related worker trips as originating from light duty autos (LDA), light duty truck 1 (LDT1), and light duty truck 2 (LDT2) at a mix of 50 percent/25 percent/25 percent, respectively, along area roadways. With respect to estimated vehicle miles traveled (VMT), the construction worker trips would generate an estimated 183,677 VMT. The estimated fuel consumption for construction-related vendor and hauling during building construction and architectural coating was also assessed as on-road construction-related vehicle trips. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 30,736 VMT. For the architectural coatings, it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles. Vendors delivering construction material or hauling debris from the site during site preparation

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would use medium to heavy duty vehicles with an average fuel consumption of 7.59 mpg for medium heavy duty trucks and 5.87 for heavy heavy duty trucks (Appendix A).

Table 10 – On-Road Fuel Consumption from Construction of the Proposed Project<sup>1</sup> shows the on-road construction worker and vendor vehicle trips modeled in CalEEMod and the fuel usage calculations.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 10 – On-Road Fuel Consumption from Construction of the Proposed Project<sup>1</sup>**

Vehicle Trip Types	Number of Days	Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg) <sup>2</sup>	Estimated Fuel Consumption (gallons)
<b>Site Preparation</b>						
Worker Trips	10	5	14.7	735	26.35	28
Vendor Truck Trips	10	2	6.9	138	6.73	21
<b>Grading</b>						
Worker Trips	20	15	14.7	4,410	26.35	167
Vendor Truck Trips	20	0	6.9	0	6.73	0
<b>Building Construction</b>						
Worker Trips	85	133	14.7	166,184	26.35	6,307
Vendor Truck Trips	85	52	6.9	30,498	6.73	4,532
<b>Paving</b>						
Worker Trips	20	15	14.7	4,410	26.35	167
Vendor Truck Trips	20	0	6.9	0	6.73	0
<b>Architectural Coating</b>						
Worker Trips	20	27	14.7	7,938	26.35	301
Vendor Truck Trips	20	0	6.9	0	6.73	0
<b>Subtotal Work Construction Fuel Consumption</b>						<b>6,971</b>
<b>Subtotal Vendor Construction Fuel Consumption</b>						<b>4,552</b>
<b>Total Fuel Used from On-Road Construction Vehicles (gallons)</b>						<b>11,707</b>

Notes:

<sup>1</sup> Assumptions for the worker/vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

<sup>2</sup> CalEEMod vendor vehicle class is based on an HDT\_Mix, which, per CalEEMod User's Guide (May 2021), includes HHDT and MHDT at a mix of 50%/50%.

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Table 10 shows that the on-road construction-related vehicle trips would consume 11,707 gallons of fuel and Table 9 shows that the off-road construction equipment would consume 16,711 gallons of fuel. This would result in the total consumption of 28,418 gallons of petroleum fuel from construction of the Proposed Project. This equates to less than 0.0002 percent of the gasoline and diesel consumed in the State annually. The construction-related petroleum use would be nominal, when compared to current petroleum usage rates.

Construction equipment used over the approximately 5.5-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Proposed Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

The project would utilize construction contractors which practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints.

Construction activities associated with the Proposed Project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. Development of the Proposed Project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the Proposed Project. It is difficult to measure the energy used in the production of construction materials including asphalt, steel, and concrete; however, it is reasonable to assume that the production of these building materials would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. Construction activities for the Proposed Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Therefore, potential impacts associated with construction-related petroleum fuel use for transportation and associated infrastructure would be less than significant and no mitigation is required.

**Operational Energy**

The on-going operation of the Proposed Project would require the use of energy resources for multiple purposes including, but not limited to, transportation energy demands (energy consumed by employee and patron vehicles accessing the Project Site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Operations-Related Electricity and Natural Gas

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by SCE) and natural gas (provided by Southern California Gas Company). As shown in Appendix A, the estimated electricity demand for the Proposed Project is

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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approximately 249,974 kWh per year. In 2020, the non-residential sector of the County of Riverside consumed approximately 8,014 million kWh of electricity. The estimated natural gas consumption for the Proposed Project is approximately 523,746 kBtu per year. In 2020, the non-residential sector of the County of Riverside consumed approximately 135 million therms of gas. The increase in both electricity and natural gas demand from the Proposed Project is insignificant compared to the County's 2019 non-residential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The Proposed Project would be required to comply with Title 24 standards during the building permit process. The Proposed Project energy demands in total would be comparable to other non-residential projects of similar scale and configuration. Therefore, the project facilities' energy demands and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Therefore, potential impacts to the electricity and natural gas supply and infrastructure associated with project operation would be less than significant and no mitigation is required.

Operations-Related Vehicular Petroleum Fuel Usage

The Proposed Project would generate 375 trips per day and an estimated 136,704 gallons of fuel would be consumed per year for the operation of the Proposed Project (Appendix A). Trip generation and VMT generated by the Proposed Project would be consistent with other similar industrial uses of similar scale and configuration as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (20th Edition, 2017). The Proposed Project would not include uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. The state of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015. The increase in fuel consumption from the Proposed Project is insignificant in comparison to the State's demand. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

The Proposed Project would comply with all Federal, State, and County requirements related to the consumption of transportation energy that includes California Code of Regulations Title 24, Part 11 California Green Building Standards that require the Proposed Project to provide electric vehicle charging stations in the parking lots of the non-residential use. The Proposed Project would include three (3) electric vehicle/clean air vehicle parking spaces out of the 38 standard spaces proposed. The Proposed Project would be designed and built to minimize transportation energy through the promotion of the use of clean air vehicles, including electric-powered vehicles. Existing and planned capacity and supplies of transportation fuels would be sufficient to support the Proposed Project's demand. Therefore, potential impacts associated with operation-related petroleum fuel use for transportation and associated infrastructure capacity would be less than significant and no mitigation is required.

The Proposed Project would comply with regulatory compliance measures outlined by the State and County related to Air Quality, Greenhouse Gas Emissions (GHG), Transportation/Circulation, and Water Supply. The Proposed Project would be constructed in accordance with all applicable County Building and Fire Codes. The Proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Therefore, potential impacts associated with the wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant, and no mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**b. Impacts will be less than significant.** The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The applicable energy plan for the Proposed Project is the Riverside County Climate Action Plan (CAP) (2019) and *County of Riverside General Plan 2035* (2018). The County of Riverside’s CAP was completed in November 2019. The CAP Update describes Riverside County’s GHG emissions for the year 2017, projects how these emissions will increase into 2020, 2030, and 2050, and includes strategies to reduce emissions to a level consistent with the State of California’s emissions reduction targets. The CAP Update sets a target to reduce community-wide GHG emission emissions by 15 percent from 2008 levels by 2020, 49 percent by 2030, and 83 percent by 2050. As described in detail in Section V.VIII - Greenhouse Gas Emissions, the Riverside County CAP states that project's that do not exceed the CAP's screening threshold of 3,000 MTCO2e per year are in compliance with the County's CAP. The Proposed Project would not exceed the threshold set by the CAP Update and therefore would be consistent with the County’s CAP.

The Proposed Project’s consistency with the applicable energy-related policies in the General Plan are shown in Table 11.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 11 – Proposed Project Compliance with Applicable General Plan Energy Policies**

Policy No.	General Plan Policy	Proposed Project Implementation Actions
AQ 4.1	Require the use of all feasible building materials/ methods which reduce emissions.	<b>Consistent.</b> The proposed structures will be designed to meet the 2019 Title 24 Part 6 building standards that require enhanced insulation in order to reduce energy usage and associated emissions.
AQ 4.3	Require centrally heated facilities to utilize automated time clocks or occupant sensors to control heating where feasible.	<b>Consistent.</b> The proposed structures will be designed to meet the 2019 Title 24 Part 11 building standards that require the use of occupant sensors.
AQ 5.4	Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.	<b>Consistent.</b> The Proposed Project has been designed to incorporate energy-efficient design elements that include site orientation and the use of shade trees to reduce fuel consumption.
AQ 20.7	Reduce VMT through increased densities in urban centers and encouraging emphasis on mixed use to provide residential, commercial and employment opportunities in closer proximity to each other. Such measures will also support achieving the appropriate jobs-housing balance within the communities. (AI 47, 53, 117, 146)	<b>Consistent.</b> The Proposed Project consists of development of storage trail yard and associated jobs for the proposed and existing nearby homes.
AQ 20.9	Reduce urban sprawl in order to minimize energy costs associated with infrastructure construction and transmission to distant locations, and to maximize protection of open space. (AI 26)	<b>Consistent.</b> The Proposed Project is located within an area of the County that has existing infrastructure adjacent the Project Site. As such the infrastructure in the vicinity of the Project Site was designed of adequate size to support the Proposed Project and only minimal offsite improvements to infrastructure will be required as a result of development of the Proposed Project.
AQ 20.10	Reduce energy consumption of the new developments (residential, commercial, and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. (AI 147)	<b>Consistent.</b> The Proposed Project has been designed to incorporate energy-efficient design elements that include solar orientation and shading.
AQ 20.11	Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment. (AI 147)	<b>Consistent.</b> The proposed building will be designed to meet the 2019 Title 24 Part 6 and Title 24 Part 11 building standards that require the installation of energy efficient lights, appliances, and ventilation systems as well as the installation of low-flow fixtures and use of water efficient irrigation systems.

Source: County of Riverside, 2015.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As shown in Table 11, the Proposed Project would be consistent with all non-residential applicable energy-related policies from the General Plan. Therefore, potential impacts associated with the Proposed Project conflicting or obstructing a state or local plan for renewable energy or energy efficiency would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**GEOLOGY AND SOILS** Would the project directly or indirectly:

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

**Source(s):** Geotechnical Investigation (Appendix D1), Riverside County General Plan, Safety Element, Figure S-2 “Earthquake Fault Study Zones,” California Department of Conservation, EQ Zapp: California Earthquake Hazards Zone Application, Riverside County Map My County

Findings of Fact:

a) **Impacts will be less than significant.** According to the Riverside County General Plan and Map My County, as well as the California Department of Conservation<sup>6</sup>, the Project Site is not within an Alquist-Priolo Fault Zone. According to Appendix D1, the potential for fault rupture to adversely impact the proposed structures is very low. Moreover, the Proposed Project would be required to comply with applicable provisions of the 2019 California Building Code (CBC). Title 24, Part 2, the CBC establishes minimum standards for building design in the state, and it is consistent with or more stringent than Uniform Building Code requirements. The 2019 California CBC provides procedures for earthquake resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. Local codes are permitted to be more restrictive than Title 24 but are required to be no less restrictive. The CBC is designed and implemented to improve building safety, sustainability, and consistency, and to integrate new technology and construction methods to construction projects throughout California. Moreover, the Riverside County Department of Building and Safety permitting process would ensure that all required CBC seismic safety measures are incorporated into the building. Therefore, potential impacts associated with rupture of a known earthquake fault would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

<sup>6</sup> Department of Conservation, EQ Zapp: California Earthquake Hazards Zone Application, 2019. (<https://www.conservation.ca.gov/cgs/geohazards/eq-zapp> Accessed on July 22, 2021)

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>12. Liquefaction Potential Zone</b>				
a) Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Geotechnical Investigation (Appendix D1), Riverside County General Plan Safety Element, Figure S-3 “Generalized Liquefaction,” Riverside County Map My County

Findings of Fact:

**a. Impacts will be less than significant.** Liquefaction occurs when vibrations or water pressure causes soil particles to lose its friction properties. As a result, soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. However, effects of liquefaction can include sand boils, settlement, and structural foundation failures. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands in areas where the groundwater table is within approximately 50 feet below ground surface.

The Project Site is located within an area mapped by Riverside County GIS as having a low liquefaction susceptibility. According to the Geotechnical Investigation, soil conditions encountered at the Project Site are not considered to be conducive to liquefaction. The soil conditions observed on the Project Site consist of medium dense to very dense, well-graded, granular soils extending to depths of 20 feet. Appendix D1 also notes that the static groundwater table within the Project Site does not exist within 50 feet of the ground surface.

All structures built in the County are required to be developed in compliance with the CBC (California Code of Regulations, Title 24, Part 2) which is adopted by the County of Riverside. Compliance with the CBC, requires proper construction of building footings and foundations ensuring that the building withstand the effects of potential ground movement, including liquefaction.

The Riverside County Department of Building and Safety reviews structural plans and geotechnical data prior to issuance of a grading permit and conducts inspections during construction, which would ensure that all required CBC measures are incorporated. Therefore, potential impacts associated with seismic-related ground failure, including liquefaction would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>13. Ground-shaking Zone</b>				
a) Be subject to strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Geotechnical Investigation (Appendix D1), Riverside County General Plan Figure S-4 Safety Element, "Earthquake-Induced Slope Instability Map"

Findings of Fact:

**a. Impacts will be less than significant.** The Project Site, like most of southern California, could be subject to seismically related strong ground shaking. Ground shaking is a major cause of structural damage from earthquakes. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology.

As noted in Section V.VII(11)(a.), the Project Site is not within an Alquist-Priolo Fault Zone. The Project Site is located approximately 11 miles from the Alberhill Fault Zone and approximately 8.5 miles from the El Casco and Lakeview Fault Zones<sup>7</sup>. A major earthquake along these faults could cause substantial seismic ground shaking at the Project Site. However, structures built in the County are required to be built in compliance with the CBC (California Code of Regulations, Title 24, Part 2) that provides provisions for earthquake safety based on factors including building occupancy type, the types of soils onsite, and the probable strength of ground motion. Compliance with the CBC would require the incorporation of 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structure so that it would withstand the effects of strong ground shaking.

The Riverside County Department of Building and Safety permitting process would ensure that all required CBC seismic safety measures are incorporated into the Proposed Project. Therefore, potential impacts associated with strong seismic ground shaking would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

<sup>7</sup> Department of Conservation, EQ Zapp: California Earthquake Hazards Zone Application, 2019. (<https://maps.conservation.ca.gov/EQZApp/app/> Accessed July 26, 2021)

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**14. Landslide Risk**

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

**Source(s):** Riverside County General Plan Figure S-5 “Regions Underlain by Steep Slope,” Mead Valley Plan Area, Figure 14 “Mead Valley Area Plan Steep Slope” and Figure 15 “Mead Valley Area Plan Slope Instability”

Findings of Fact:

**a. Impacts will be less than significant.** Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, including the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The Project Site and the adjacent parcels are generally flat and do not contain any hills or steep slopes. The Project Site generally slopes downward to the southeast at a gradient of two percent and no landslides on or adjacent to the Project Site would occur. The Project Site is not identified in the General Plan or the Mead Valley Area Plan as an area located with steep slopes, or slope instability which includes areas identified with existing landslides and/or low to high susceptibility. Therefore, potential impacts associated with landslide risk would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**15. Ground Subsidence**

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Geotechnical Investigation (Appendix D1), Riverside County General Plan Figure S-7 “Documented Subsidence Areas Map”

Findings of Fact:

**a. Less Than Significant Impact.** Ground subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of earthquake motion in an area where groundwater in a basin is lowered. Subsidence typically occurs throughout a susceptible valley. In addition, differential displacement and fissures occur at or near the valley margin, and along faults. In the County of Riverside, the worst damage to structures as a result of regional subsidence may be expected at the valley margins. Alluvial valley regions are especially susceptible. Expansive soils have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed and can be found in hillside areas as well as low-lying alluvial basins. Expansion testing and mitigation are required by current County grading and building codes. Special engineering designs are used effectively to alleviate problems caused by expansive soils.

According to Figure S-7 “Documented Subsidence Areas Map” of the County General Plan, the Project Site is located within an area susceptible to subsidence. However, Appendix D1 includes a site-specific analysis on expansive soils, and concludes the Project Site has very low potential expansive potential and impacts related to subsidence would be less than significant.

Compliance with the California Building Code is a standard practice and would be required by the Riverside County Department of Building and Safety. Compliance with the requirements of the CBC as part of the building plan check and development review process, would ensure that potential soil stability impacts would be less than significant. Therefore, potential impacts associated with ground subsidence would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>16. Other Geologic Hazards</b>				
a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Geotechnical Investigation (Appendix D1), Project Application Materials

Findings of Fact:

**a. There will be no impacts.** Seiches are oscillations in enclosed bodies of water that are caused by a number of factors, most often by wind or by seismic activity. There are no water bodies near enough to the Project Site to pose a flood hazard, seiche or mudflow. The nearest major water body feature is the Lake Perris, located approximately 3.8 miles northeast of the Project Site. Therefore, no impacts would occur. There are no known volcanoes in the Project region. Therefore, no impacts associated with geological hazards would occur and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** Project Application Materials, Geotechnical Investigation (Appendix D1), Project Specific Water Quality Management Plan (Appendix G)

Findings of Fact:

**a.-b. Impacts will be less than significant.** Topographically, the Project Site is relatively flat, with no abrupt major grade changes. The Project Site topography slopes downward to the southeast at a gradient of approximately two percent, with approximately 20-feet of elevation differential between the northwest and southeast regions of the Project Site. Grading for the Proposed Project would not significantly change the topography and would preserve the existing drainage patterns on site which drain towards the easterly boundary of the Project Site. However, proposed grading would result in two areas of slopes at points along the Project Site's perimeter. The first area, located at the northwestern edge of the Project Site, would entail a proposed maximum 2:1 slope, and the second area, located along the Harvill Avenue frontage, would entail a proposed 3:1 and 4:1 slope. The proposed areas of slope would be constructed in accordance with the recommendations of the Appendix D1 and the County's Building Code. Therefore, potential impacts associated with change to topography or ground surface relief features would be less than significant and no mitigation would be required.

**c. There will be no impacts.** The Proposed Project would maintain the general flat topography of the existing Project Site, with exception to the two areas of proposed manufactured slope along the northwestern and eastern property boundaries. According to the Proposed Project's grading plan (Figure 11 – *Conceptual Grading Plan*), grading for the Project Site would yield a maximum of a 4:1 slope. As noted in Section V.VII(17)(a.-b.), the proposed grading for the proposed project area would retain the existing drainage pattern of the Project Site. The proposed grading for the Project Site would not affect or negate subsurface sewage disposal systems due to existing or proposed slopes associated with the Proposed Project. Therefore, no impacts associated with cut or fill slopes and sewage disposal systems would occur and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>18. Soils</b>				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Geotechnical Investigation (Appendix D1), Project Specific Water Quality Management Plan (Appendix G), Project Application Materials, On-site Inspection

Findings of Fact:

**a. Impacts will be less than significant.** The Proposed Project would result in the grading of the Project Site to accommodate the development of the industrial development. However, Appendix D1 outlines the earthwork specifications and grading details for the Proposed Project to reduce and prevent soil erosion and loss of topsoil. These specifications include maintaining proper drainage to avoid ponding of water and percent water from running into excavations. The Proposed Project must also comply with the County's grading permit requirements, which would ensure that construction practices include BMPs to protect exposed soils. During operation of the project, the Project Site would be covered with asphalt for drive aisles and roads, along with sidewalks and pedestrian pathways. Areas of permeable surface (e.g., common open space and landscape planters) would be landscaped to reduce and prevent soil erosion and topsoil loss. Therefore, impacts associated with potential loss of topsoil or soil erosion would be less than significant and no mitigation would be required.

**b. Impacts will be less than significant.** As described in V.VII(15)(a.), Expansive soils have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. Expansive soils can be widely dispersed and can be found in hillside areas as well as low-lying alluvial basins. Expansion testing and mitigation are required by current County grading and building codes. Special engineering designs are used effectively to alleviate problems caused by expansive soils.

Appendix D1 includes a site-specific analysis on expansive soils and concludes the Project Site has very low potential expansive potential. Soils types found on the Project Site include manure, artificial fill, and younger and older alluvium. Based on field explorations, laboratory testing, and engineering analysis completed for the Project Site, design recommendations outlined in Appendix D1 are based on the use of non-expansive soil types. Recommendations of the site-specific geotechnical report include the use of non-expansive materials for import, to be approved by the soils engineer. Compliance with the California Building Code (CBC) is a standard practice and would be required by the Riverside County Department of Building and Safety, which would include staff review of the site-specific geotechnical report to ensure the recommendations outlined in Appendix D1 are implemented. Therefore, potential impacts associated with expansive soils would be less than significant and no mitigation would be required.

**c. There will be no impacts.** The Proposed Project would not involve the use of septic tanks or alternative wastewater disposal systems. The Proposed Project would include connecting to existing sewer infrastructure located within Harvill Avenue. The Proposed Project would connect to an existing 8-inch sewer line and would not rely on alternative means of wastewater disposal. Therefore, no impacts

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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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associated with soils incapable of adequately supporting alternative wastewater disposal would occur and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** Riverside County General Plan Figure S-8 “Wind Erosion Susceptibility Map,” Ord. No. 484, *Harvill Trailer Storage Yard Project Air Quality, Energy, Global Climate Change, HRA, and Energy Impact Analysis*, Ganddini Group Inc., January 19, 202021(Appendix A1), Geotechnical Investigation (Appendix D1)

Findings of Fact:

**a. Less Than Significant Impact.** Wind and wind-blown sand are an environmentally limiting factor throughout much of Riverside County. Approximately 20% of the land area of Riverside County is vulnerable to “high” and “very high” wind erosion susceptibility. The General Plan Safety Element, Figure S-8 – “Wind Erosion Susceptibility Map” shows the Project Site is located within a “moderate” wind erodibility rated area and would be subject to General Plan policies S 3.13 and S 3.14, which require building to be designed to resist wind loads and educate builders about wind environment. The County’s Ordinance No. 460 requires

The County of Riverside Ordinance 484 requires property consisting of sandy soils to protect the site from windblow erosion of sand. According to Appendix D1, the Project Site consists of sand and sandy soils and Ordinance No. 484 would be applicable to the Project Site. In addition to the County’s regulations on sandy soils to prevent windblown erosion, SCAQMD requires implementation of Rule 403 to control fugitive dust and is applicable to any activity capable of generating fugitive dust. Appendix A1 stipulates that Rule 403 would be applicable to the Proposed Project, which entails preventative measures to ensure fugitive dust is controlled and does not cause significant impacts to air quality. These preventative measures include, but are not limited to, watering all exposed areas on active sites at least three times per day, pre watering areas prior to clearing and soil moving activities, and replanting all distributed areas as soon as practically possible. Upon completion of the Proposed Project, the site would contain asphalt and concrete cover, as well as landscaped areas, all of which would reduce and suppress potential blowsand generation from the Project Site. With application of the County’s regulations and SCAQMD requirements, impacts surrounding wind erosion and blowsand would be reduced. Therefore, impacts associated with an increase in wind erosion and blown sand, either on or off site, would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>GREENHOUSE GAS EMISSIONS</b> Would the project:				
<b>20. Greenhouse Gas Emissions</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** *Harvill Trailer Storage Yard Project Air Quality, Energy, Global Climate Change, HRA, and Energy Impact Analysis*, Ganddini Group Inc., January 19, 2022 (Appendix A1), Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), Project Application Materials

Findings of Fact:

**General:** Criteria pollutant analyses presented as a part of Findings of Fact for the Air Quality Impact Analysis are based on and summarized from Appendix A1 - *Harvill Trailer Storage Yard Project Air Quality, Energy, Global Climate Change, HRA, and Energy Impact Analysis* (Ganddini Group Inc, January 2022).

The *County of Riverside Climate Action Plan (CAP)* was adopted in December 2015 and revised in November 2019. The 2015 CAP utilized a GHG emissions reduction target of a 15 percent decrease from 2008 levels by the year 2020, in order to meet the requirements of AB 32 and SB 375. The County’s 2008 GHG emissions were calculated at 7,012,938 MTCO<sub>2</sub>e and in order to reach the reduction target, the County of Riverside will need to reduce community-wide emissions to 5,960,998 MTCO<sub>2</sub>e by the year 2020. The CAP was updated in 2019 in order to address a 2017 Settlement Agreement with the Sierra Club and other groups as well as to bring the CAP in conformance with SB 32 and AB 197 that set a statewide 2030 goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The 2030 target is an interim year goal set to make it possible to reach the ultimate goal of reducing GHG emissions 80 percent below 1990 levels by 2050. The 2019 CAP provides several new measures to meet the 2030 target that include promoting energy efficiency, renewable energy and development and promotion of zero-emission vehicles, water conservation and increased waste diversion.

The CAP has developed a process for determining significance of GHG impacts from new development projects that includes (1) applying an emissions level that is determined to be less than significant for small projects, and (2) utilizing Screening Tables to mitigate project GHG emissions that exceed the threshold level. The CAP has provided a threshold of 3,000 MTCO<sub>2</sub>e per year to be used to identify projects that require the use of Screening Tables. If the 3,000 MTCO<sub>2</sub>e per year threshold is exceeded, then specific mitigation from the CAP’s Screening Tables would be selected to garner a total of 100 points or greater. According to the CAP, such projects that implement 100 points of mitigation measures from the Screening Tables would be determined to have a less than significant individual impact for greenhouse gas emissions.

**a. Impacts will be less than significant.** The Proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The Proposed Project would entail the construction of a 167-space trailer storage lot, 16,200 SF maintenance building containing 2,400 SF of office space, 38 accessory standard parking stalls, and landscaping. The Proposed Project would generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. The project’s GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters detailed in

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Section 7.1 of Appendix A. A summary of the results is shown in Table 12 and the CalEEMod model run annual printouts are provided in Appendix A.

**Table 12 – Project Related Greenhouse Gas Annual Emissions**

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area Sources <sup>1</sup>	0.01	0.00	0.00	0.01
Energy Usage <sup>2</sup>	72.28	0.00	0.00	72.68
Mobile Sources <sup>3</sup>	1,065.40	0.03	0.11	1,099.91
Solid Waste <sup>4</sup>	4.08	0.24	0.00	10.10
Water and Wastewater <sup>5</sup>	9.84	0.12	0.00	13.79
Construction <sup>6</sup>	8.19	0.00	0.00	8.29
<b>Total Emissions</b>	<b>1,154.53</b>	<b>0.40</b>	<b>0.12</b>	<b>1,204.78</b>
<b>County of Riverside CAP Threshold of Significance</b>				<b>3,000</b>

Notes:

<sup>1</sup> Area sources consist of GHG emissions from consumer products, architectural coatings, hearths, and landscaping equipment.

<sup>2</sup> Energy usage consists of GHG emissions from electricity and natural gas usage.

<sup>3</sup> Mobile sources consist of GHG emissions from vehicles.

<sup>4</sup> Waste includes the CO<sub>2</sub> and CH<sub>4</sub> emissions created from the solid waste placed in landfills.

<sup>5</sup> Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

<sup>6</sup> Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.

Source: CalEEMod Version 2020.4.0.

Table 12 shows that the Proposed Project would create 1,204.78 MTCO<sub>2</sub>e per year. According to the County of Riverside CAP threshold of significance, if a project creates less than 3,000 MTCO<sub>2</sub>e per year, the GHG emissions from a project is determined to be less than significant. The County also requires that all new developments institute the water conservation measures that are detailed in the California Green Building Code. Therefore, potential impacts associated with the adverse generation of greenhouse gas emissions, either directly or indirectly, from project construction and operation would be less than significant and no mitigation is required.

**b. Impacts will be less than significant.** The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The County of Riverside adopted the *County of Riverside Climate Action Plan* in December 2015 and updated November 2019. The 2015 CAP utilized a GHG emissions reduction target of a 15 percent decrease from 2008 levels by the year 2020, in order to meet the requirements of AB 32 and SB 375. The CAP was updated in 2019 in order to address a 2017 Settlement Agreement with the Sierra Club and other groups as well as to bring the CAP in conformance with SB 32 and AB 197 that set a statewide 2030 goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The CAP has developed a process for determining significance of GHG impacts from new development projects that includes (1) applying an emissions level that is determined to be less than significant for small projects, and (2) utilizing Screening Tables to mitigate project GHG emissions that exceed the threshold level. The CAP has provided a threshold of 3,000 MTCO<sub>2</sub>e per year, which was based on capturing 90 percent of emission from all projects in the County, to be used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. As detailed in Table 12, the Proposed Project would generate 1,204.78 MTCO<sub>2</sub>e per year, which is below the 3,000 MTCO<sub>2</sub>e per year threshold. Therefore, potential impacts associated with the conflict with any applicable

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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** *Phase I Environmental Site Assessment*, Partner Engineering and Science, January 25, 2021, Project Application Materials, CalEPA Cortese List Data Resources (<https://calepa.ca.gov/SiteCleanup/CorteseList/>), Mead Valley Area Plan, Figure 8 – “Mead Valley Area Plan Circulation”

Findings of Fact:

**General:** Hazards and hazardous material analyses presented as a part of Findings of Fact for the Hazards and Hazardous Materials Impact Analysis are based on and summarized from Appendix E - *Phase I Environmental Site Assessment* (Partner Engineering and Science, January 25, 2021)

**a. Impacts will be less than significant.** Construction of the Proposed Project would entail routine transport of potentially hazardous materials, including gasoline, oil solvents, cleaners, paint, and soil from the Project Site. Proper BMPs, preparation of a SWPPP, and hazardous material handling protocols would be required to ensure safe storage, handling, transport, use, and disposal of all hazard materials during the construction phase of the Proposed Project. Construction would also be required to adhere to any local standards set forth by the County, as well as state and federal health and safety requirements that are intended to minimize hazardous materials risks to the public, including California OSHA requirements, the Hazardous Waste Control Act, the California Accidental Release Prevention program, and the California Health and Safety Code.

As detailed in the County of Riverside Local Hazard Mitigation Plan, the transport, use, and storage of hazardous materials during site preparation and project operation would be conducted pursuant to all applicable local, State, and federal laws, and in cooperation with the County of Riverside Department of Environmental Health Services, Hazardous Materials Division.

Ground disturbance would include grubbing of vegetation, minor excavation for erection fences, and spreading of on-site soil from high areas to low areas to create a generally level surface. Minor grading would occur on site to provide for the foundations of the maintenance building, office trailer, and parking area near the main project entrance. Due to the relatively small size of the project site and scale of proposed construction activities, construction of the project is not expected to require hazardous

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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materials or a mixture containing a hazardous material in a quantity at any one time above the thresholds described in California Health and Safety Code Section 25503 and Section 25507(a) (1) through (6).

There is no identified tenant for the proposed building. The Proposed Project is planned for a single tenant with ancillary office component. Intended occupants for the Proposed Project include distribution firms seeking an Inland Empire location from which to service their fleet. Since the tenant is unknown, hours of operation and employee count will vary, but is assumed for planning purposes to operate 24 hours per day, seven days per week (24/7). Office workers would likely have typical shifts of Monday through Friday, 8:00AM to 5:00PM, while yard staff would work in day, evening, and night shifts. Specific hours of operation would be identified during the tenant improvement process.

Although unlikely, it is possible that hazardous materials could be used during the course of the future's occupant's daily operations. State and federal Community-Right-to-Know laws allow the public to access information about the amounts and types of chemicals in use at local businesses. Regulations also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies the building on the Project site and that handles hazardous materials (as defined in California Health and Safety Code Section 25500) will require permits from the Riverside County Department of Environmental Health (DEH) in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Riverside County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

If businesses that use or store hazardous materials occupy the Project site, the business owners and operators would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. In addition, the Project would be required to comply with Riverside County Ordinance No. 651, which establishes development and performance standards, as well as reporting and permitting requirements for the use, handling, storage, and transportation of hazardous materials. Therefore, potential impacts to the public or the environment through the routine transport, use, or disposal of hazardous materials or upset and accident conditions involving the release of hazardous materials would be less than significant and no mitigation would be required.

**b. Impacts will be less than significant with incorporated mitigation.** The majority of the Project site consists of vacant land covered with low-lying vegetation. The remains of a building and former building foundations were observed on the northwest portion and southeast corner of the Project site. A stormwater culvert was located on the northeast boundary of the Project site. No evidence of the use of reportable quantities of hazardous substances was observed on the subject property. No evidence of aboveground storage tanks (ASTs) or underground storage tanks (USTs) such as fill ports, piping, or vent pipes was observed or reported onsite.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Based on the historical research and interviews as part of the Phase I (Appendix E), the Project site was agriculturally developed land from 1938 to at least 1985. One residence and associated farming structures was located on and adjacent to the southeastern corner of the Project site. By 1953, multiple fenced animal pens were located on the western portion of the Project site. By 1961, four long barn-like structures were located on the northwest and northeast portions of the site. From the 1960s to the 1980s, structures associated with Mayer Farms and a water reservoir were located adjacent to the east-northeast and it is unclear if the Project site was part of the Mayer Farms. By 1978, the former long barn-like structures on the northwest and northeast portions of the site had mostly been removed, leaving a single building and building foundations. By 1989, the Project site was agriculturally developed or vacant land. The former residence and associated farming structures in the southeastern corner of the Project site appear to have been removed leaving the building foundation. Webster Avenue/dirt road appears to extend north through the Project site. The southeast corner of the Project site appeared to be used for storage by the adjacent commercial/industrial property (likely New Davidson Brick Co.). By 1997, Harvill Avenue had been constructed to the east-northeast of the Project site, separating the Project site from the adjacent commercial/industrial property to the east. Since 1997, the Project site appeared to vacant or agriculturally developed land. According to Environmental Data Resources, Inc. (EDR) city directory images, former tenants on the subject property appeared to include Hastings Sharon and Fullilove Dorothy, and Long Beach Ranch Corps in 1973.

The agency database report obtained from EDR did not identify the subject property. No environmental concerns associated with adjacent properties were identified based on visual observation from publicly accessible rights-of-way.

According to information obtained from the California State Water Resource Control Board online database, GeoTracker, for a nearby property (Case Number T0606500263 – Cla Val Company at 24100 Water Street) and topographic map interpretation, groundwater in the vicinity of the subject property is estimated at a depth of 100 feet below ground surface (bgs) and flows toward the east.

A recognized environmental condition (REC) refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. Partner within Appendix E, did not identify any recognized environmental conditions during the course of this assessment.

A controlled recognized environmental condition (CREC) refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. Partner within Appendix E, did not identify controlled recognized environmental conditions during the course of this assessment.

A historical recognized environmental condition (HREC) refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. Partner within Appendix E, did not identify historical recognized environmental conditions during the course of this assessment.

An environmental issue refers to environmental concerns identified by Partner (Appendix E), which do not qualify as RECs; however, warrant further discussion. Mitigation Measure **MM HAZ-1** reduces impacts from potential impacts of the removal of potential foundations, septic systems and water walls.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**c. There will be no impacts.** The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. Under long-term operational conditions, the Proposed Project would be required to maintain adequate emergency access for emergency vehicles on-site as required by the County. Furthermore, the Proposed Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the implementation of evacuation procedures. Therefore, the Proposed Project would not interfere with an adopted emergency response or evacuation plan and no mitigation would be required.

**d. There will be no impacts.** The Project Site is not located within one-quarter mile of an existing or proposed school. The closest school to the site is Val Verde Elementary School, located approximately 0.42 miles to the northwest (across I-215). Therefore, no impacts associated with emissions of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur and no mitigation is required.

**e. There will be no impacts.** Per the regulatory database report prepared as part of the Phase I (Appendix E), the Project Site is not included on a list of hazardous materials sites pursuant to Government Code Section 65962.5., also known as the Cortese List. Furthermore, the Proposed Project would not add any uses to the site that require hazardous materials that would qualify the site for listing pursuant to Government Code Section 65962.5 in the future. Therefore, the project would not create a significant hazard to the public or the environment as a hazardous materials site. No mitigation is required.

Mitigation:

**MM HAZ-1:**

During the construction of the proposed project, if the following are discovered they are to be removed per County of Riverside requirements:

1. Foundations associated with the demolished farm buildings may be encountered during grading. If encountered, the foundations shall be removed and disposed of pursuant to County of Riverside requirements.
2. Septic systems serving former residences/farm buildings may be present. If encountered, septic systems shall be abandoned, removed and disposed of pursuant to the County of Riverside Department of Public Health requirements.
3. Water wells may be located at the subject property. If encountered, the water wells shall be decommissioned pursuant to the County of Riverside Department of Public Health requirements.

Monitoring: Monitoring is required as part of the grading permit process.

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

**Source(s):** Riverside County General Plan Figure S-20 “Airport Locations,” County of Riverside Airport Facilities Map, County of Riverside Airport Land Use Commission Staff Report dated June 10, 2021, Case Number ZAP1466MA21

Findings of Fact:

**a-c. Impacts will be less than significant.** The Project Site is located approximately 3.4 miles southerly of Runway 14-32 at the MARB. The Project site is located within “Compatibility Zone C2” of the MARB Influence area and is therefore subject to the MARB Land Use Compatibility Plan (ALUCP). Within Compatibility Zone C2, non-residential intensity is restricted to 200 people per average acre and 500 people per single acre, and hazards to flights are prohibited. The Proposed Project was considered and conditionally approved by the ALUC on June 10, 2021. The ALUC Staff report concluded that the Proposed Project is conditionally consistent with the MARB ALUCP and the Proposed Project does not entail any uses prohibited or discouraged in Compatibility Zone C2. The ALUC’s conditions are listed above as regulatory requirements applicable to the Project. With the ALUC conditions of approval, the Proposed Project is consistent with the ALUCP and would not create a hazard. Therefore, impacts are less than significant.

**COA ALUC-1:** Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage or lumens or reflections into the sky. Outdoor lighting shall be downward facing.

**COA ALUC-2:** The following uses/activities are not included in the project and shall be prohibited at the site:

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to operation of aircraft and/or aircraft instrumentation.
- (e) Highly noise sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.
- (f) Hazards to flight.

**COA ALUC-3:**The attached (See Appendix H2) "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property and be recorded as deed notice. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final parcel map, if an ECS is otherwise required.

- (a) Hazards to flight.

**COA ALUC-4:**Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall include trees or shrubs that produce seeds, fruits, or berries.

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

A notice sign, in a form similar to the attached hereto (Appendix H2), shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes." The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

**COA ALUC-5:**March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

**COA ALUC-6:**The project has been evaluated for on the first floor 13,800 square feet of manufacturing area, 169 square feet of reception area, 421 square feet of office area, and on the second floor mezzanine 1,028 square feet of office area, and 172 square feet of storage area. Any increase in building area, or change in use to any higher intensity use, will require

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

**COA ALUC-7:** There project does not proposed rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

**d. Impacts will be less than significant.** There are no private airport facilities or heliports within the vicinity of the Project site. The Perris Valley Airport base is 3.8 miles south of the project site. As such, the Project would not result in a safety hazard for people residing or working in the Project area associated with private airports or heliports, and no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** *Hydrology and Hydraulics Study*, Land Development Design Company, November 2021, *Will Serve Letters* (Appendix J), Riverside County General Plan Figure S-9 “Special Flood Hazard Areas,” Figure S-10 “Dam Failure Inundation Zone,” Riverside County Flood Control District Flood Hazard Report/ Condition, GIS database, Mead Valley Area Plan Figure 11 – “Mead Valley Area Plan Flood Hazards,” 2015; Geotechnical Soils Report (Appendix D1).

**Findings of Fact:**

**General:** Hydrology resource analyses presented as a part of Findings of Fact for the Hydrology Resources Impact Analysis are based on and summarized from Appendix F - *Hydrology and Hydraulics* (Land Development Design Company 2021a), Appendix G – *Project Specific Water Quality Management Plan* (Land Development Design Company 2021b), and Appendix J – *Will Serve Letters* (Eastern Municipal Water District, April 13, 2021).

**a. Impacts will be less than significant.** Construction of the Proposed Project would include grading, and other earthmoving activities that have the potential to cause erosion that would subsequently degrade water quality and/or violate water quality standards. As required by the Clean Water Act, the Property Owner/Developer would comply with the Santa Ana Municipal Separate Storm Sewer (MS4) National Pollution Discharge Elimination System (NPDES) Permit. The NPDES MS4 Permit Program, which is administered in the project area by the County of Riverside and is issued by the Santa Ana Regional Water Quality Control Board (RWQCB), regulates storm water and urban runoff discharges

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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from developments to natural and constructed storm drain systems in the County of Riverside. Since the Proposed Project would disturb one or more acres of soil, the Property Owner/Developer would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activities subject to the Construction General Permit include clearing, grading, and disturbances including stockpiling or excavation. The Construction General Permit requires implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, storm water collection and discharge points, general pre- and post-construction topography, drainage patterns across the Project Site, and adjacent roadways.

Mandatory compliance with the SWPPP will ensure that the Project does not violate any water quality standards or waste discharge requirements during short-term construction activities. Therefore, water quality impacts associated with short-term construction activities would be less than significant and no mitigation would be required.

**Post-Development Water Quality**

The project proposes to develop the site for commercial use. Improvements proposed include a building structure, hardscape, landscape, and structural storm water BMPs. Impervious surfaces account for 90% of the project site area. Drainage Area A consists of a large area along the southerly limit of Orange Ave. This area consists of mostly undisturbed land with poor natural cover. There are some single-family residences within this area, however they encompass such a small part of this drainage area that the land cover of “undeveloped” was used to model its runoff. Storm water sheets in a northeasterly direction towards the right-of-way of Orange Avenue. An existing inlet intercepts runoff at the southwesterly corner of the intersection of Orange Avenue and Harvill Avenue and discharges into the public storm drain system of Orange Ave. This drainage area also includes a portion of the properties adjacent to the northerly limit of the right-of-way of Orange Ave. Stormwater sheets across these properties in a southeasterly direction, to be intercepted by a proposed public catch basin located at the northwesterly corner of the intersection of Orange Avenue and Harvill Avenue. The southerly portion of the project site is part of Drainage Area A. Storm water sheets in a southeasterly direction across proposed AC pavement and landscape. Proposed concrete gutters intercept flows and convey them southerly and easterly to the southeasterly corner of the site. A proposed inlet intercepts flows and discharges into a proposed underground detention system. Overflows of the system discharge into the public storm drain system of Orange Ave. Drainage Area B consists of the northerly portion of the project site. The project site accepts storm water run-on from the property adjacent to its westerly boundary. This area is undeveloped graded land with poor natural cover. The run-on sheets easterly across said boundary into the project site and is intercepted by a proposed concrete gutter to be constructed along said boundary. This gutter conveys flows southerly to a proposed inlet located along the westerly boundary of the site. The inlet discharges flows into a proposed storm drain pipe that conveys flows easterly and discharges into the existing storm drain crossing of Harvill Avenue, as in the existing condition. Within the project site, storm water sheets across proposed AC pavement and landscape in a southeasterly direction. A proposed concrete gutter along the easterly limit of the site intercepts flows and discharges them into a proposed underground detention system. Overflows discharge into the existing storm drain crossing of Harvill Avenue as in the existing condition.

The project is required to intercept 11,624CF of stormwater for treatment per the County of Riverside’s Guidance for Water Quality Management. The project proposes to intercept 26,292 CF of stormwater for infiltration through a detention basin and drywell system. The county requires the detention basin be infiltrated within 72 hours. The guidance for infiltration through the drywells requires there is a minimum 10 foot separation from the bottom of the system to the depth of groundwater. The soils report indicates testing was done to a depth of 61 feet and no groundwater was encountered. The depth of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the infiltration system is set at 40 feet. The soils report also indicates that historical data for groundwater wells in the area show a high historical level 62 feet below the surface.

Therefore, with incorporation of these policies and requirements, potential impacts associated with water quality standards or waste discharge requirements would be less than significant and no mitigation would be required.

**b. Impacts will be less than significant** Groundwater resources in Riverside County are defined by their quality as well as quantity. Most groundwater basins within Riverside County store local and imported water for later use to meet seasonal and drought-year demands. Under these groundwater recharge programs, groundwater is artificially replenished in wet years with surplus imported water. Water is then extracted during drought years or during emergency situations. Groundwater recharge that may also involve the recharge of reclaimed water, enhances the region’s ability to meet water demand during years of short supply, and increases overall local supply reliability. Groundwater recharge is also affected by reduced natural percolation capacity due to impervious, urban surfaces and pollution from specific intensive industrial and agricultural uses. Floodplains are a natural filtering system, with water percolating back into the ground and replenishing groundwater. When a watercourse is divorced from its floodplain with levees and other flood control facilities, then natural, built in benefits are either lost, altered, or significantly reduced, including those related to groundwater replenishment and quality.

As discussed in Section V.X(a), the Project Site is not located within any flood hazard area associated with the floodplains and watercourses that run through the Mead Valley area. Although the Proposed Project would result in additional impervious surfaces onsite, the project includes LID BMP bioretention systems with underground retention chambers which would detain and treat stormwater runoff for infiltration. The Eastern Municipal Water District would provide water service to the Project Site, as stipulated in Appendix J. The Proposed Project would infiltrate stormwater runoff onsite through the use of bioretention basins on the site. Therefore, potential impacts associated with groundwater supplies would be less than significant, and no mitigation is required.

**c. Impacts will be less than significant.** The Proposed Project would involve the development of a commercial trailer parking lot. Drainage Area A consists of a large area along the southerly limit of Orange Avenue. Storm water sheets in a northeasterly direction towards the right-of-way of Orange Avenue. An existing inlet intercepts runoff at the southwesterly corner of the intersection of Orange Avenue and Harvill Avenue and discharges into the public storm drain system of Orange Avenue. This drainage area also includes a portion of the properties adjacent to the northerly limit of the right-of-way of Orange Avenue. Stormwater sheets across these properties in a southeasterly direction, to be intercepted by a proposed public catch basin located at the northwesterly corner of the intersection of Orange Ave. and Harvill Avenue. Drainage Area B consists of the northerly portion of the project. The run-on sheets easterly across said boundary into the project site and is intercepted by a proposed concrete gutter to be constructed along said boundary. This gutter conveys flows southerly to a proposed inlet located along the westerly boundary of the site. The inlet discharges flows into a proposed storm drain pipe that conveys flows easterly and discharges into the existing storm drain crossing of Harvill Avenue, as in the existing condition.

Due to the proposed site design, the flow path through the southerly portion of the project site is lengthened, increasing the time of concentration; but the imperviousness of the project site is also increased. These two factors affect the volume of storm water runoff generated by the post developed site such that the volume rate of storm water discharged into the public storm drain of Orange Avenue

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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at the project site is nearly unchanged. The proposed site design also increases the imperviousness of the northerly portion of the project site, but the length of the flow path is nearly unchanged. Therefore, the volume rate of storm water discharged into Harvill Avenue after development increases from that of the pre-developed condition.

The volume of storm water discharged from the project site is increased by the proposed development at both discharge points. Any increase in storm water runoff is mitigated by two proposed underground detention systems to be constructed within the project limits. Therefore, the discharge rate will not be increased by the Proposed Project.

The Project Site contains no rivers or streams onsite. There are no depressions, basins, impoundment, or tire ruts on the Project Site suggestive of any water retention or of possessing hydric soil conditions. Therefore, potential impacts associated with the altering of existing drainage patters would be less than significant and no mitigation is required.

**d. Impacts will be less than significant** Grading activities during construction of the Proposed Project may result in wind driven soil erosion and loss of topsoil. However, all construction and grading activities would comply with the County’s grading requirements which would be monitored through the grading permit plan check, as well as the recommended erosion specifications outlined in Appendix D1. Upon project completion, the Project Site would be developed with a commercial trailer parking lot consisting of paved surfaces and landscaping, which would prevent substantial erosion from occurring. Therefore, potential impacts from erosion would be less than significant and no mitigation would be required.

**e. – g. Impacts will be less than significant.** Due to the proposed site design, the flow path through the southerly portion of the project site is lengthened, increasing the time of concentration; but the imperviousness of the project site is also increased. These two factors affect the volume of storm water runoff generated by the post developed site such that the volume rate of storm water discharged into the public storm drain of Orange Avenue at the project site is nearly unchanged. The proposed site design also increases the imperviousness of the northerly portion of the project site, but the length of the flow path is nearly unchanged.

Routing calculations performed within the Hydrology study (Appendix F) show discharge into Orange Avenue and Harvill Avenue will be below pre-developed levels for the developed site due to retention and infiltration. The 100 Year Storm Volume is 0.96A2 Acre-feet. The pre-developed flow rate is 13.00 CFS and the post-developed rate is 18.0 cfs. Due to routing the storm through the detention basin and drywell system, the discharge to the storm drain located in Harvill Avenue is 13.0 CFS, which is equal to the pre-developed condition. The infiltration system identified in the Preliminary WQMP (Appendix G) will treat the stormwater per the primary method required by the County Guidance for Water Quality Stormwater Plans. Infiltration is considered the primary treatment method and alternative methods are only considered if the project cannot meet infiltration requirements. Infiltration will treat sediment, oil/grease, trash/debris, nutrients from landscaping, fertilizers, etc. The infiltration system is separated from the historical high groundwater level by 20 feet, the county requires 10 foot minimum separation to the ground water level.

Therefore, the volume rate of storm water discharged into Harvill Avenue after development increases from that of the pre-developed condition. The volume of storm water discharged from the project site is increased by the proposed development at both discharge points. Any increase in storm water runoff is mitigated by a proposed underground detention system to be constructed within the project limits. Therefore, the discharge rate will not be increased by the Proposed Project. Additionally, the Project Site is not located within any flood hazard areas. Therefore, impacts associated with amount of surface runoff which could lead to flooding or impact existing storm drain infrastructure would be less than significant and no mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**h. There will be no impacts.** Seismic seiches are standing waves set up on rivers, reservoirs, ponds, and lakes when seismic waves from an earthquake pass through the area. They are in direct contrast to tsunamis which are giant sea waves created by the sudden uplift of the sea floor. The Project Site is surrounded by a relatively flat and urbanized area and not adjacent to any enclosed body of water (e.g., a lake or reservoir) and is not located within a flood hazard zone. The Project Site is located approximately 38 miles from the Pacific Ocean and would not likely be impacted by a tsunami. The surrounding topography of the Project Site is generally flat and would not be subject to inundation by mudflow. Therefore, no impacts related to seiche, tsunami, or mudflow would occur, and no mitigation would be required.

**i. Impacts will be less than significant.** The Proposed Project would preserve the existing drainage pattern for the Project Site. Under the operating condition, the Project Site drainage would be similar except that onsite drainage would be collected, stored, and treated via the underground detention systems proposed. Development of the Proposed Project would not significantly alter the existing drainage pattern of the Project Site or alter the course of a stream or river. Implementation of the NPDES permit requirements would reduce potential impacts from erosion and siltation during the Project Site's preparation and earthmoving phases. Furthermore, due to separation of the infiltration system from the groundwater, there would be no conflict with EMWD's implementation of the Groundwater Sustainability Plan. The system is also designed with adequate pre-treatment to remove the pollutants prior to infiltration. Therefore, potential impacts associated with obstruction or conflict with a water management plan would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>LAND USE AND PLANNING</b> Would the project:				
<b>24. Land Use</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Riverside County General Plan, Mead Valley Area Plan, Riverside County Ordinance No. 348 , GIS database, Project Application Materials, *Harvill Trailer Storage Yard Project Noise Impact Analysis*, Ganddini Group Inc., January 19, 2021 (Appendix H1)

**Findings of Fact:**

**a. Impacts will be less than significant.** Currently the Project Site is predominantly vacant with building remnants and building foundations located on various areas of the Project Site. One existing structure is located in the central portion of the Project Site, with concrete foundations and slabs located in the northwest and southeast portion of the Project Site. The Project Site consists predominantly of disturbed nonnative grassland and was previously developed. A dirt road extends north through the site. The Proposed Project would involve the construction of a 167-space trailer storage lot, 16,200 SF maintenance building containing 2,400 SF of office space, 38 accessory standard parking stalls, and landscaping. The Proposed Project includes ancillary administrative office space within the maintenance building, comprised of 1,200 SF of first level and 1,200 SF of second-level office area. A combination of a 6-foot tube steel fence and 6-foot CMU wall would surround the Project Site. The Proposed Project would also construct a trash enclosure, and offsite improvements including community trail on the southern boundary of the Project Site and a sidewalk on the south and east boundary. The Proposed Project would provide exterior landscaping throughout the Project Site. Two curb cuts would provide access to the Project Site from Orange Avenue.

The Proposed Project supports the following policies of the County’s General Plan Land Use Element (LU), Noise Element (N), and Air Quality Element (AQ).

**Policies:**

- LU 30.1 - Accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps.
- N 3.3 Ensure compatibility between industrial development and adjacent land uses. To achieve compatibility, industrial development projects may be required to include noise mitigation measures to avoid or minimize project impacts on adjacent uses.
- AQ 20.10 Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.

**Community Design:**

- LU 30.2 - Control heavy truck and vehicular access to minimize potential impacts on adjacent properties.
- LU 30.3 - Protect industrial lands from encroachment of incompatible or sensitive uses, such as residential or schools that could be impacted by industrial activity

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- LU 30.4 - Concentrate industrial and business park uses in proximity to transportation facilities and utilities, and along transit corridors.

Project Design

- LU 30.8 - Require that industrial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area

The Project Site’s existing General Plan land use designation is Business Park (BP), which allows for 0.25 to 0.60 floor area ratio (FAR), and the Project Site’s existing zoning is Manufacturing – Service Commercial (M-SC). As described in the General Plan and Mead Valley Area Plan, the BP land use designation provides for the development of employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses. It is the policy of Riverside County to stimulate economic development in this area of Mead Valley. Consistent with the existing land use and zoning designations of the Project Site are the surrounding areas, which are zoned Manufacturing – Service Commercial (M-SC) and Manufacturing – Heavy (M-H) to the north, Manufacturing – Service Commercial (M-SC) and Industrial Park (I-P) to the west, Manufacturing – Heavy (M-H) to the east, and Light Agriculture (A-1) and Industrial Park (I-P) to the south. A Noise Impact Analysis (Appendix H1) was prepared for the Proposed Project to ensure consistency with Policy N 3.3 and to determine if potentially significant impacts would occur as a result of the Proposed Project. Appendix H1 provides an assessment of the noise impacts resulting from development of the Proposed Project and identifies no significant noise impacts would occur resulting in the need for project mitigation measures related to noise. More detailed information pertaining to noise related impacts is in Section V.XIII – Noise.

The Proposed Project includes two vehicular access points, one for light automobiles and the second for heavy trucks. Both access driveways would be located on Orange Avenue to vehicle traffic entering and exiting from both street frontages. Each access driveway would be gated for security purposes. The Proposed Project would be required to comply with the County’s Ordinances, Ordinance No. 500, Section 10.32.030, which regulates vehicle weight on highways, roads and bridges.

The Proposed Project entails an industrial use, consistent with the land use and zoning designations for the Project Site and consistent with surrounding development. The Project Site is in close proximity to I-215 and BNSF rail line. The Mead Valley Area Plan classifies Harvill Avenue as a major highway, and in tandem with the General Plan Circulation Element – Table C-1, a major highway is intended to serve property zoned for major industrial and commercial uses. The BNSF rail line provides freight transport service between the Hemet/San Jacinto area, March Inland Port, and points northwest. Utilities that would service the Project Site exist and are located within Harvill Avenue and Orange Avenue.

The Proposed Project includes design features that shield and improve the architectural design of the site, such as significant and mature landscaping, six-foot steel tube fencing and CMU wall to shield the proposed parking areas, and articulation on the proposed building to enhance its design.

Therefore, potential impacts associated with the conflict of any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant, and no mitigation is required.

**b. There will be no impacts.** The Project Site is located at the southeast corner of Orange Avenue and Harvill Avenue. The surrounding uses include industrial to the east, vacant and agricultural land to the south, single family residential and vacant agricultural land to the west, and vacant land to the north. The Proposed Project would occur within the boundaries of the Project Site, with exception of right-of-way improvements proposed. Currently the Project Site is predominantly vacant with building remnants

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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and building foundations located on various areas of the Project Site. The Proposed Project would not physically divide an established community, as it is a designated lot within an industrially zoned portion of the County. Therefore, no impacts associated with disruption or division of an established community would occur and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>25. Mineral Resources</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact:

**a.-b. There will be no impacts.** The Mead Valley Area Plan outlines a “Mineral Resources” land use designation for the plan area, which designates land within the plan area for mineral extraction, processing facilities, and areas held in reserve for future mineral extraction and processing. The Project Site’s existing General Plan land use designation is Business Park (BP), as outlined by the Mead Valley Area Plan. The Riverside County General Plan Figure OS-6 “Mineral Resources Area” identifies the project area as within MRZ-3 Mineral Resource Zone, which indicates that information related to mineral deposits is unknown. Implementation of the Proposed Project would have no impacts regarding the loss of availability of a known mineral resource that would be of value to the region or the residents of the state or a mineral resource recovery site delineated on a land use plan would not occur. Therefore, no impacts associated with the loss of a known mineral resource would occur and no mitigation is required.

**c. There will be no impacts.** There are no existing surface mines in the vicinity of the Project Site. Therefore, no impacts associated with implementation of the Proposed Project related to incompatible land uses in mine areas, and impacts related to exposure to hazards from quarries or mines would occur and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>NOISE</b> Would the project result in:				
<b>26. Airport Noise</b>				
a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** *Harvill Trailer Storage Yard Project Noise Impact Analysis*, Ganddini January 19, 2021 (Appendix H1), Riverside County General Plan Figure S-20 "Airport Locations," County of Riverside Airport Facilities Map, County of Riverside Airport Land Use Commission Staff Report dated June 10, 2021, Case Number ZAP1466MA21 (Appendix H2)

Findings of Fact:

**a. Impacts will be less than significant.** The Project site is located approximately 3.4 miles southerly of Runway 14-32 at the MARB. The Project site is located within "Compatibility Zone C2" of the MARB Influence area and is therefore subject to the MARB Land Use Compatibility Plan (ALUCP). Within Compatibility Zone C2, non-residential intensity is restricted to 200 people per average acre and 500 people per single acre, and hazards to flights are prohibited. The Proposed Project was considered and conditionally approved by the ALUC on June 10, 2021. The ALUC Staff report concluded that the Proposed Project is conditionally consistent with the MARB ALUCP and the Proposed Project does not entail any uses prohibited or discouraged in Compatibility Zone C2. Additionally, the site is outside the MARB 60 dBA CNEL noise contour boundaries, as shown in **Figure 12 - Airport Noise Contours**. The General Plan Noise Element identifies that industrial land uses, such as the project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL. Therefore, noise impacts related to MARB would be less than significant. **b. No impact.** There are no private airport facilities or heliports within the vicinity of the Project site. The Perris Valley Airport base is 3.8 miles south of the project site. As such, the Project would not result in a safety hazard for people residing or working in the Project area associated with private airports or heliports, and no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

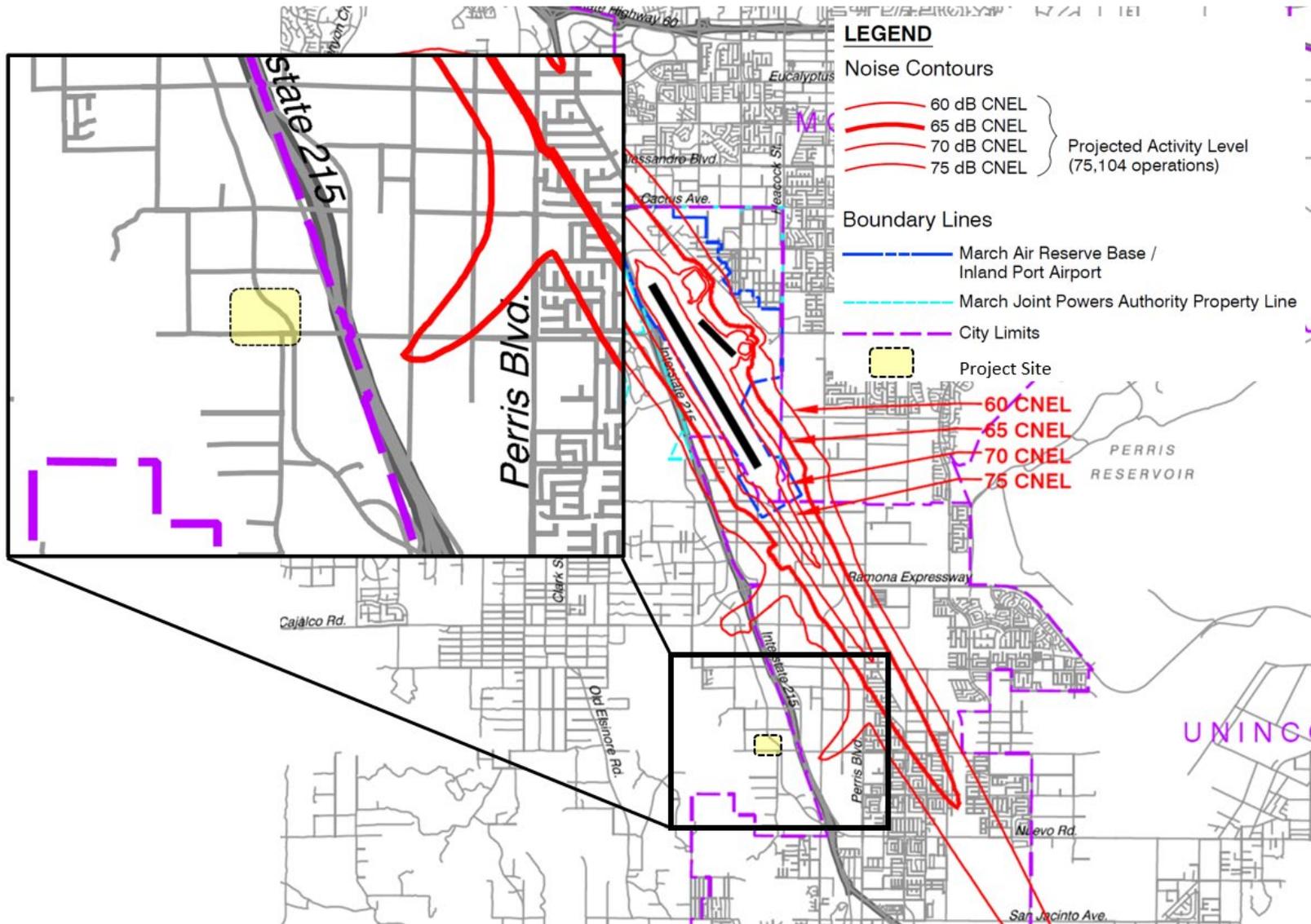


Figure 12: Airport Noise Contours

Source: March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (Adopted November 13, 2014)

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>27. Noise Effects by the Project</b>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** *Harvill Trailer Storage Yard Project Noise Impact Analysis*, Ganddini January 2022 (Appendix H1), Riverside County General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”), Project Application Materials

**Findings of Fact:**

**a. Impacts will be less than significant.** The Proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The following section calculates the potential noise emissions associated with the temporary construction activities and long-term operations of the Proposed Project and compares the noise levels to the County standards.

**Construction-Related Noise**

The existing single-family detached residential dwelling units located to the southwest, south, and west of the project site may be affected by short-term noise impacts associated with construction noise. Construction noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work.

Construction phases will include: site preparation, grading, building construction, paving and architectural coating. Typical noise levels associated with a variety of construction equipment compiled by the U.S. Department of Transportation (Table 7 of Appendix H1). Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings.

Noise levels at nearby sensitive receptors due to project construction noise were calculated utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site. Distances to receptors were based on the acoustical center of the proposed construction activity. Construction noise levels were calculated for each phase. Anticipated noise levels during each construction phase are presented in Table 13 – Construction Noise Levels (dBA leq).

A comparison of existing noise levels and existing plus project construction noise levels is presented in Table 13. STNM1 was chosen to represent noise levels at the property line of the single-family residential uses to the south, STNM2 was chosen to represent noise levels at the property line of the single-family residential uses to the southwest of the project site, STNM3 was chosen to represent noise levels at the property line of the single-family residential uses to the west of the project site, STNM1 was chosen to represent the industrial property lines of the properties to the east of the project site, and STNM1 was chosen to represent the commercial property lines of properties to the southeast of the project site.

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

**Table 13 – Construction Noise Levels (dBA Leq)**

Phase	Receptor Location	Existing Ambient Noise Levels (dBA Leq) <sup>1</sup>	Construction Noise Levels (dBA Leq)	Combined Noise Levels (DBA Leq)	Increased (db)
Site Preparation	Residential to South	58.4	62	63.6	5.2
	Residential to Southwest	49.5	63.4	63.6	14.1
	Residential to West	52	57.6	58.7	6.7
	Industrial to East	58.4	66.1	66.8	8.4
	Commercial to Southeast	58.4	57.3	60.9	2.5
Grading	Residential to South	58.4	66.7	67.3	8.9
	Residential to Southwest	49.5	68.1	68.2	18.7
	Residential to West	52	62.3	62.7	10.7
	Industrial to East	58.4	70.9	71.1	12.7
	Commercial to Southeast	58.4	62.1	63.6	5.2
Building Construction	Residential to South	58.4	64.	65.5	7.1
	Residential to Southwest	49.5	65.9	66.0	16.5
	Residential to West	52	60.1	60.7	8.7
	Industrial to East	58.4	68.6	69.0	10.6
	Commercial to Southeast	58.4	59.9	62.2	3.8
Paving	Residential to South	58.4	61.8	63.4	5.0
	Residential to Southwest	49.5	63.2	63.4	13.9
	Residential to West	52	57.4	58.5	6.5
	Industrial to East	58.4	65.9	66.6	8.2
	Commercial to Southeast	58.4	57.1	60.8	2.4
Architectural Coating	Residential to South	58.4	54.4	59.9	1.5
	Residential to Southwest	49.5	55.8	56.7	7.2
	Residential to West	52	50.0	54.1	2.1
	Industrial to East	58.4	58.5	61.5	3.1
	Commercial to Southeast	58.4	49.8	59.0	0.6

Notes:

<sup>1</sup> Per measured existing ambient noise levels. STNM1 was used for receptors to the south, east, and southeast, STNM2 for receptors to the southwest, and STNM3 for receptors to the west

Source: Appendix H1, Noise Report.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Modeled unmitigated construction noise levels when combined with existing measured noise levels are expected to reach 67.3 dBA Leq at the nearest residential property lines to the south, 68.2 dBA Leq at the nearest residential property lines to the southwest, 62.7 dBA Leq at the nearest residential property lines to the west, 71.1 dBA Leq at the nearest industrial property lines to the east, and up to 63.6 dBA Leq at the nearest commercial property lines to the southeast of the project site.

Construction noise sources are regulated within the County of Riverside Ordinance 847, which prohibits construction activities other than between the hours of 6:00 AM to 6:00 PM during the months of June through September and between the hours of 7:00 AM and 6:00 PM during the months of October through May.

Per FTA daytime construction noise levels should not exceed 80 dBA Leq for an 8-hour period at residential uses and 85 dBA Leq for an 8-hour period at commercial uses. Therefore, project construction would not be anticipated to exceed the FTA thresholds for residential uses. Further, with compliance with the County’s Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours. Construction noise impacts are considered less than significant. Although mitigation is not required, impacts can be minimized with adherence to the County of Riverside Ordinance 847 and implementation of the best management practices. In addition to adherence to the County of Riverside Ordinances, Ordinance No. 847, Section 2, which limits the construction hours of operation, the following measures are recommended to reduce construction noise and vibrations, emanating from the proposed project:

1. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.
2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
3. Equipment shall be shut off and not left to idle when not in use.
4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.
5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded, and noise shall be directed away from sensitive receptors.
6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.
7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

**Off-Site Receptors Due to Project Generated Trips**

During operation the proposed project is expected to generate approximately 396 average daily trips with 24 trips during the AM peak-hour and 26 trips during the PM peak-hour. A worst-case project generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. As project trip distribution is not provided in the project specific trip generation and vehicle miles traveled screening analysis (Appendix H1), to show a worst-case analysis, it was assumed that all project generated vehicle trips would travel along Orange Avenue and that fifty percent would travel north on Harvill Avenue and fifty percent would travel south on Harvill Avenue from Orange Avenue. Traffic noise levels were calculated at the right of way from the centerline of the analyzed roadway. The modeling is theoretical and does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference in with and without project conditions and not necessarily existing and existing plus project noise traffic levels. Roadway input parameters including

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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average daily traffic volumes (ADTs), speeds, and vehicle distribution data Appendix H1, Table 9. The potential off-site noise impacts caused by an increase of traffic from operation of the proposed project on the nearby roadways were calculated for the following scenarios:

- Existing Year (without Project): This scenario refers to existing year traffic noise conditions and is demonstrated in Table 14.
- Existing Year (With Project): This scenario refers to existing year plus project traffic noise conditions and is demonstrated in Table 14.

As shown in Table 14, project generated vehicle traffic will result in an increase of 9.1 dBA CNEL along the right-of-way of Orange Avenue between the western project driveway and Harvill Avenue. Existing noise levels along the right-of-way at this area do not currently exceed what considered “normally acceptable” for residential land uses (60 dBA CNEL). Further, project generated traffic in will not cause ambient noise levels at this area to exceed 60 dBA CNEL

Project generated vehicle traffic will result in an increase of 0.4 dBA CNEL along the right-of-way of Harvill Avenue north and south of Orange Avenue. Increases Therefore, a change in noise level would be considered less than significant and no mitigation is required.

**Table 14 – Change in Existing Noise Levels Along Roadways As Result of Project (dBA CNEL)**

Roadway	Segment	Distance from Roadway Centerline to nearest sensitive receptor <sup>2</sup>	Modeled Noise Levels (dBA CNEL) <sup>1</sup>				
			Existing Without Project at Right-of-Way	Existing Plus Project at Right-of-Way	Change in Noise Level	Exceeds Standards <sup>3</sup>	Increase of 5dB or More?
Orange Avenue	Western Project Driveway to Harvill	260	45.2	54.4	9.1	No	Yes
Harvill Avenue	North of Orange Avenue	50	71.6	72.0	0.4	Yes	No
	South of Orange Avenue	290	64.5	64.8	0.4	Yes	No

Notes:

<sup>1</sup> Exterior noise levels calculated 5 feet above pad elevation, perpendicular to subject roadway.

<sup>2</sup> Distance calculated from the centerline of the analyzed road segment to the property line of the nearest sensitive receptor. For Orange Avenue, as the project generated vehicle trips would only travel along Orange Avenue from Harvill Ave to the most western project driveway, the distance was calculated from the centerline of the roadway at the most western project driveway to the property line of the nearest sensitive receptor.

<sup>3</sup> Per the County of Riverside normally acceptable standard for single-family detached residential dwelling units.

**Transportation Noise**

Per the County of Riverside General Plan, noise levels of up to 75 dBA CNEL are “normally acceptable” and levels up to 80 dBA CNEL are “conditionally acceptable” for industrial uses.

Future buildout traffic noise levels from Harvill Avenue, modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108, could reach up to approximately 73.8 dBA CNEL at the nearest proposed industrial building to Harvill Avenue, approximately 130 feet southwest of the centerline of the roadway and would fall within the County’s normally acceptable exterior noise standards for commercial

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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uses. Impacts related to future traffic noise impacts to the proposed project would be less than significant and no mitigation is required.

**Operational Noise**

Sensitive land uses that may be affected by project noise include the existing single-family detached residential dwelling units located approximately 235 feet southwest, 275 feet south, and 660 feet west of the project site.

The SoundPLAN noise model was utilized to estimate project peak hour operational noise at sensitive receptors in order to determine if it is likely to exceed the County’s noise thresholds at sensitive receptors. Peak hour project operation is expected to range between 39 and 45 dBA Leq at the nearest sensitive receptors and is not expected to exceed the County’s exterior daytime noise threshold of 65 dBA Leq nor the nighttime noise threshold of 45 dBA Leq. Project operational noise levels would be considered less than significant. Proposed Project operational noise levels would be considered less than significant and no mitigation is required.

**b. Impacts will be less than significant.** The Proposed Project would not expose persons to or generation of excessive ground borne vibration or ground borne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the Proposed Project.

**Groundborne Vibration**

There are several types of construction equipment that can cause vibration levels high enough to annoy persons in the vicinity and/or result in architectural or structural damage to nearby structures and improvements. As shown in Table 15 – Construction Equipment Vibration Source, a vibratory roller could generate up to 0.21 PPV at a distance of 25 feet; and operation of a large bulldozer (0.089 PPV) at a distance of 25 feet (two of the most vibratory pieces of construction equipment). Groundborne vibration at sensitive receptors associated with this equipment would drop off as the equipment moves away. For example, as the vibratory roller moves further than 100 feet from the sensitive receptors, the vibration associated with it would drop below 0.0026 PPV. It should be noted that these vibration levels are reference levels and may vary slightly depending upon soil type and specific usage of each piece of equipment.

Vibration generated by construction activity generally has the potential to damage structures. This damage could be structural damage, such as cracking of floor slabs, foundations, columns, beams, or wells, or cosmetic architectural damage, such as cracked plaster, stucco, or tile. (California Department of Transportation, 2020)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 15 – Construction Equipment Vibration Source**

Equipment		PPV at 25 ft/sec	Approximate LV <sup>1</sup> at 25 ft
<b>Pile Driver (Impact)</b>	Upper Range	1.518	112
	Typical	0.644	104
<b>Pile Driver (sonic)</b>	Upper Range	0.734	105
	Typical	0.170	93
<b>Clam Shovel drop (slurry wall)</b>		0.202	94
<b>Hydromill (slurry wall)</b>	In soil	0.008	66
	In rock	0.017	75
<b>Vibratory Roller</b>		0.210	94
<b>Hoe Ram</b>		0.089	87
<b>Large Bulldozer</b>		0.089	87
<b>Caisson Drilling</b>		0.089	87
<b>Loaned Trucks</b>		0.076	86
<b>Jackhammer</b>		0.035	79
<b>Small Bulldozer</b>		0.003	58

Notes:

Source: Federal Transit Administration: Transit Noise and Vibration Impact Assessment Manual, 2018.

<sup>1</sup>RMS velocity in decibels, VdB re 1 micro-in/sec

Table 16 – Guideline Vibration Damage Potential Threshold Criteria identifies a PPV level of 0.3 in/sec as the threshold at which there is a risk to “architectural” damage to older residential buildings and a PPV level of 0.5 in/sec to commercial buildings.

The nearest off-site buildings are the single-family residential dwelling units located approximately 350 feet to the southwest of the project site property line. At 350 feet, use of a vibratory roller would be expected to generate a PPV of 0.004 in/sec and a bulldozer would be expected to generate a PPV of 0.002 in/sec.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 16 – Guideline Vibration Damage Potential Threshold Criteria**

Structure Condition	Pollutant Emissions (pounds/day) <sup>1</sup>	
	Transient Sources	Continuous/Frequent Intermittent Sources
<b>Extremely fragile historic buildings, ruins, ancient monuments</b>	0.12	0.08
<b>Fragile Buildings</b>	0.2	0.1
<b>Historic and some old buildings</b>	0.5	0.25
<b>Older residential Structures</b>	0.5	0.3
<b>New Residential Structures</b>	1.0	0.5
<b>Modern Industrial/Commercial Buildings</b>	2.0	0.5

Source: California Department of Transportation. Transportation and Construction Vibration Guidance Manual, Chapter 7 Table 19, April 2020.

<sup>1</sup> Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Therefore, temporary vibration levels associated with project construction would not cause architectural damage to the nearest residential receptors to the southwest. Impacts from vibration generated damage would be less than significant and no mitigation is required.

**Annoyance to Persons**

The primary effect of perceptible vibration is often a concern. However, secondary effects, such as the rattling of a china cabinet, can also occur, even when vibration levels are well below perception. Any effect (primary perceptible vibration, secondary effects, or a combination of the two) can lead to annoyance. The degree to which a person is annoyed depends on the activity in which they are participating at the time of the disturbance. For example, someone sleeping or reading will be more sensitive than someone who is running on a treadmill. Reoccurring primary and secondary vibration effects often lead people to believe that the vibration is damaging their home, although vibration levels are well below minimum thresholds for damage potential. (California Department of Transportation, 2020).

As shown in Table 17, vibration becomes strongly perceptible to sensitive receptors at a level of 0.1 in/sec PPV. A vibratory roller could generate a PPV of up to 0.1 in/sec at a distance of 41 feet and a large bulldozer at a distance of 24 feet.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 17 – Guideline Vibration Annoyance Potential Criteria**

Human Response	Maximum PPV (in/sec) <sup>1</sup>	
	Transient Sources	Continuous/Frequent Intermittent Sources
<b>Barely Perceptible</b>	0.04	0.01
<b>Distinctly Perceptible</b>	0.25	0.04
<b>Strongly Perceptible</b>	0.9	0.10
<b>Severe</b>	2.0	0.4

Source: Source: California Department of Transportation. Transportation and Construction Vibration Guidance Manual, Chapter 7 Table 20, April 2020.

<sup>1</sup> Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

The closest buildings to the project site are the residential dwelling units located approximately 235 feet to the southwest of the project property line. Impacts from vibration related annoyance would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**28. Paleontological Resources**

a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?

**Source(s):** Paleontological Resources Impact Mitigation Program (PRIMP) (Appendix C2), Riverside County General Plan Figure OS-8 “Paleontological Sensitivity”

Findings of Fact:

**a. Impacts will be less than significant with the incorporated mitigation.** Paleontological resources are the fossilized biotic remains of ancient environments. They are valued for the information they yield about the history of the earth and its past ecological settings. Riverside County has been inventoried for geologic formations known to potentially contain paleontological resources. Lands with high, low, or undetermined potential for finding paleontological resources are mapped within the Riverside County General Plan Open Space Element, Figure OS-8 – “Paleontological Sensitivity.” According to Figure OS-8, the Project Site is located within an area of high sensitivity. According to the General Plan policies OS 19.6 and OS 19.9, the Proposed Project would be required to provide a Paleontological Resource Impact Mitigation Program (PRIMP) with the County Geologist prior to any ground disturbing activities as a condition of approval. As required by General Plan policy OS 19.6, the Applicant prepared a project specific PRIMP (Appendix C2). General Plan policy OS 19.6 would ensure that in the event a paleontological resource is found during project construction, Appendix C2 would provide specific direction for addressing a potential resource(s) and policy OS 19.9 would ensure the County Geologist would provide guidance to the Applicant and direct them to a facility within Riverside County for curation, including the Western Science Center in the City of Hemet.

Appendix C2 evaluated the Project Site’s potential for paleontological resources, including a records search of paleontological resources discovered in the vicinity. The results of the record search showed that no fossils were recovered from the Project Site or within a one-mile radius. However, paleontological resources were recovered from roughly two miles east of the Project Site from within a foot of the surface in sediments mapped as identical to those within the Project Site. To ensure impacts to potential paleontological resources would be less than significant, Appendix C2 outlines mitigation measures **MM PAL-1**, **MM PAL-2**, and **MM PAL-3**. which would require on the first day of excavation, all personnel be trained regarding the types of fossils that could be found in the Project Site and the applicable procedures to follow should such resources be encountered.

**MM PAL-1** stipulates that this training shall be conducted by a qualified professional paleontologist or their representative who meet the qualifications outlined under the County’s Qualified Paleontological Resources Consultant list<sup>8</sup> (2021) (i.e., Approved Environmental Compliance Consultant List). **MM PAL-2** outlines requirements for full time paleontological monitoring and requires the visual inspection of excavated or graded areas and trench sidewalls. In the event that a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected. Monitoring efforts can be reduced or eliminated at the discretion of the project paleontologist if no fossil resources are encountered after 30 percent of the excavations are completed. **MM PAL-3** entails all significant fossils collected shall be prepared in a properly equipped paleontology laboratory to a point of identification and readiness for curation upon completion of field work. Preparation shall include the careful removal of excess matrix

<sup>8</sup> County of Riverside Paleontology Consultant List (2021).  
 ([https://planning.rctlma.org/Portals/14/consultant\\_resources/County%20of%20Riverside%20Consultant%20List%20Paleo.pdf?ver=2021-06-16-161715-370](https://planning.rctlma.org/Portals/14/consultant_resources/County%20of%20Riverside%20Consultant%20List%20Paleo.pdf?ver=2021-06-16-161715-370) Accessed July 26, 2021)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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from fossil materials and stabilizing and repairing specimens, as necessary. Following laboratory work, all fossil specimens shall be identified to the most precise taxonomic level possible, cataloged, analyzed, and delivered the Western Science Center for permanent curation and storage. The cost of curation is assessed by the repository and shall be responsibility of the property owner. At the conclusion of laboratory work and museum curation, a final Paleontological Monitoring Report (PMR) shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the Proposed Project. The report shall include a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the Western Science Center.

In addition to the County’s General Plan policies outlined above, there are a number of State and federal laws that regulate development impacts to paleontological resources, including those outlined under the California Public Resources Code Paleontological Resources Preservation Act. Therefore, with implementation of **MM PAL-1**, **MM PAL-2**, and **MM PAL-3**, General Plan policies OS 19.6 and OS 19.9, adherence to Appendix C2, and adherence to state and federal regulations, potential impacts to paleontological resources would be less than significant.

Mitigation:

**MM PAL-1:**

Prior to the first day of excavations, all field personnel shall be briefed regarding the types of fossils that could be found in the project area and the procedures to follow should paleontological resources be encountered. This training shall be conducted by a qualified professional paleontologist or his/her representative. The principal investigator for paleontology (Principal Paleontologist) shall meet the qualifications outlined under Riverside County guidelines, specifically County’s Qualified Paleontological Resources Consultant list (2021) (i.e., Approved Environmental Compliance Consultant List). The Principal Paleontologist will be responsible for implementing the mitigation plan and maintaining professional standards of work.

TRAINING

All project personnel shall receive training prior to commencement of work. Specific training requirements are presented below as they apply to project personnel.

*Paleontological Personnel*

All paleontological personnel shall receive a copy of this paleontological mitigation plan, daily forms and appropriate maps and shall read and sign the Code of Safe Practices. All paleontological personnel shall receive any mandated safety training and environmental awareness training before performing any work and shall be informed that the District contractor has the final authority over all safety matters. The Code of Safe Practices shall be implemented by all personnel. If special conditions exist on the project, additional safety measures shall be implemented.

*Construction Field Personnel WEAP Briefing*

A member of the Paleontological Team shall present the worker environmental awareness program training for paleontology. Attendance is mandatory for all earthmoving personnel and their supervisors. Attendance rosters shall be submitted to verify training and hard-hat stickers issued. This allows quick visual

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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assessment of which construction personnel have been trained and which need to be trained. As new construction personnel are added, the training shall be presented for those personnel at the end of the morning safety meeting.

**MM PAL-2:**

Full-time paleontological monitoring, as outlined in Appendix C2 (project specific PRIMP) shall be required as the Project Site is underlain by early to middle Pleistocene very old alluvial fan sediments. Paleontological monitoring shall entail the visual inspection of excavated and/or graded areas and trench sidewalls. In the event that a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected. Monitoring efforts can be reduced or eliminated at the discretion of the project paleontologist if no fossil resources are encountered after 30 percent of the excavations are completed.

**MM PAL-3:**

Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped paleontology laboratory to a point of identification and readiness for curation. Preparation shall include the careful removal of excess matrix from fossil materials and stabilizing and repairing specimens, as necessary. Following laboratory work, all fossil specimens shall be identified to the most precise taxonomic level possible, cataloged, analyzed, and delivered to the Western Science Center for permanent curation and storage. The cost of curation is assessed by the repository and shall be responsibility of the land owner. At the conclusion of laboratory work and museum curation, a final Paleontological Monitoring Report (PMR) shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the Western Science Center.

Monitoring: Monitoring for Mitigation Measures **MM PAL-1**, **MM PAL-2**, and **MM PAL-3** shall be subject to the timing detailed in the project specific Mitigation Monitoring and Reporting Program (Appendix K).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>POPULATION AND HOUSING</b> Would the project:				
<b>29. Housing</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Project Application Materials, GIS database, Riverside County General Plan Housing Element, Mead Valley Area Plan

**Findings of Fact:**

**a. There will be no impacts.** The Proposed Project would involve the construction of a 167-space trailer storage lot, 16,200 SF maintenance building containing 2,400 SF of office space, 38 accessory standard parking stalls, and landscaping. The Proposed Project includes ancillary administrative office space within the maintenance building, comprised of 1,200 SF of first level and 1,200 SF of second-level office area. A combination of a 6-foot tube steel fence and 6-foot CMU wall would surround the Project Site. The Proposed Project would also construct a trash enclosure, and offsite improvements including community trail on the southern boundary of the Project Site and a sidewalk on the south and east boundary. The Proposed Project would provide exterior landscaping throughout the Project Site. Two curb cuts would provide access to the Project Site from Orange Avenue. The Project Site is a vacant lot, with no existing residential uses on site. The Proposed Project would not result in the displacement of existing people or housing. Therefore, no potential impacts associated with the displacement of a substantial number of existing housing or people, necessitating the construction of replacement housing elsewhere would occur and no mitigation is required.

**b.-c. Impacts will be less than significant.** The Proposed Project would involve the construction of a 167-space trailer storage lot, 16,200 SF maintenance building containing 2,400 SF of office space, 38 accessory standard parking stalls, and landscaping. The Proposed Project includes ancillary administrative office space within the maintenance building, comprised of 1,200 SF of first level and 1,200 SF of second-level office area. The Proposed Project does not involve the construction of any new residential dwelling units, and would not contribute to a direct increase in the County's population. The Proposed Project may indirectly contribute to population growth within the County by creating jobs both during construction and operation. However, it is anticipated that the majority of new jobs would be filled by workers who already reside in the project vicinity and that the Proposed Project would not attract a significant number of new residents to the County. The Proposed Project would include offsite improvement related to existing infrastructure; however, the proposed offsite improvements would be constructed to serve the Proposed Project's needs, such as connection to existing water and sewer within Harvill Avenue, and would not cause additional growth. The creation of jobs and necessary infrastructure to support the land uses proposed within the Mead Valley planning area were already addressed and analyzed in the previous General Plan EIR. Therefore, potential impacts associated with population growth would be less than significant and no mitigation would be required.

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

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**PUBLIC SERVICES** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

**30. Fire Services**

**Source(s):** Riverside County General Plan Safety Element, CalFire, Mead Valley Area Plan, County of Riverside Ordinances

Findings of Fact:

**Impacts will be less than significant.** The Riverside County Department of Building and Safety provides technical expertise in reviewing and enforcing the County Building and Fire Codes. These codes establish site-specific investigation requirements, construction standards, and inspection procedures to ensure that development does not pose a threat to the health, safety, and welfare of the public. They contain baseline minimum standards to guard against unsafe development. The General Plan Safety Element outlines policies related to Building Code and Performance Standards (S 5.1(c)), which require adherence to the Riverside County Fire Code Protection Ordinance (Ordinance No. 787).

The Project site receives fire protection services from the Riverside County Fire Department (RCFD). Development of the Proposed Project has the potential to increase the frequency of fire protection calls to the site. RCFD Station 90 is the closest fire station to the Project site located approximately 1.5 miles to the northeast of the site at 333 Placentia Avenue, Perris, CA 92571. RCFD Station 59 is located at 21510 Pinewood Street, approximately 2.0 miles northwest of the Project site (RCFD).

To ensure adequate fire protection for all residents of Riverside County, the Riverside County Department of Building and Safety and the RCFD enforce fire standards as they review building plans and conduct building inspection and review structures for compliance with the California Code, including Public Resources Code Sections 4290-4299 and California Government Code Section 51178 that address fire safety and Riverside County Ordinance No. 787.

Although the Project's increased demand on fire services could impact the RCFD's response times, the impact under CEQA is determined to be less than significant because the Project would be served from existing RCFD fire stations and would not require the construction of a new fire station or physical alteration of an existing fire station. The Proposed Project would be subject to the County's Development Impact Fee (DIF) outlined in Riverside County Ordinance No. 659. The DIF requires all new development bear its fair share cost of providing the facilities (including fire facilities) reasonably needed to serve that development. The project additions to the County would be nominal and would not result in the need for additional fire facilities to be constructed. However, development of the Proposed Project would incrementally increase demand for fire protection services but would be served by the existing fire stations in Riverside County. The Proposed Project would be subject to the building plan check process, which would ensure in depth review of the Proposed Project in order to meet required building and fire codes, as well as trigger the requirement to pay the applicable DIF. Therefore, potential impacts associated with fire services would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**31. Sheriff Services**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Riverside County General Plan, County of Riverside Code of Ordinances, Riverside County Sheriff's Department

Findings of Fact:

**Impacts will be less than significant.** The County obtains law enforcement and crime prevention services from the Riverside County Sheriff's Department (RCSD). The Proposed Project would be served by the RCSD, which would incrementally increase demand for sheriff protection services; however, as noted in Section V.XV(b.-c.), the Proposed Project's increase in population and employees would be nominal. The nearest sheriff station to the Project Site Perris Station, located approximately 2.0 miles from the site. The Proposed Project would be subject to the County's Development Impact Fee (DIF) outlined in Riverside County Ordinance No. 659 of the Code of Ordinances. The DIF requires all new development bear its fair share cost of providing the facilities (including sheriff facilities) reasonably needed to serve that development. Therefore, potential impacts associated with sheriff services would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**32. Schools**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Riverside County Office of Education, County of Riverside Code of Ordinances, Riverside County General Plan Appendix F-1, Population and Employment Forecasts (Riverside County, 2015a), Establishing a Development Impact Fee Program (Riverside County, 2015d), Senate Bill 50 Greene (CA Legislative Information, 1997)

Findings of Fact:

**Impacts will be less than significant.** Because the subject property would be developed with non-residential uses that would not directly generate any school-aged children requiring public education, development of the subject property with trailer storage yard would not create a direct demand for public school services, nor would it indirectly draw a substantial number of students to the area for the reasons discussed above. In summary, jobs and housing data presented in Appendix F-1 to Riverside County General Plan Update (GPA No. 960) demonstrates that future employees of the Proposed Project would primarily consist of existing County residents; as such, the Project would not affect the existing or projected housing supply, and thus it would not generate a school-aged population in the County (Riverside County, 2015a, Appendix F-1, pp. 8-9). As such, the proposed Project would not directly cause or contribute to a need to construct new or physically altered public school facilities.

Although the Proposed Project would not directly create a demand for additional public school services, the Project would still be required to contribute fees to the Val Verde Unified School District (VVUSD) in compliance with California Senate Bill 50 (SB 50, Greene), California Government Code Sections 65995.5 to 65998, which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. The payment of school mitigation impact fees authorized by SB 50 is deemed to provide “full and complete mitigation of impacts” on school facilities from the development of real property (California Government Code § 65995). (CA Legislative Information, 1997)

Project implementation would not result in or require new or expanded public school facilities. In addition, no schools are located on the site or are planned to be located on the site, therefore, there is no potential for the Proposed Project to have a direct physical impact on school services. Therefore, potential impacts associated with schools would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**33. Libraries**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Riverside County General Plan, County of Riverside Code of Ordinances, Riverside Local Area Formation Commission (LAFCO), Riverside County General Plan Appendix F-1, Population and Employment Forecasts (Riverside County, 2015a)

Findings of Fact:

**Less Than Significant Impact.** The Proposed Project development of the Project site with trailer storage yard and associated site improvements would not directly create a demand for public library facilities and would not directly result in the need to modify existing or construct new library buildings. Demand placed on libraries is based on the generation of a resident population associated with a person’s place of residence, and not typically their place of employment. As discussed above, based on the County wide jobs and housing data presented in Appendix F-1 to Riverside County General Plan Update (GPA No. 960), the Proposed Project would not result in an increase in the County’s population and would therefore not directly result in an increased demand for library facilities (Riverside County, 2015a, Appendix F-1, pp. 8-9). Proposed Project would be subject to the DIF requirements outlined in Riverside County Ordinance No. 659 to ensure a fair share of costs associated with the Proposed Project are paid for public facilities, including libraries. Therefore, potential impacts associated with libraries would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**34. Health Services**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Riverside County General, Plan *Harvill Trailer Storage Yard Project Air Quality, Energy, Global Climate Change, HRA, and Energy Impact Analysis*, Ganddini Group Inc., September 13, 2021 (Appendix A)

Findings of Fact:

**Impacts will be less than significant.** The Proposed project would involve the construction of a trailer yard with associated site improvements. Appendix A detailed the Proposed Project’s potential air quality impacts and concluded there would be less than significant impacts and that a Health Risk Assessment was not required for the Proposed Project. Appendix A states that operation of the project would not result in a quantitative increase in premature deaths, asthma in children, days children will miss school, asthma-related emergency room visits, or an increase in acute bronchitis among children due to the criteria pollutants created by the Proposed Project. As discussed above, based on the County wide jobs and housing data presented in Appendix F-1 to Riverside County General Plan Update (GPA No. 960), the Proposed Project would not result in an increase in the County’s population and would therefore not directly result in an increased demand for library facilities (Riverside County, 2015a, Appendix F-1, pp. 8-9). However, this increase is nominal and would not require additional health services be constructed or expanded as a result of the Proposed Project. Therefore, potential impacts associated with health services would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** GIS database, County of Riverside Economic Development Agency – CSA 117 Map, Ord. No. 659 (Establishing Development Impact Fees), Parks & Open Space Department Review, General Plan Multipurpose Open Space Element, Mead Valley Area Plan

**Findings of Fact:**

**a.- c. Less Than Significant Impact.** The Proposed Project would not require the expansion of existing recreational facilities. The Proposed Project involves the construction of a 167-space trailer storage lot, 16,200 SF maintenance building containing 2,400 SF of office space, 38 accessory standard parking stalls, and landscaping. No recreational facilities would be constructed or expanded as a part of the Proposed Project. Existing park and recreational spaces within the County would not face substantial physical deterioration because the Proposed Project includes an industrial use with a limited number of employees. According to the Office of Economic Development of Riverside County, the Project Site is not within a Community Service Area. The Proposed Project would be subject to Riverside County Ordinance No. 659, which outlines development impact fees in order for the County to construct or acquire needed public facilities, including recreational facilities. Development fees are based on the fair share cost of providing public facilities reasonably needed to serve the development. Nonresidential development subject to Ordinance No. 659 include industrial and commercial uses, however industrial and commercial uses are not required to pay development impact fees for recreational facilities because these types of developments do not increase the demand for recreational facilities. Therefore, potential impacts associated with the construction or expansion of recreational facilities; increased use of existing local and regional parks; and the Project Site’s location within a CSA or within a recreation and park district would be less than significant, and no mitigation is required.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**36. Recreational Trails**

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Riverside County General Plan Figure C-6 Trails and Bikeway System, Mead Valley Area Plan Figure 9 – “Mead Valley Area Plan Trails and Bikeway System”

Findings of Fact:

**c. Impacts will be less than significant.** Figure 9 – “Mead Valley Area Plan Trails and Bikeway System” shows that a community trail would be located to the south of the Project Site along Orange Avenue, and a regional urban/suburban trail would be located to the north along Placentia Avenue. The Proposed Project would include the construction of an 14-foot-wide community trail on the Harvill Avenue frontage as a part of the offsite improvements within the public right-of-way. The original Project submittal included the proposed trail along Orange Avenue. During the project review process, the Proposed Project moved the trail to Harvill Avenue. In addition to the community trail connector, sidewalks would be improved on both the Harvill Avenue and Orange Avenue frontages. The proposed trail would be developed to County standard, which requires a straight grade at a two-percent maximum slope. The Proposed Project would not include substantial modification to the existing trail system. Therefore, potential impacts associated with trail systems would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** *Harvill Trailer Storage Yard Project Focused Traffic Analysis*, Ganddini Inc., January 13, 2022 (Appendix I1), *Harvill Trailer Storage Yard Project Vehicle Miles Traveled Screening Assessment*, Ganddini Inc., January 13 2021 (Appendix I2), Project Application Materials

Findings of Fact:

**General:** Project-specific traffic impact analyses presented as a part of Findings of Fact for the Transportation Impact Analysis are based on and summarized from Appendix I1 and I2– *Harvill Trailer Storage Yard Project Focused Traffic Analysis*, Ganddini Inc., January 13, 2022 and *Harvill Trailer Storage Yard Project Vehicle Miles Traveled Screening Assessment*, Ganddini Inc., January 13 2021

**a. Impacts will be less than significant.** In accordance with Senate Bill (SB) 743, the California Natural Resources Agency (CNRA) adopted changes to the CEQA Guidelines in December 2018, which identify that starting on July 1, 2020, vehicle miles traveled (VMT) is the appropriate metric to evaluate a project's transportation impacts. As of December 2018, when the revised CEQA Guidelines were adopted, automobile delay, as measured by "level of service" (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Lead agencies in California are required to use VMT to evaluate project-related transportation impacts. Nonetheless, a summary discussion of level of service (LOS) performance standards for intersections in the Project's study area is presented below.

Since the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) does not include data specifically for truck trailer parking facilities, trip generation for the proposed project was calculated based on rates derived from trip counts at a comparable trailer storage yard facility located at 5087 Patterson Avenue in the City of Perris, California (Appendix I1).

Table 18 shows the project trip generation. The project trip generation is shown in both vehicle trips and Passenger Car Equivalent (PCE) trips. In accordance with County of Riverside guidelines, truck-oriented projects should convert truck trips to PCE trips for purposes of capacity analysis. The project-generated truck trips were converted to PCE trips based on the PCE factors recommended by the County of Riverside (1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles).

As shown in Table 18, the proposed project is forecast to generate approximately 396 daily vehicle trips, including 24 vehicle trips during the AM peak hour and 26 vehicle trips during the PM peak hour,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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which equates to approximately 598 daily PCE trips, including 37 PCE trips during the AM peak hour and 35 PCE trips during the PM peak hour.

**Table 18 – Level of Service Delay Values**

Trip Type	Unit <sup>2</sup>	Trip Generation Rates <sup>1</sup>						
		Am Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Passenger Car	PS	0.00	0.33	0.33	0.33	0.17	0.50	6.33
Bobtail Truck – 2 axle	PS	0.00	0.00	0.00	0.01	0.00	0.01	0.25
Bobtail Truck – 3 axle	PS	0.01	0.04	0.05	0.01	0.00	0.01	0.27
Bobtail Truck with Trailer (4+ Axle)	PS	0.01	0.00	0.01	0.00	0.03	0.02	0.41
<b>Total Vehicle Trips</b>		<b>0.02</b>	<b>0.37</b>	<b>0.39</b>	<b>0.35</b>	<b>0.19</b>	<b>0.54</b>	<b>7.26</b>

Trip Type	Quantity	Unit <sup>2</sup>	Trip Generation						
			Am Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Passenger Car	38	PS	0	13	13	13	6	19	241
Bobtail Truck – 2 axle	167	PS	0	0	0	2	0	2	42
Bobtail Truck – 3 axle	167	PS	2	7	9	2	0	2	45
Bobtail Truck with Trailer (4+ Axle)	167	PS	2	0	2	0	3	3	68
<b>Total Vehicle Trips<sup>3</sup></b>			<b>4</b>	<b>20</b>	<b>24</b>	<b>17</b>	<b>9</b>	<b>26</b>	<b>396</b>

Passenger Car	1.0	PCE <sup>4</sup>	0	13	13	13	6	19	241
Bobtail Truck – 2 axle	1.5	PCE <sup>4</sup>	0	0	0	3	0	3	63
Bobtail Truck – 3 axle	2.0	PCE <sup>4</sup>	4	14	18	4	0	4	90
Bobtail Truck with Trailer (4+ Axle)	3.0	PCE <sup>4</sup>	6	0	6	0	9	9	204
<b>Total Vehicle Trips</b>			<b>10</b>	<b>27</b>	<b>37</b>	<b>20</b>	<b>15</b>	<b>35</b>	<b>598</b>

Notes:

<sup>1</sup> Trip generation rates derived from trip counts at a comparable facility (5087 Patterson Avenue, Perris, CA) in January 2019.

<sup>2</sup> PS = Parking Spaces

<sup>3</sup> Total vehicle trips are shown as vehicle trip-ends.

<sup>4</sup> PCE = passenger car equivalent. PCE factors are based on the County of Riverside Transportation Analysis Guidelines (December 2020)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Vehicle Miles Traveled**

As specified in the County guidelines, Appendix B, the following types of development proposals are generally exempt from the requirement to prepare a Level of Service (LOS) transportation impact analysis:

- 10. Any use which can demonstrate, based on the most recent edition of the Trip Generation Report published by the Institute of Transportation Engineers (ITE) or other approved trip generation data, trip generation of less than 100 vehicle trips during the peak hours.

These exemptions will apply in most cases; however, the Transportation Department reserves the right to require a traffic analysis for any development regardless of size and/or type. Although the proposed project is forecast to generate fewer than 100 trips during the weekday AM and PM peak hours, and would thereby typically be exempt from preparation of a transportation impact analysis with Level of Analysis based on criteria specified in the County of Riverside Transportation Analysis Guidelines (December 2020) [“the County guidelines”], County of Riverside engineering staff has requested preparation of a focused Level of Service analysis due to the community’s sensitivity to truck generating uses.

Greenhouse gas emissions for the proposed project were calculated in the Harvill Trailer Storage Yard Project Air Quality, Global Climate Change, HRA, and Energy Impact Analysis (Ganddini Group, January 2022). For consistency with the County’s Department of Transportation methodology, GHG emissions were re-calculated using the rural trip lengths. The Proposed Project’s total greenhouse gas emissions (without credit for any reductions from sustainable design and/or regulatory requirements) would be 1,342.9 MTCO2e per year. Therefore, the Proposed Project satisfies the County-established small projects screening criteria for projects with GHG emissions less than 3,000 MTCO2e per year and may be presumed to result in a less than significant VMT impact. Therefore, the Proposed Project can reasonably be considered to satisfy the County-established screening criteria for small projects and may be presumed to result in a less than significant VMT impact and no mitigation is required.

**Existing Traffic Levels**

Table 20 shows the study intersection Levels of Service for existing conditions. As shown in Table 19, the study intersections currently operate within acceptable Levels of Service (D or better). Traffic volume forecasts were developed by adding project-generated trips and background traffic growth to existing traffic volumes. For Existing Plus Ambient Growth Plus Project (EAP) conditions, existing volumes were increased by a growth rate of two percent (2%) per year over a two-year period. This equates to a total growth factor of approximately 1.04. The growth rate was conservatively applied to all movements at the study intersections.

**Table 19 – Existing Intersection Levels of Service**

Study Intersection	Traffic Control <sup>1</sup>	Am Peak Hour		PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
<b>1. Harvill Avenue at Orange Avenue</b>	CSS	23.0	C	14.6	B

Notes:

<sup>1</sup> CSS- Cross Street Stop

<sup>2</sup> Delay is shown in seconds/vehicle. For intersections with cross street stop control, Level of Service is based on average delay of the worst approach.

<sup>3</sup> LOS – Level of Service

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Existing Plus Ambient Growth Plus Project (EAP)**

Table 20 shows the study intersection Levels of Service for Existing Plus Ambient Growth Plus Project (EAP) conditions. As shown in Table 20, the study intersections are forecast to operate within acceptable Levels of Service (D or better) for Existing Plus Ambient Growth Plus Project (EAP) conditions. Therefore, the proposed project is forecast to result in no significant traffic impacts at the study intersections during the peak hours for Existing Plus Ambient Growth Plus Project (EAP) conditions and no mitigation is required.

**Table 20 – Existing Plus Project Ambient Growth (EAP) Intersection Levels of Service**

Study Intersection	Traffic Control <sup>1</sup>	Am Peak Hour		PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
<b>1. Harvill Avenue at Orange Avenue</b>	CSS	25.1	D	14.8	B

Notes:

<sup>1</sup> CSS- Cross Street Stop

<sup>2</sup> Delay is shown in seconds/vehicle. For intersections with cross street stop control, Level of Service is based on average delay of the worst approach.

<sup>3</sup> LOS – Level of Service

**Traffic Signal Warrant Analysis**

The need for potential installation of a traffic signal at the unsignalized study intersection was evaluated based on the California Manual on Uniform Traffic Control Devices (2014) (CA MUTCD), Section 4C.04, eight-hour vehicular volume Warrant 1, four-hour vehicular volume warrant graphs (Warrant 2), and the peak hour volume warrant graphs (Warrant 3). Warrants 1 through 3 were evaluated based on the existing 24-hour approach count volumes. Warrant 3 (peak hour) was also evaluated for the forecast Existing Plus Ambient Growth Plus Project AM peak hour and PM peak hour conditions. Based on the signal warrant analysis, installation of a traffic signal at the study intersection of Harvill Avenue and Orange Avenue is not warranted under Existing conditions or forecast to be warranted for Existing Plus Ambient Growth Plus Project conditions and no mitigation measures are required.

**RTA**

The Project is designed to accommodate pedestrians via sidewalk and trail improvements along its frontage with Harvill Avenue and Orange Avenue. All Project driveway exits will be reviewed by the County of Riverside at the time improvement plans are submitted as part of the building permit stage of Project implementation in order to ensure that sight distance meets minimum County safety standards.

The County of Riverside is served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region. There are no existing bus routes along the Project site’s frontage. The nearest existing transit route to the Project site is RTA Route 19/19A located less than half a mile to the east of the Project site along Perris Blvd. Because there are no existing or planned public transit facilities along the Project site frontage, and existing bus stops are within walking distance to the Project site, the Project has no potential to conflict with a transit service program.

Therefore, impacts associated with the conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities would be less than significant, and no mitigation is required.

**b. Impacts will be less than significant.** Senate Bill (SB) 743 changes how transportation impacts are measured under CEQA from using vehicle level of service (LOS) to using vehicle miles traveled (VMT). This change is intended to capture the impacts of driving on the environment compared to the impact

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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on drivers. Concerns about the impact of projects on drivers through the use of LOS or other delay metrics may still occur as part of land use entitlement reviews but LOS will no longer be allowed as a basis for transportation impacts under CEQA. To implement SB 743, lead agencies will need to determine appropriate VMT methodologies, thresholds, and feasible mitigation measures.

The County of Riverside’s Transportation Analysis Guidelines (December 2020) contains methodology for analyzing vehicle miles traveled (VMT).The VMT analysis is based on the passage of SB 743. Land use projects that have the potential to increase the average VMT per service population (compared to the County’s baseline threshold) would be evaluated for potential impacts.

The intent of the VMT analysis is to reduce Greenhouse Gas (GHG) emissions while promoting the development of infill land use project and multimodal transportation networks, and to promote a diversity of land uses within developments. The proposed project is forecast to generate approximately 375 daily vehicle trips, including 21 vehicle trips during the AM peak hour and 24 vehicle trips during the PM peak hour, which equates to approximately 550 daily PCE trips, including 30 PCE trips during the AM peak hour and 32 PCE trips during the PM peak hour.

The County guidelines also identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. Included in this screening criteria are small projects which generate less greenhouse gas emissions than 3,000 MTCO<sub>2e</sub>. Greenhouse gas emissions for the proposed project were calculated in the Harvill Trailer Storage Yard Project Air Quality, Global Climate Change, HRA, and Energy Impact Analysis (Ganddini Group, January 2022). The Proposed Project’s total greenhouse gas emissions (without credit for any reductions from sustainable design and/or regulatory requirements) would be 1,342.9 MTCO<sub>2e</sub> per year. Therefore, the Proposed Project satisfies the County-established small projects screening criteria for projects with GHG emissions of less than 3,000 MTCO<sub>2e</sub> per year and may be presumed to result in a less than significant VMT impact. Therefore, the Proposed Project can reasonably be considered to satisfy the County-established screening criteria for small projects and may be presumed to result in a less than significant VMT impact and no mitigation is required.

**c. Impacts will be less than significant.** The Project Site is located in a portion of Riverside County around the I-215 corridor that is developing as an employment center, containing business park, distribution warehousing, e-commerce, and light industrial land uses. The Project Site is bound on the west by Harvill Avenue and Orange Avenue. The Project Site’s General Plan designation is Business Park (BP) and the zoning designation is Manufacturing-Service Commercial (M-SC). The Project Site is located within the Mead Valley Area Plan.

Entry to the Project Site would occur from Orange Avenue, where two driveway access points would be located. Entering through the eastern most driveway, vehicles would maneuver either to the right or straight upon entering the Project Site. Vehicles maneuvering right would circulate through the standard parking stall area, east of the maintenance building, and around to the trailer storage yard. Vehicles maneuvering straight would directly enter the trailer storage yard, west of the maintenance building. Entering through the western most driveway would lead directly to the trailer storage yard. All entry circulation areas would be gated, and gated entry to the trailer storage yard would be placed approximately 45-feet from the property line. All circulation onsite would allow for two-way vehicle traffic. The eastern driveway would maintain a 50-foot drive approach and the western a 40-foot drive approach. A 24-foot fire lane would allow emergency vehicle circulation around the entire interior of the Project Site. All entry gates would contain Knox boxes for emergency access purposes. Visibility triangles would be maintained on each side of the Orange Avenue access driveways.

The types of traffic generated by the Proposed Project (i.e., passenger cars and trucks) would be compatible with the type of existing traffic on Project Study Area roadways. In addition, proposed roadway improvements along the Project site frontage would occur within the existing and planned

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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public rights-of-way and be installed following County design standards. The County of Riverside Transportation Department reviewed the Project's Plot Plan application materials and determined that no hazardous transportation design features would be introduced by the Project. All improvements planned as part of the Project would be in conformance with applicable Riverside County roadway standards, and would not result in any hazards due to a design feature and would not result in inadequate emergency access. Therefore, impacts would be less than significant.

**d. Impacts will be less than significant.** The Proposed Project would make improvements to the public street along the Project Site's frontage with Harvill Avenue and Orange Avenue. These improved roadways would require routine, intermittent maintenance; however, maintenance of public streets along the Project's frontage to Harvill Avenue and Orange Avenue would not result in any significant impacts to the environment. The Proposed Project would contribute traffic to off-site public roadways; however, public roads require periodic maintenance as part of their inherent operational activities, and such maintenance would not result in substantial impacts to the environment. Public roadway maintenance would be funded through the Project Proponent's payment of DIF and the Project site owner(s) future payment of property taxes. Therefore, the Proposed Project's potential to cause an effect upon, or a need for new or altered maintenance of roads, would be less than significant and no mitigation would be required.

**e. Impacts will be less than significant.** During the construction phase of the Proposed Project, traffic to and from the Project site would be generated by activities such as construction employee trips, delivery of construction materials, and use of heavy equipment. Vehicular traffic associated with construction employees would be substantially less than daily and peak hour traffic volumes generated during Project operational activities, especially because construction activities typically begin and end outside of the peak hour; therefore, a majority of the construction employees would not be driving to or from the Project Site during hours of peak congestion. Traffic volumes from construction workers is not expected to result in a substantial adverse effect to the local roadway system because most trips would occur during non-peak hours. Deliveries of construction materials to the Project Site would also have a nominal effect to the local roadway network because most trips would occur during non-peak hours.

Construction materials would be delivered to the site throughout the construction phase based on need and would not occur on an everyday basis. Heavy equipment would be utilized on the Project site during the construction phase. Because most heavy equipment is not authorized to be driven on public roadways, most equipment would be delivered and removed from the site via flatbed trucks. As with the delivery of construction materials, the delivery of heavy equipment to the Project site would not occur on a daily basis, but would occur periodically throughout the construction phase on need. Harvill Avenue and Orange Avenue would remain open with no reasonably foreseeable lane closures. Therefore, impacts associated with circulation during the Proposed Project's construction would be less than significant and no mitigation is required.

**f. Impacts will be less than significant.** The Project site does not provide access to any abutting parcels or nearby uses. Therefore, there is no potential for the Proposed Project to result in inadequate emergency access or access to nearby uses. During the course of the County of Riverside's review of the Proposed Project, the County evaluated the Project's design, including but not limited to, the layout of the Proposed Project's proposed trailer stalls, maintenance building, drive aisles, and parking lot for regular cards, to ensure that the Proposed Project would provide adequate emergency access and access to nearby uses at Proposed Project buildout. Furthermore, as described above, the Proposed Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. In addition, the Proposed Project would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road provisions.

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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Therefore, impacts associated with emergency access or access to nearby uses would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**38. Bike Trails**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) Include the construction or expansion of a bike system or bike lanes?

**Source(s):** Riverside County General Plan, Mead Valley Area Plan Figure 9 – “Mead Valley Area Plan Trails and Bikeway System”

Findings of Fact:

**a. Impacts will be less than significant.** The Proposed Project would not include the construction or expansion of a bike system or trail system. According to the Mead Valley Area Plan, Figure 9 – “Mead Valley Area Plan Trails and Bikeway System,” shows that a community trail would be located to the south of the Project Site along Orange Avenue, and a regional urban/suburban trail would be located to the north along Placentia Avenue. The Proposed Project would include the construction of an 8-foot-wide community trail on the Harvill Avenue frontage as a part of the offsite improvements within the public right-of-way. The original Project submittal included the proposed trail along Orange Avenue. As a part of the project review process, the trail was moved to Harvill Avenue. In addition to the community trail connector, sidewalks would be improved on both the Harvill Avenue and Orange Avenue frontages. The proposed trail would be developed to County standard, which requires a straight grade at a two-percent maximum slope. Therefore, no impacts resulting from the construction of expansion of a bike system or lanes would occur and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**TRIBAL CULTURAL RESOURCES** Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

**39. Tribal Cultural Resources**

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

**Source(s):** Phase I Cultural Resources Assessment Report (Appendix E), On-site Inspection, County Archaeologist, AB52 Tribal Consultation

Findings of Fact:

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

In compliance with Assembly Bill 52 (AB52), notices regarding this project (formerly CUP200002) were mailed to all requesting tribes on April 22, 2021.

No response was received from Cahuilla Band of Indians, Colorado River Indian Tribes (CRIT), Morongo Band of Mission Indians, Pala Band of Mission Indians or the Ramona Band of Mission Indians. Consultation was requested by the Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, Agua Caliente Band of Cahuilla Indians and the Soboba Band of Luiseño Indians.

The Pechanga Band of Luiseño Indians requested to consult in a letter dated May 05, 2021. The project conditions of approval and the cultural report were provided to the tribe on July 7, 2021. During a meeting held on July 15, 2021, this project was discussed. Pechanga told Planning, that PPT210021 is located within the boundaries of a recorded Traditional Cultural Property (“TCP”), Qaxáalku Kwíimik, which includes multiple village sites and ceremonial complexes. Consultation was concluded verbally during an AB52 meeting held on September 15, 2021.

The Rincon Band of Luiseño Indians requested to consult in a letter dated May 11, 2021. The cultural report and the conditions of approval were provided to the tribe on July 7, 2021. Consultation was concluded by the tribe on July 9, 2021.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Consultation was requested by the Soboba Band of Luiseño Indians in a letter dated May 25, 2021. Soboba was provided with the cultural report and the conditions of approval on July 7, 2021. The tribe provided information regarding a Traditional Cultural Property that the project is located within and recommended monitoring during grading. Soboba concluded consultation on September 08, 2021.

Agua Caliente requested to consult in a letter dated May 24, 2021. The tribe identified a Tribal Cultural Resource near the project and recommended that an approved Agua Caliente Monitor be present during ground disturbing activities.

Although the cultural survey was negative for prehistoric resources and the consultant did not recommend any type of monitoring for the project, the information provided by the Tribes regarding tribal cultural resources supports that the Project maintains sensitivity for tribal cultural resources to which the Tribes ascribe tribal value.” In addition, the consulting tribes expressed concern that the project area is sensitive for cultural resources and there is the possibility that previously unidentified resources might be found during ground disturbing activities. As such, the project has been conditioned for a Tribal Monitor from the consulting Tribe(s) to be present during grading activities so that any Tribal Cultural Resources found during project construction activities will be handled in a culturally appropriate manner (**COA CUL-3**).

The project will also be required to adhere to State Health and Safety Code Section 7050.5 in the event that human remains are encountered, by ensuring that no further disturbance occurs until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. (**COA CUL-1**)

CEQA requires the Lead Agency to address any unanticipated tribal cultural resource discoveries during Project construction. Therefore, a condition of approval (**COA CUL-3**) that dictates the procedures to be followed should any unanticipated resources be identified during ground disturbing activities has been placed on this project.

Therefore, with implementation of **COA CUL 1 through COA CUL-6** impacts associated with Tribal Cultural Resources would be less than significant.

**COA CUL-1:** If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

**COA CUL-2:** The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

If during ground disturbance activities, unanticipated cultural resources\* are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist\*\*, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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\* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.

\*\* If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

**COA CUL-3:** Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for Native American Monitor(s).

In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, an adequate number of 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) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement(s) 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.

**COA CUL-4:** Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal 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 digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.

The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.

**COA CUL-5:** Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

Historic Resources- all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines

Prehistoric Resources- One of the following treatments shall be applied.

a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.

b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

**COA CUL-6:** 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.

Mitigation: No mitigation is required.

Monitoring: Monitoring for Conditions of Approval **COA CUL-1** through **COA CUL-6** shall be subject to the timing detailed in the project-specific Mitigation Monitoring and Reporting Plan (Appendix K).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>UTILITIES AND SERVICE SYSTEMS</b> Would the project:				
<b>40. Water</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Project Application Materials, *Will Serve Letters* (Appendix J), and October 2020, 2020 Urban Water Management Plan by EMWD

Findings of Fact:

**a. Impacts will be less than significant.** As discussed in Section V.X., the Proposed Project would be served by the Eastern Municipal Water District (EMWD) as shown on Will Serve Letters (Appendix J). Existing water infrastructure is located within Harvill Avenue and Orange Avenue. The Proposed Project would connect to the existing 24-inch and 12-inch water mains in Harvill and Orange Avenues, respectively, which are serviced by the Eastern Municipal Water District. Potential impacts associated with the installation of on-site and off-site utility improvements are evaluated throughout this MND and mitigation measures are identified for construction-related effects that would reduce construction-phase impacts to the maximum feasible extent. Therefore, potential impacts associated with the relocation or construction of new or expanded water, wastewater, or storm water systems would be less than significant and no mitigation is required.

**b. Impacts will be less than significant.** Riverside County incorporates four major watershed areas in which river systems, numerous lakes and reservoirs, and natural drainage areas are located. Management of the amount of water available (local and imported) and its quality, is an important response to the gap between supply and demand in Riverside County. The economy of the developed portions of western Riverside County is sustained primarily by water imported from Northern California via the State Water Project and the allocations from the Colorado River. Local groundwater production provides a secondary water supply.

Eastern Municipal Water District (EMWD) is responsible for supplying potable water to the Project site and its region. The Proposed Project would be consistent with Riverside County's General Plan land use designation. According to EMWD's Water System Planning & Design, commercial and industrial development have the same average day water demand rate (2,000 gpd per acre). As discussed in the 2015 EMWD Urban Water Management Plan, herein incorporated by reference as the "UWMP," which applies to and was adopted by the EMWD, adequate water supplies are projected to be available to meet EMWD's estimated water demand through 2040 under normal, historic single-dry and historic multiple-dry year conditions. EMWD forecasts for projected water demand are based on the population projections of SCAG, which rely on the adopted land use designations contained within the general plans that cover the geographic area within EMWD's service. Because the Project's water demand would be identical to the projection for the site's existing land use designation (as mentioned above), EMWD would have sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed.

EMWD provided a Will Serve letter stating that EMWD is willing to provide water and sewer services to the proposed Project. Pursuant to CEQA Guidelines Section 15155 (a)(1)(E), a Water Supply Analysis is not required for the proposed Project because the Project does not involve a land use that would

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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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house more than 1,000 persons, occupy more than 40 acres of land, or have more than 650,000 SF of floor area.

Therefore, potential impacts associated with sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>41. Sewer</b>				
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Department of Environmental Health Review, Project Application Materials, *Will Serve Letters* (Appendix J)

Findings of Fact:

**a. - b. Impacts will be less than significant.** The project's sewer lines would be connected to existing lines in Harvill Avenue and Orange Avenue. The installation of sewer lines and connections as proposed by the project would result in physical impacts; however, these impacts are considered to be part of the project's construction phase and are evaluated throughout this document accordingly. In instances where significant impacts have been identified for the project's construction phase, mitigation measures are recommended in each applicable subsection of this document to reduce impacts to less-than-significant levels. The construction of sewer lines necessary to serve the proposed project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this project.

Wastewater generated by the Project would be treated by the EMWD, which operates the Perris Valley Regional Water Reclamation Facility (PVRWRF). The PVRWRF has a current capacity of 22 million gallons per day (gpd), and receives typical daily flows of 13.8 million gpd. The ultimate planned capacity at the PVRWRF is 100 million gpd. In March 2014, EMWD completed the most recent expansion of the PVRWRF. With an ultimate capacity of 100 mgd, EMWD says that the facility is poised to meet the current and future demands to the region as well as help to meet the increasing demand for recycled water throughout EMWD's service area.

The Perris Valley Regional Water Reclamation Facility has sufficient capacity to treat wastewater generated by the Proposed Project in addition to existing commitments. The Proposed Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations). Therefore, potential impacts associated with the relocation or construction of new or expanded sewer, wastewater, or septic systems would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** Riverside County General Plan, Riverside County Integrated Waste Management Plan, CalRecycle Solid Waste Information System, Riverside County Annual Report Summary (2018)

Findings of Fact:

**a. – b. Impacts will be less than significant.** Implementation of the Proposed Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. The Proposed Project would involve the construction of a 167-space trailer storage lot, 16,200 SF maintenance building containing 2,400 SF of office space, 38 accessory standard parking stalls, and landscaping. The Proposed Project includes ancillary administrative office space within the maintenance building, comprised of 1,200 SF of first level and 1,200 SF of second-level office area. A combination of a 6-foot tube steel fence and 6-foot CMU wall would surround the Project Site.

Additionally, the Project would be required to comply with mandatory waste reduction requirements as described below. Solid waste generated by the Project would be disposed at the El Sobrante Landfill, the Badlands Sanitary Landfill, and/or the Lamb Canyon Sanitary Landfill. Existing capacities at each of these landfills is discussed below and shown on Table 21 – Permitted and Remaining Capacity of Area Landfills, shows the maximum daily capacity and total remaining capacity for these landfills.

**Table 21 – Permitted and Remaining Capacity of Area Landfills**

Landfill	Maximum Capacity (Ton/Day)	Maximum Permitted Capacity(Cubic Yards)	Remaining Capacity (Cubic Yards)
El Sobrante	16,054	209,910,00	143,966,170 <sup>1</sup>
Lamb Canyon	5,000	39,681,513	19,242,950 <sup>2</sup>
Badlands	4,800	34,400,000	15,748.799 <sup>3</sup>

Notes:

<sup>1</sup>: CalRecycle website accessed January 31, 2022:  
<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368>

<sup>2</sup>: CalRecycle website accessed January 31, 2022:  
<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402>

<sup>3</sup>: CalRecycle website accessed January 31, 2022:  
<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367>

All three of the landfills are Class III municipal solid waste landfills. El Sobrante Landfill is expected to reach capacity by 2045. Badlands Landfill is expected to reach capacity by 2024 and Lamb Canyon Landfill by 2021. Both Badlands and Lamb Canyon Landfills have the potential to expand their facilities and capacity. The waste generated by the Project’s operation is not anticipated to cause the landfill to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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exceed its maximum permitted daily disposal volume. Therefore, the Proposed Project would not be served by a landfill with insufficient permitted capacity to accommodate solid waste disposal needs.

The Countywide Integrated Waste Management Plan (CIWMP) was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939). AB 939 redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. AB 939 was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources.

AB 939 requires each of the cities and unincorporated portions of counties throughout the state to divert a minimum of 25% by 1995 and 50% of the solid waste landfilled by the year 2000. To attain these goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices.

The CIWMP, in its entirety, is comprised of the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements (SRRE's), Household Hazardous Waste Elements (HHWE's), and Nondisposal Facility Elements (NDFE's) for Unincorporated Riverside County and each of the cities in Riverside County. According to the most recent Riverside County Annual Report Summary (2018), the County has over 15 years of current and future disposal available. Therefore, potential impacts associated with solid waste disposal would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**43. Utilities**

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

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Project Application Materials, Utility Companies

Findings of Fact:

**a. – f. Impacts will be less than significant.** The project is conditioned to install requisite electrical power, natural gas, telephone, communication, street lighting, and cable television utilities underground in accordance with County Ordinance 460 and 461, or as approved by the County Transportation Department.

The project proponent must coordinate with each utility company to ensure relocation of utilities occurs according to standard construction and operation procedures administered by the California Public Utilities Commission. Written verification of initiation of design and/or application of relocation from each affected utility must be provided to the County Transportation Department. Each of the utility systems is available at the Project Site frontage, and excavation would be required to extend these lines and interconnect to the Project Site. Since the footprint of proposed utility relocations is encompassed by the Project Site, impacts associated with such relocations have been addressed throughout this Initial Study and mitigated as applicable. Any proposed street lighting that is a part of the Proposed Project would be subject to Ordinance 655 which regulates light pollution within the County. The Proposed Project would not involve the construction of new public roads nor would it involve the expansion of existing circulation infrastructure. Potential impacts associated with the Proposed Project and government services are discussed in Section V.XVI, which include discussion and analysis of fire, police, schools, health, and library facilities. For details regarding these impacts, please refer to the applicable section.

Therefore, potential impacts associated with utilities, including electricity, natural gas, communication systems, street lighting, maintenance of public facilities, and other governmental services, would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>WILDFIRE</b> If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:				
<b>44. Wildfire Impacts</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Riverside County General Plan Figure S-11 “Wildfire Susceptibility”, Mead Valley Area Plan, Map My County, Project Application Materials, CalFire, General Plan Safety Element, Emergency Operations Plan Riverside County Operational Area (EOP) (August 2019), Figure C-1 – “Circulation Plan”, Figure 11 – *Conceptual Fire Access Plan*

**Findings of Fact:**

**a. Impacts will be less than significant.** Wildfires in Riverside County often result in death, injury, and economic and natural asset losses. In long-term, the losses in vegetation can also lead to possible soil erosion and flooding. Figure S-11 – “Wildfire Susceptibility” maps the Federal, State and Local Responsibility Areas (Fire Hazard and Very High Fire Hazard Severity Zones) for the County and shows the Project Site is not located within a fire hazard severity zone. The County’s Map My County GIS map shows the Project Site is not within a State Responsibility Area (SRA). However, the Project Site is located in close proximity to the delineation of both a very high fire hazard severity zone (VHFHSZ) and SRA as the property to the south is designated as such. Orange Avenue sits between the property designated as a VHFHSZ and within an SRA.

The Proposed Project would be subject to the building plan check process, which entails fire departmental review to ensure the project meets requirements set forth in the County’s Code of Ordinances, Ordinance 787 – Fire Code. The Proposed Project would not involve modification to any existing roadways as shown on Figure C-1 – “Circulation Plan” which are designated as evacuation routes per the General Plan Safety Element. The Project Site would include a minimum 24-foot-wide emergency access lane that circulates through the entire Project Site (**Figure 11**). The two proposed access driveways to the Project Site would be required to comply with turning radius requirements related to emergency vehicles, such as a fire truck. The proposed drive approaches include widths of 24-feet and 50-feet to ensure adequate access for emergency vehicles. Therefore, potential impacts

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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associated with the impairment of an adopted emergency response plan or evacuation plan would be less than significant and no mitigation is required.

**b. Impacts will be less than significant.** The Project Site is currently vacant, generally flat, with development to the east, south, and a portion to the west. Vacant land is located to the north and a portion to the west. The topography of the existing site, as well as the proposed topography of the Project Site, would not result in the proposed development's exposure to terrain conducive to fire hazards, as the site would remain generally flat with some minor manufactured slope for berming purposes. The Project Site is not within a fire hazard severity zone; however, the Proposed Project would be subject to Ordinance 695 - Vegetation Management Plan and Abatement of Hazardous Vegetation, which aids in reducing fire risks from nonnative and overgrown vegetation. The Project Site's western and southern boundary are adjacent to Orange Avenue and Harvill Avenue. The Proposed Project would be subject to the building plan check process, which entails fire departmental review to ensure the project meets requirements set forth in the County's Ordinance No. 787- Fire Code. The Proposed Project includes installation of two fire hydrants, one within the proposed standard vehicle parking area and one located at the Orange frontage, for the purpose of providing water access in the case of an emergency. Therefore, potential impacts associated with the exposure of project occupants to pollutant concentrations from wildfire due to slope, prevailing winds or other factors would be less than significant, and no mitigation is required.

**c. Impacts will be less than significant.** The Proposed Project would involve the connection to existing utilities, such as water, sewer, gas, and stormwater, located within Orange Avenue and Harvill Avenue for connection to the Project Site. Additional installation of utilities for the Proposed Project would consist of new water retention basins for stormwater drainage purposes and storm drain lines, which would connect to existing infrastructure within Orange Avenue and Harvill Avenue, and installation of two fire hydrants and fire service line onsite. The proposed fire service line would connect to the existing 12-inch water main in Orange Avenue. The Proposed Project would be required to comply with the standards for utilities installation per Title 13 of the County's Code of Ordinances, which includes health and safety reviews via the building plan check process. **Figure 11 – Conceptual Fire Access Plan** shows the proposed internal drive aisles would comply with widths and turning radii required to allow for fire department vehicle access. Therefore, potential impacts associated with installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment would be less than significant and no mitigation is required.

**d. Impacts will be less than significant.** The Project Site and the adjacent parcels are generally flat and do not contain any hills or steep slopes. The Project Site generally slopes downward to the southeast at a gradient of two percent. In the unlikely event that a wildfire were to occur, the topography would not result in the downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Additionally, risks associated with the Proposed Project pertaining to downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes would be reduced by the requirements outlined in the County's Code of Ordinance related to grading and building (Title 16 and Title 15). Therefore, potential impacts associated with downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes would be less than significant and no mitigation is required.

**e. Impacts will be less than significant.** The Project Site is not located with a fire hazard severity zone. The Project Site is currently vacant, generally flat, with development to the east, south, and a portion to the west. Vacant land is located to the north and a portion to the west. The Proposed Project does not involve the construction of any new residential dwelling units. The buildings would be constructed consistent with the current California Building Code and Riverside County Ordinance 787

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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to minimize the potential for structural damage from a wildfire. Therefore, potential impacts associated with the exposure of people or structures involving wildland fires would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**MANDATORY FINDINGS OF SIGNIFICANCE** Does the Project:

**45.** Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Appendix B, Appendix C, Staff Review, Project Application Materials

Findings of Fact:

**Less than Significant with Mitigation Incorporated.** The Proposed Project would be consistent with local policies and ordinances related to biological resources, including the MSHCP. The MSHCP contains a list of standard measures to minimize direct and indirect impacts on biological resources within and adjacent to project sites. These measures are related to protecting water quality, controlling dust, minimizing spread of invasive plant species, minimizing fire hazards, and other measures. Incorporation of **MM BIO-1** would ensure that the Proposed Project would not threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare animal.

Development activities have the potential to encounter undiscovered archaeological resources and the project would be subject to compliance with **COA CUL-1** through **COA CUL-6**, and **MM PAL-1** through **MM PAL-3**, provides direction in the event cultural, paleontological, and/or Tribal cultural resources are unearthed during project subsurface activities. Therefore, with implementation of the above Conditionals of Approval and Mitigation Measures, impacts associated with the important examples of the major periods of California history or prehistory direct or indirect destruction of a unique paleontological resource or site or unique geological feature would be less than significant.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Appendix A, Appendix J, Staff Review, Project Application Materials

Findings of Fact:

**The project does not have impacts which are individually limited, but cumulatively considerable.** The project TIA evaluated cumulative projects (see response to Checklist Question V.XVIII(a)), and the associated analysis determined the project would not generate significant amounts of cumulative traffic. Air pollutant and greenhouse gas emissions would be correspondingly less than significant, as described in Appendix A. There are no other projects whose impacts would comeingle with the Proposed Project resulting in a cumulatively significant impact over and above those previously identified in this Initial Study. The project's design features and related construction elements were determined to be consistent with the County policy documents, and therefore impacts from GHG emissions were

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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determined to be less than significant. Therefore, cumulative impacts from development of the Proposed Project would be less than significant.

47. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Appendix I, Staff Review, Project Application Materials

Findings of Fact:

**Less Than Significant with Mitigation Incorporated.** All potential impacts of the Proposed Project have been identified, and mitigation measures have been provided, where applicable, to reduce potential impacts to less than significant levels. Upon implementation of mitigation measures, the Proposed Project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. No additional mitigation measures would be required

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**VI. EARLIER ANALYSES**

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

Earlier Analyses Used, if any: None

Location Where Earlier Analyses, if used, are available for review:

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

**VII. AUTHORITIES CITED**

Air Quality, Global Climate Change, HRA, and Energy Impact Analysis, dated January 19, 2022 and prepared by Ganddini (Ganddini 2022a)

Airport Land Use Commission (ALUC) Development Review, June 10, 2021 and prepared by Riverside County Airport Land Use Commission

Burrowing Owl Survey dated October 2021 and prepared by Noreas Inc. (Noreas 2021b)

CalRecycle website accessed January 31, 2022:

<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368>

CalRecycle website accessed January 31, 2022:

<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402>

CalRecycle website accessed January 31, 2022:

<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367>

County of Riverside Memo Archaeological Report, dated July 8, 2021, and prepared by Riverside County Planning Division

California Energy Commission. Revised Transportation Energy Demand Forecast 2018-2030. [Online] 2021. <https://www.energy.ca.gov/data-reports/planning-and-forecasting>

CalEPA Cortese List Data Resources (<https://calepa.ca.gov/SiteCleanup/CorteseList/>)

CA Farmland Conservancy Farmland Finder Map (2016) GIS database

Geotechnical Investigation, dated January 12, 2021 and prepared by Southern California Geotechnical (Southern California Geotechnical 20201a)

Eastern Municipal Water District (EMWD) Will Serve Letter, dated April 13, 2021

Focused Traffic Analysis, dated January 13, 2022 and prepared by Ganddini (Ganddini 2022c)

Infiltration Testing, dated January 12, 2021 and prepared by Southern California Geotechnical (Southern California Geotechnical 20201b)

March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan, Adopted November 13, 2014

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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MSHCP Consistency Analysis dated October 2021 and prepared by Noreas Inc. (Noreas 2021a)

Mead Valley Area Plan, revised June 26, 2018, and prepared by County of Riverside

Noise Impact Analysis, dated January 19, 2022 and prepared by Ganddini (Ganddini 2022b)

Paleontological Resources Assessment Report, dated July 2021 and prepared by Cogstone Resource Management (Cogstone 2021b)

Phase I Cultural Resources Assessment Report, dated July 2021 and prepared by Cogstone Resource Management (Cogstone 2021a)

Phase I Environmental Site Assessment Report, dated January 25, 2021 and prepared by Partner Engineering and Science (Partner Engineering and Science 2021a)

Preliminary Hydrology Study, dated November 1, 2021 and prepared by Land Development Design Company (Land Development Design Company 2021a)

Project Specific Water Quality Management Plan, dated November 1, 2021 and prepared by Land Development Design Company (Land Development Design Company 2021b)

Riverside County Climate Action Plan (“CAP”), dated December 17, 2019

Riverside County General Plan, dated December 2015 and updated September 2021

Riverside County Ordinances, Ordinance Nos. 348, 460, 461, 484, 500, 559, 625, 655, 659, 787, 847, and 915

SCAQMD CEQA Air Quality Handbook, 1993

Western Riverside Multiple Species Habitat Conservation Plan WR-MSHCP

Vehicle Miles Traveled Screening Assessment, dated January 13, 2022 and prepared by Ganddini (Ganddini 2022d)

Urban Water Management Plan dated 2020 and prepared by Eastern Municipal Water District

U.S. Energy Information Administration. California Energy Consumption by End-Use Sector. California State Profile and Energy Estimates.[Online] January 16, 2020  
<https://www.eia.gov/state/?sid=CA#tabs-2>

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